

Roosevelt Stadium Redevelopment Plan

**The City of Union City
Hudson County, New Jersey**

**Adopted by the Union City
Board of Commissioners
___ 2021**

2021 Amendment prepared by

**Heyer, Gruel & Associates
Community Planning Consultants
236 Broad Street
Red Bank, NJ 07701
732-741-2900**

M. McKinley Mertz, PP, AICP, LEED Green Associate
License Number: 33LI00636800

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TABLE OF CONTENTS

I. INTRODUCTION 3

II. BOUNDARIES 5

III. REDEVELOPMENT OBJECTIVES 7

IV. PROPOSED REDEVELOPMENT ACTIONS..... 7

V. GENERAL ADMINISTRATIVE PROVISIONS 7

VI. GENERAL DESIGN AND LAND USE STANDARDS AND REQUIREMENTS..... 9

VII. URBAN DESIGN OBJECTIVES AND REQUIREMENTS..... 10

VIII. SPECIFIC LAND USE REGULATIONS..... 15

IX. AFFORDABLE HOUSING PROVISIONS 21

X. ACQUISITION PLAN 21

XI. RELOCATION PLAN 21

XII. CIRCULATION PLAN 21

XIII. OTHER PROVISIONS TO MEET STATE AND LOCAL REQUIREMENTS..... 22

XIV. PROCEDURE FOR AMENDING THE PLAN..... 24

XV. DEFINITIONS..... 24

I. INTRODUCTION

The Roosevelt Stadium Redevelopment Plan (the Plan) will regulate development within the Roosevelt Stadium Redevelopment Area (the Area). The Area consists of the entire Block 134, as well as all Tax Lots found on Tax Blocks 132 and 133, Tax Lots 12 through 33 on Tax Block 120, and Block 156 Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 22, 23, 24, 25, 26, 27, 28 and 29 in the City of Union City, Hudson County, New Jersey.

The Area is centrally located from a north / south perspective in the City of Union City but is located along the western edge of the City adjacent to the Township of North Bergen.

The original Roosevelt Stadium Redevelopment Plan was adopted on December 6, 2004. The Plan was subsequently amended on November 14, 2006 to include provisions for the Mixed-Use B Zone. Since the time of the original and amended Plan, a portion of the Redevelopment Plan has been realized. The Union City High School opened on September 3, 2009 within the School Redevelopment Zone. The new Union City High School replaced the old Emerson High School and merged the student bodies of the Emerson and Union Hill High Schools. The High School covers 4.5 acres of land and includes a rooftop football field. A structured parking garage was constructed on a portion of Block 120 to the support the school.

The purpose of this Plan is to provide a comprehensive development plan that supports the completed high school and its associated uses, as well as facilitates redevelopment opportunities for new residential and mixed-use development within the Area.

According to the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-1, et seq.), the Redevelopment Plan shall include an outline for the planning, development, redevelopment or rehabilitation of the project area sufficient to indicate:

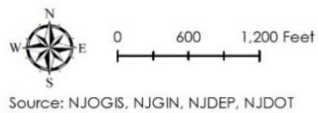
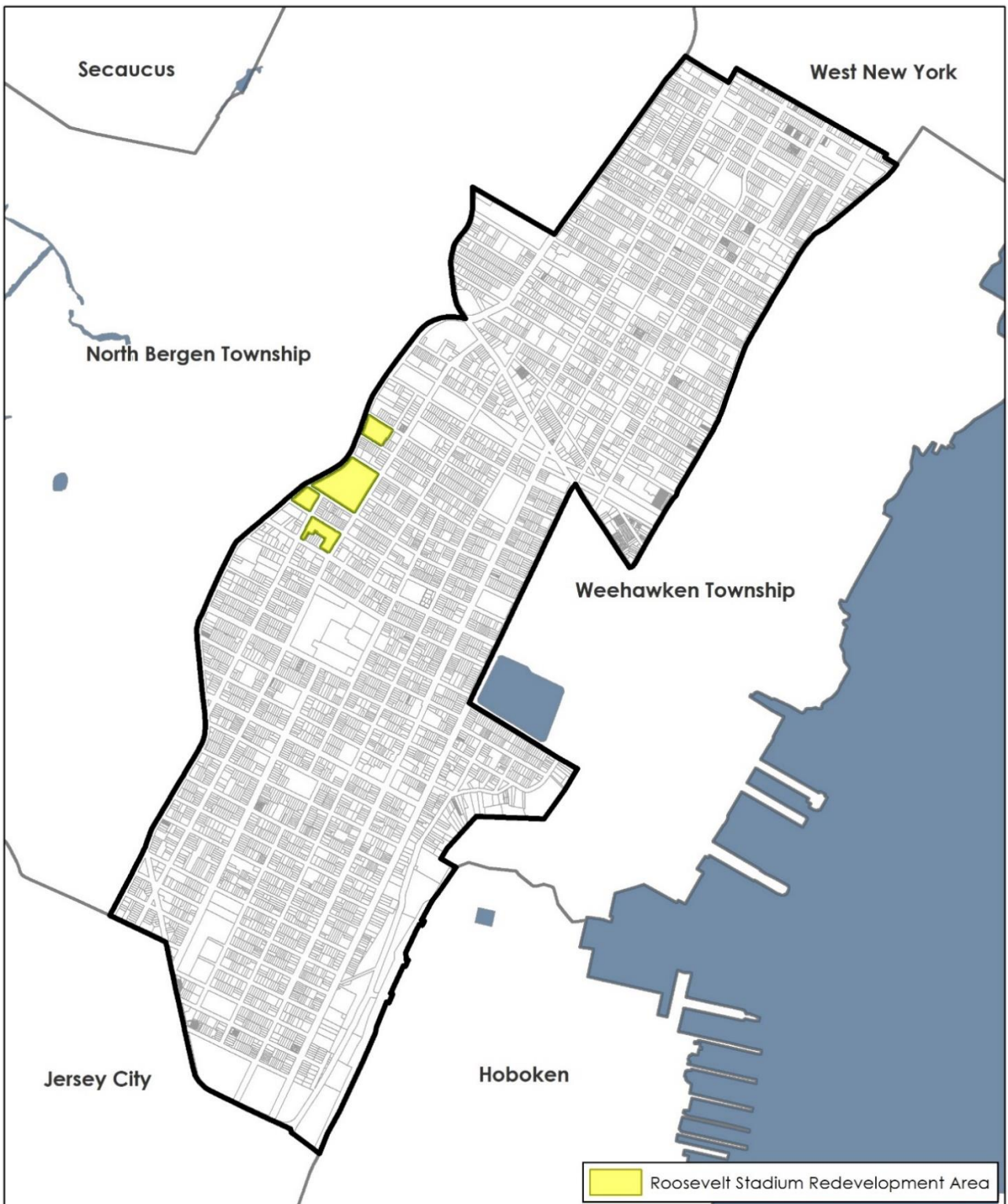
1. Its relationship to definite local objectives as to appropriate land uses, density of population and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements;
2. Proposed land uses and building requirements in the project area;
3. Adequate provision for the temporary and permanent relocation as necessary of residents in the project area including an estimate of the extent to which decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market;
4. An identification of any property within the redevelopment proposed to be acquired in accordance with the redevelopment plan;
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, C398 (C52:18A-196 et al.).
6. As of the date of the adoption of the resolution finding the area to be in need of redevelopment, an inventory of all housing units affordable to low and moderate income households, as defined pursuant to section 4 of P.L. 1985 c.222 (C.52:27D-304), that are

to be removed as a result of implementation of the redevelopment plan, whether as a result of subsidies or market conditions listed by affordability level, number of bedrooms, and tenure.

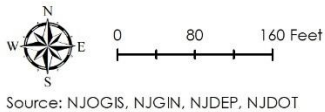
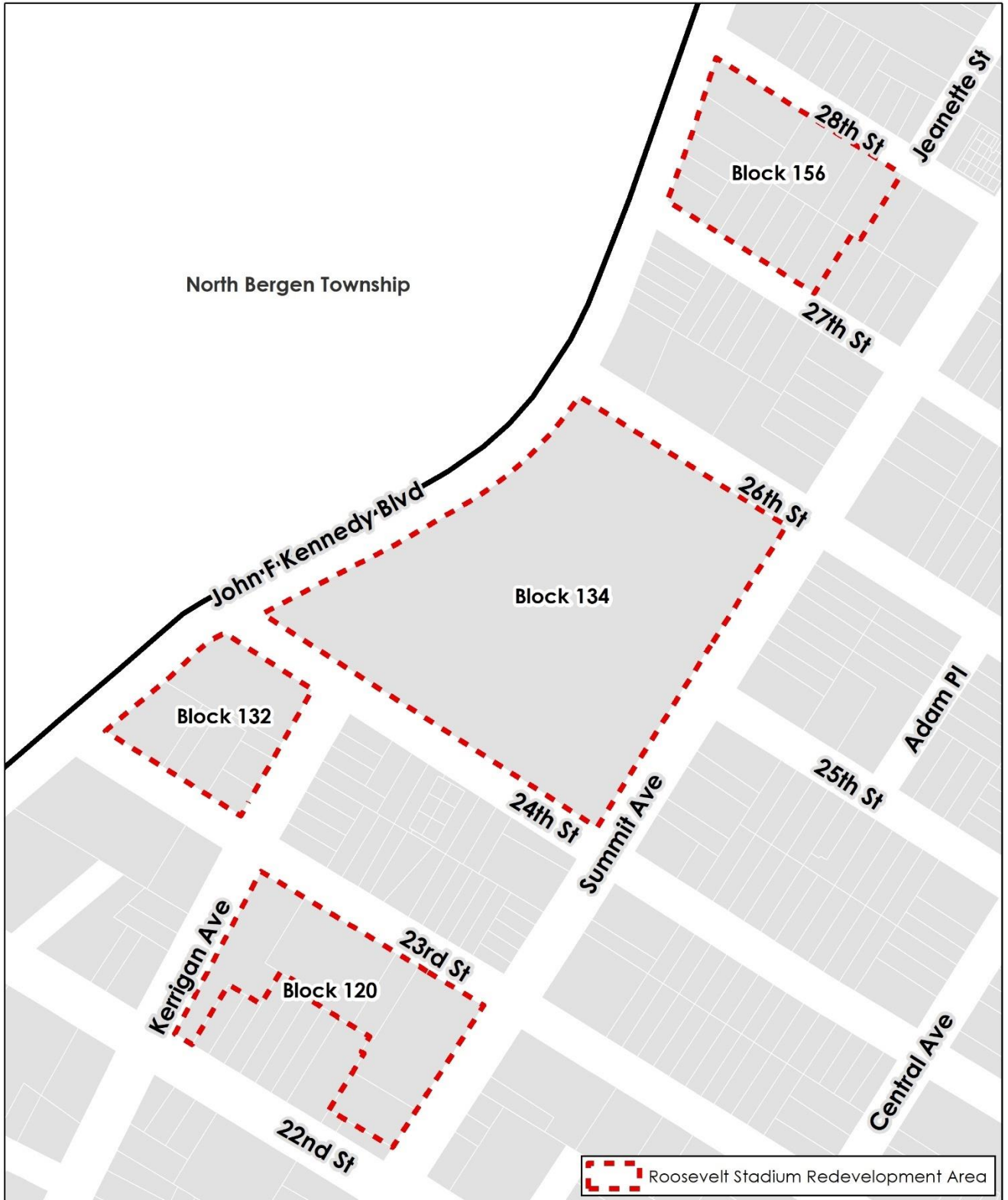
7. A plan for the provision, through new construction or substantial rehabilitation of one comparable, affordable replacement housing unit for each affordable housing unit that has been occupied at any time within the last 18 months, that is subject to affordability controls and that is identified as to be removed as a result of implementation of the redevelopment plan.
8. Proposed locations for public electric vehicle charging infrastructure within the project area in a manner that appropriately connects with an essential public charging network.

This Redevelopment Plan includes each of these required sections.

II. BOUNDARIES



Roosevelt Stadium Redevelopment Area
Union City, Hudson County, NJ



Roosevelt Stadium Redevelopment Area
Union City, Hudson County, NJ



III. REDEVELOPMENT OBJECTIVES

- A. The planning and development of the Redevelopment Area as a site for a new high school to serve the City of Union City.
- B. To provide for the orderly redevelopment of the Redevelopment Area so as to be able to reasonably accommodate the continued use of the Roosevelt Stadium site for municipal stadium and recreational uses in addition to the new high school.
- C. To provide for community service uses within the Redevelopment Area, such as Community Health Care and Day Care facilities.
- D. To provide for redevelopment opportunities for new residential and ancillary commercial uses within the Redevelopment Area.
- E. To provide the infrastructure improvements and connections necessary for the contemplated new development.
- F. To provide site improvements for the beautification of the Redevelopment Area.

IV. PROPOSED REDEVELOPMENT ACTIONS

It is proposed to substantially improve and upgrade the Redevelopment Area through a combination of redevelopment actions that will provide a uniform and consistent attack on blight within the Area.

- A. Acquisition of property within the Area that is deemed necessary for the orderly redevelopment of the Area.
- B. The consolidation and re-subdivision of land within the Study Area into suitable parcels for development, which may include the closure or vacation of streets and rights-of-way.
- C. The provision of connections to the full range of public infrastructure necessary to service and support the new development.
- D. Construction of new structures and complimentary facilities that are consistent with providing educational and recreational activities and providing community services to the residential community.
- E. Construction of new residential and mixed-use structures which can provide new housing opportunities and ancillary commercial facilities to service and aid in the redevelopment and stabilization of the surrounding community.

V. GENERAL ADMINISTRATIVE PROVISIONS

- A. This Redevelopment Plan shall supersede the applicable provisions of the development regulations of the City of Union City consistent with 40A: 12A-7 c. Existing engineering standards, performance standards, and definitions that do not appear within this Plan shall apply.
- B. All development within the Redevelopment Area shall be consistent with the guidelines, standards, and requirements of this Plan and the Land Use Plan map.
- C. The regulations and controls in this plan may be implemented, where applicable, by

appropriate covenants, or other provisions, or through agreements for land disposition and conveyances executed thereto.

- D. Prior to the commencement of any new construction, reconstruction, or rehabilitation of any existing structure; a site plan for such shall be submitted by the developer or property owner to the Planning Board for review pursuant to State Law and Regulations. Regular maintenance and minor repair shall not require Planning Board review.
- E. The provisions of this plan specifying the redevelopment of the project area and the requirements and restrictions with respect thereto shall be in effect for a period of thirty (30) years from the original date of approval of this Plan by the City of Union City Municipal Council. Subsequent amendments hereto shall not alter or extend this period of duration, unless specifically extended by such amendments.
- F. Site plan review shall be conducted by the Planning Board pursuant to NJSA 40:55D-1 et. seq.
- G. Any subdivision of lots and parcels of land within the Redevelopment Area shall be in accordance with this Plan's requirements.
- H. No deviations may be granted which will result in permitting a use that is not a permitted use within this Redevelopment Plan. Any deviation from standards of this Plan that results in a "d" variance pursuant to N.J.S.A. 40:55D-70d shall be addressed as an amendment to the Plan rather than via variance relief through the City's Zoning Board of Adjustment.
- I. The Planning Board shall have power to grant relief from other bulk and dimensional requirements of the Plan to the same extent as the Board may grant relief from bulk dimensional requirements pursuant to the Municipal Land Use Law. The Planning Board shall consider the comments of the Harrison Redevelopment Agency when evaluating relief from the bulk requirements and design standards. An application requesting a deviation from the requirements of this Redevelopment Plan shall provide public notice of such application in accordance with the public notice requirement set forth in N.J.S.A. 40:55D-12a.&b. All development must be approved by the Planning Board and shall be submitted through the normal site plan and subdivision procedures as identified by N.J.S.A. 40:55D, et seq.
- J. Final adoption of this Redevelopment Plan by the Board of Commissioners shall be considered an amendment to the City of Union City's Land Development Regulations Ordinance and Zoning Map. Unless otherwise defined in the Plan, terms used in this Plan shall have the same meaning as defined in the City's Land Use and Development Regulations Ordinance.
- K. If any word, phrase, clause, section or provision of this Plan shall be found by a court of competent jurisdiction to be invalid, illegal or unconstitutional, such word, phrase, clause, section or provision shall be deemed severable and the remainder of the ordinance shall remain in full force and effect.

VI. GENERAL DESIGN AND LAND USE STANDARDS AND REQUIREMENTS

The following standards and requirements shall apply to all zones:

- A. No junked motor vehicles, or parts thereof, shall be permitted to be stored on any lot within the Area. Outdoor parking of vehicles that are inoperable or unregistered shall be prohibited.
- B. Wherever possible and feasible, utility distribution lines and utility service connections from such lines to the project area's individual uses should be located underground. Remote readers for all utilities, in lieu of external location of the actual metering devices are preferred. Developers are required to arrange for connections to public and private utilities.
- C. Chain link fencing shall be prohibited along all street frontages within the Area, except during construction. Decorative style fences, such as tubular steel or mild steel, "wrought iron", are encouraged. Fencing along street frontages shall not exceed three (3) feet in height, except where additional height is appropriate for safety and/or security reasons. Wooden board-on-board, picket fences or other types of fences may be permitted where visual screening is appropriate, subject to review and approval by the Planning Board. Chain link fencing for construction shall be dismantled and removed prior to the issuance of a Certificate of Occupancy.
- D. Due consideration shall be given to screening all parts and components of satellite dishes, and television and radio antennas from view. Said screening shall be constructed in a manner that is pleasing to the eye and consistent with the architecture of the building. In all cases, creative placement of said equipment is strongly encouraged in order to minimize the need for screening. Satellite dishes and television and radio antennas are prohibited from the front yard, front façade and/or front portion of any roof of any building.
- E. In all cases, due consideration shall be given to the screening of rooftop mechanical equipment. Where feasible, rooftop mechanical equipment shall be screened from view from all directions and elevations to minimize the negative aesthetic impact upon the view from neighboring residential zones and from street level. Said screening shall be constructed in a manner that is pleasing to the eye and consistent with the architecture of the building.
- F. All trash receptacles shall be adequately secured and enclosed.
- G. No use or reuse shall be permitted, which produces toxic or noxious fumes, hazardous discharges, glare, electromagnetic disturbances, radiation, smoke, cinders, odors, dust or waste, undue noise or vibration, or other objectionable features that are detrimental to the public health, safety or general welfare, or that are damaging to the physical environment.

VII. URBAN DESIGN OBJECTIVES AND REQUIREMENTS

Deviations from the following requirements will trigger waiver relief from the Planning Board.

A. Building Design Objectives and Requirements

1. All structures within the project area shall be situated with proper consideration of their relationship to other buildings, both existing and proposed, in terms of light, air and usable open space, access to public rights of way and off-street parking, height and bulk.
2. Groups of related buildings shall be designed to present a harmonious appearance in terms of architectural style and exterior materials. Buildings shall be designed so as to have an attractive, finished appearance when viewed from all vantage points within and outside the Area. Materials used for screening of rooftop mechanical equipment shall be harmonious with those used in the building's facade.
3. The base of all buildings shall meet the pedestrian level in a humane scale and manner. The base shall not have a cold or brutal feeling. Parking levels shall be screened and designed in compliance with the design standards found in Section VII. C. of this Plan.
4. Tops of buildings shall be designed to create architectural interest and must be designed consistent with the "Building Design Requirements" of this Plan. The intent of these requirements is to create buildings that are vibrant and active in their appearance and do not read as uniform or continuous slabs along the streetscape.
5. The windows and glazing of a building are a major element of style that gives character to the building. Windows and glazing on ground floor commercial uses should be broad and expansive providing views into the store and display areas. Corner building locations shall have windows on both street frontages. If security gates are used on any part of the building or window, they shall be installed on the interior side of the window, hidden from view when closed, and be of the open grate style. Similarly, windows and doors into residential lobby areas should be broad and expansive allowing views to and from the adjoining streets.
6. Building facades shall be articulated in a contemporary manner utilizing materials such as masonry, brick, glass curtain walls, composite metal panel systems etc. Walls shall not be left blank. Frontages shall have at least one window appropriately proportioned per structural bay. Building designs shall include simple highly refined modern designs. Buildings may utilize various types of materials and material changes for façade articulation, as long as the differentiating materials and details are well thought-out and integrated. The intent of this required articulation and modern design approach is to create interesting and varied building façades such that the building facades do not read as uniform or continuous slabs along the streetscape.
7. Windows in residential portions of a building shall be arranged in a contemporary manner. Use of window divisions such as muntins is discouraged unless used in a contemporary manner. Bay windows or other window features may also be incorporated into the façade to provide architectural interest and character, provided that their use is in a contemporary manner or material. Bays may be designed vertically or horizontally and may be angular. Each façade shall present a composition that is well laid out and thought provoking. Corner buildings shall have windows on both street frontages.
8. Balconies should be designed to prevent their use as storage spaces. Contemporary

designed railings are to be used at all balconies and terraces. Materials such as glass, perforated and non-perforated metals or other contemporary materials are preferred in order to screen the view from the street onto the balconies. Materials such as wrought iron, aluminum pickets and open railing type designs are discouraged.

9. EIFS (Exterior Insulating Finishing Systems), artificial stone and artificial brick veneer (“Permastone” & “Brickface”) materials may not be used on a street façade within this Redevelopment Area.
 10. All mechanical equipment, generators, HVAC equipment and similar equipment shall be acoustically buffered such that any noise generated by the equipment shall be within the applicable standards as defined by the State of New Jersey.
 11. All electronic communication equipment shall be totally screened from view. This shall be achieved through creative design in order to disguise the equipment within the basic architecture of the building, such that it does not negatively impact the appearance of the building. Said screening shall be constructed in a manner that is consistent with the architecture of the building, and shall utilize the same materials used in the construction of the building, such that the screening appears to be an integral part of the building design. The screening shall not impair the functioning of the equipment. Said equipment shall be located so as to minimize or eliminate the need for screening.
 12. All mechanical equipment shall be screened from view, both from the street and existing or planned neighboring buildings. Said screening shall be constructed in a manner that is consistent with the architecture of the building and shall utilize the same materials used in the construction of the building, such that the screening appears to be an integral part of the building. The screening shall not impair the functioning of the equipment. Interior locations must be utilized where mechanically possible.
 13. Wherever possible, ventilation equipment required for commercial uses shall be vented through the roof of the building. All such equipment ventilated through the roof shall be screened in compliance with paragraph 11 above. The necessary incorporation of ventilation grillwork within the storefront façade system shall be limited to the greatest extent possible. Such grillwork shall be architecturally incorporated within the storefront design so as to compliment and add to the overall aesthetic effect of the commercial façade. Exposed ventilation pipes and risers are prohibited.
 14. Fixtures utilized in mixed-use and residential development shall be WaterSense labeled.
 15. This Plan encourages the pursuit of LEED Silver Certification or at least utilizing the equivalent of LEED standards and guidelines absent Certification.
- B. Landscaping and Lighting Objectives and Requirements**
1. Landscaping shall be required for any part of any parcel not used for buildings, off-street parking, sidewalk area or other similar purposes.
 2. Surface parking lots for five (5) or more vehicles shall provide planting areas along any street line and along all property lines except in those instances where a building intervenes or where the proposed planting may interfere with sight triangles. The landscaping in said planting areas shall consist of evergreen material, flowering trees and shrubs and shade trees that are planted on a center that is consistent with the mature spread of the species planted in order to provide screening and buffer areas for the

parking.

3. Within surface parking areas, a minimum of one tree shall be planted for every 10 parking spaces. These trees may be interspersed throughout the parking area or located in the planting areas around the perimeter of the parking area, and designed so that the landscaping is dispersed around the parking area in an aesthetically pleasing manner.
4. All plant material used must be able to withstand the urban environment and shall be planted consistent with standards as established by the American Association of Nurserymen. A planting schedule shall be provided by the developer as part of the Site Plan Application. Any landscaping that dies within one (1) year of planting shall be replaced.
5. Trees shall be planted along curb lines of streets at a maximum of 40 feet on center to further enhance the aesthetic quality of the pedestrian environment in the redevelopment area.
6. Lighting within each site shall be sufficient to illuminate all areas. However, since there are residential uses in and around the Area, care should be taken not to “over illuminate” the area. All lighting sources must be adequately shielded to avoid any glare.
7. Pedestrian scale decorative lighting, both along the street right of way and on-site, is encouraged. Taller “cobra heading” lighting extending over the street carriage way may also be incorporated into the lighting plan for the streetscape. If possible, it is encouraged that the lighting standard/pole for the “cobra head” lighting be of a similar style and color as the decorative lighting.

C. Circulation and Off-street Parking Objectives and Requirements

1. The parking structure shall be designed to reduce headlight and interior lighting glare by the provision of opaque screening for head lights and/or placement of interior garage lighting to be directed into the structure and/or mounted on the interior side of columns. Light fixture detail and location shall be included within the garage floor plan at the time of site plan application.
2. The façade of the parking levels shall be designed so as to have an attractive, finished appearance compatible with that of the upper levels of the building. Each façade shall be treated as being of equal importance in terms of material selection and architectural design. Materials shall remain the same on all sides.
3. To the extent feasible, parking garages should be designed/screened to appear as a retail store frontage, especially any garages with frontage on John F. Kennedy Boulevard.
4. Any openings in the garage facade must be screened with glass, decorative metal grills and/or perforated metal panels to disguise and screen the parking within.
5. Open horizontal bands along the façade of any parking structure are prohibited.
6. Blank walls on any facade are prohibited.
7. Automobile parking spaces must be a minimum of 8.5 feet wide by 18 feet deep. However, up to thirty (30%) percent of the provided parking spaces may be compact spaces. Compact spaces shall be a minimum of 7.5 feet wide by 15 feet deep. The placement of a curb-stop up to two (2) feet within the required parking space depth is

permitted, provided that there is adequate area for an automobile occupying the parking space to over-hang the said curb-stop a like distance without infringing on required landscaping or pedestrian areas.

8. Access aisles shall be located directly behind each parking stall. However, up to thirty (30%) percent of the provided parking spaces may be tandem parking spaces, not directly adjoining an access aisle. If tandem parking is to be provided, a parking management plan shall be provided to the planning board at the time of site plan application.
9. Off-street parking shall be coordinated with the public street system serving the project area in order to avoid conflicts with vehicular traffic and/or obstruction to pedestrian walkways and thoroughfares.
10. All required parking for development projects within the Redevelopment Area shall be provided off-street. The off-street parking may be provided at grade, in separate parking structure, or in a parking garage under a building. The parking may be on the same lot as the principal use, or on a separate lot within the Redevelopment Area.
11. The installment of/planning for electric vehicle charging infrastructure is encouraged for all new developments with the Area at a ratio of 2% of the overall parking requirement. It is recommended the Board of Education consider opportunities for such infrastructure in association with the school facilities.
12. Sidewalk areas must be provided and shall be properly sized for the safe and convenient movement of pedestrians through and around the Area, taking into consideration the residential character of the adjoining area and the projects location along Kennedy Boulevard.
13. Sidewalk areas shall be attractively landscaped and durably paved in conformance with Municipal standards and shall be provided with adequate lighting. Decorative paving materials and pedestrian scale lighting is encouraged.
14. Required aisle width shall be as follows:

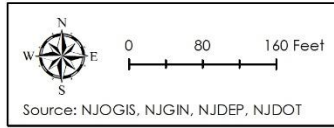
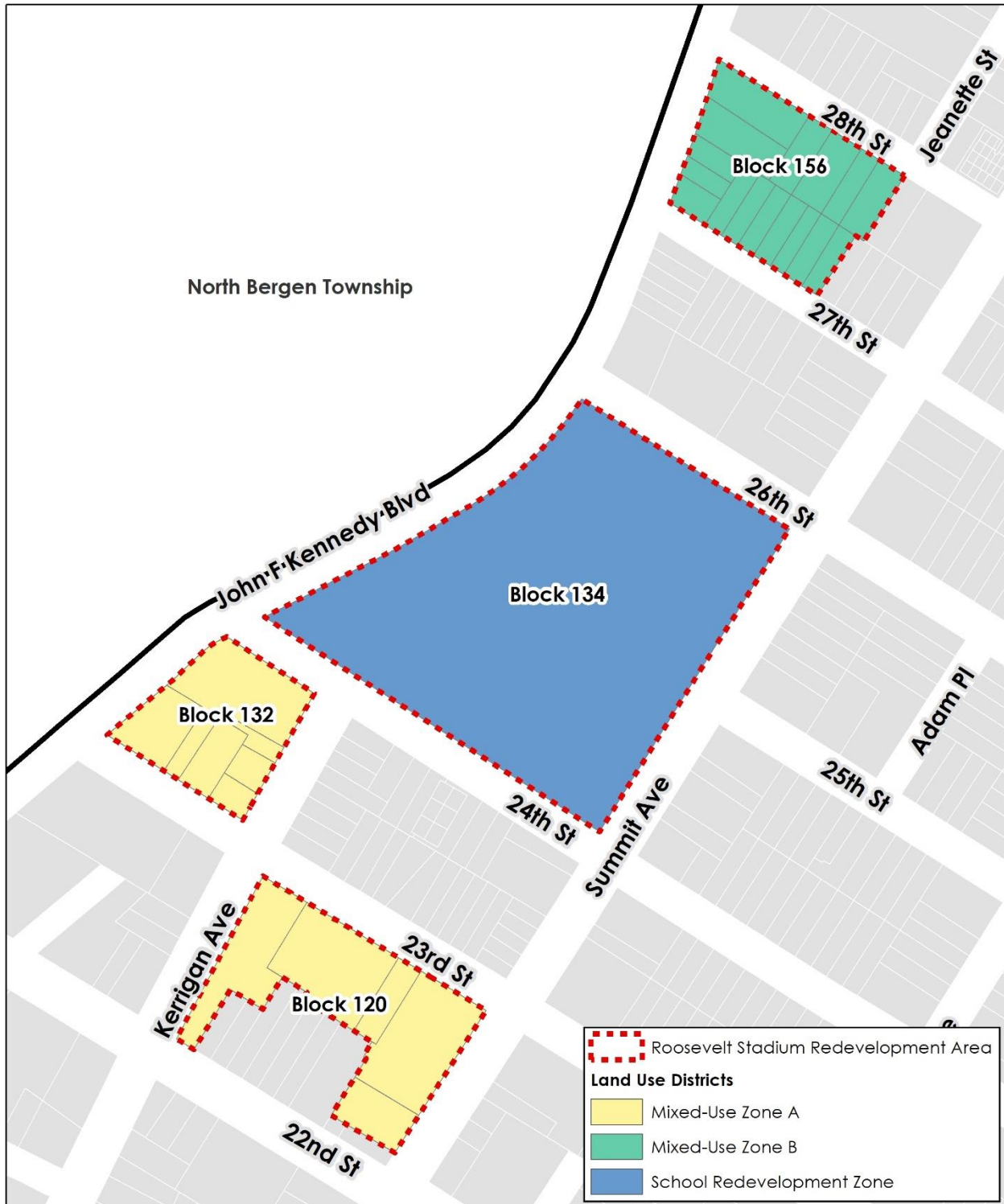
Parking Angle	Aisle Width
90 °	22 feet
75 °	20 feet
60 °	16 feet
45 °	14 feet
30 °	12 feet

Aisle widths for compact car spaces may be reduced proportionately based upon accepted traffic engineering standards and site plan approval by the Planning Board.

15. This Plan encourages Electric Vehicle Charging (EVC) stations. Multi-family development that results in five (5) units or more or commercial/retail space that results in five thousand (5,000) gross square feet or more is encouraged but not required to provide EVC stations for five (5%) percent of its parking requirement. Such developments that do not include EVC stations are encouraged to provide the necessary conduit to allow for future conversions.

VIII. SPECIFIC LAND USE REGULATIONS

Deviations from the following bulk regulations will trigger ‘c’ variance relief



Roosevelt Stadium Redevelopment Area
Land Use Plan
Union City, Hudson County, NJ

- A. **School Redevelopment Zone** – The following regulations shall apply to all new construction on Blocks 133 and 134, as well as any portions of the adjoining rights of way to be incorporated into the development area.
1. Permitted Principal Uses and Structures:
 - a. Public Schools.
 - b. Municipal Stadiums and Recreation Facilities.
 - c. Child Care Centers.
 - d. Community Health Care Facilities.
 - e. Governmental Uses and Services.
 2. Permitted Accessory Uses and Structures:
 - a. Off-street parking; which may be located on the same lot or on another lot(s) within the Redevelopment Area.
 - b. Off-street loading areas.
 - c. Fences and walls.
 - d. Other structures and uses customarily associated with and subordinate and incidental to public schools and municipal stadiums and recreation facilities; including, but not limited to: cafeterias, gymnasiums, swimming pools, auditoriums, meeting rooms and other similar facilities.
 3. Maximum Height:
 - a. School Buildings – 5 stories, 70 feet.
 - b. Municipal Stadiums and Recreation Facilities – 60 feet.
(Stadium lighting is exempt from this height restriction.)
 - c. Other Permitted Uses and Structures – 4 stories, 45 feet
 - d. Parking Structures – 6 levels, 60 feet.
 4. Maximum Coverage:
 - a. Permitted Principal Buildings may occupy up to one hundred (100%) percent of any development site.
 - b. Parking Structures may occupy up to one hundred (100%) percent of any development site.
 5. Minimum Yard Requirements:
 - a. Principal Permitted Structures & Uses and Parking Structures – None.
 - b. Accessory Structures – None
 6. Lot Size and Configuration Requirements: None
 7. Parking Requirements: A minimum of 180 parking spaces shall be provided for the use of the new high school, municipal stadium / recreation facilities, child care center, community health care center and any of their component parts or accessory uses.

- B. **Mixed-Use Zone A** – The following regulations shall apply to all new construction within the Mixed-Use Zone A as indicated on the Land Use Plan on page 14. The regulations found herein shall not apply to pre-existing buildings within the Redevelopment Area. Provided however, that no such pre-existing building shall be expanded except in conformance with this Redevelopment Plan.
1. Permitted Principal Uses and Structures:
 - a. 1 & 2 Family Homes.
 - b. Medium-rise Residential Buildings.
 - c. High-rise Residential Buildings (only when constructed with transferred development rights, see paragraph 9. below.)
 - d. Governmental Uses and Services.
 - e. Full-service restaurants, restricted to lots 30 & 31 on Block 120.
 2. Permitted Accessory Uses and Structures:
 - a. Off-street parking, including multi-level parking structures and private garages.
 - b. Commercial uses, such as retail sales of goods and services, restaurants and offices, restricted to the ground floor of Medium-rise Residential Buildings and multi-level parking structures.
 - c. Off-street loading areas.
 - d. Fences and walls.
 - e. Decks and patios.
 - f. Other structures and uses customarily associated with and subordinate and incidental to a mid-rise residential development; including, but not limited to: meeting rooms, laundry rooms, recreational areas and other similar facilities.
 3. Maximum Height:
 - a. 1 & 2 Family Homes – 3 stories, 40 feet.
 - b. Medium Rise Residential Buildings –
 - Block 120: 14 stories, but not more than 150 feet, inclusive of ground floor commercial uses and parking levels.
 - Block 132: 12 stories, but not more than 125 feet, inclusive of ground floor commercial uses and parking levels.
 - c. Parking Structures – 6 levels, 60 feet.
 4. Maximum Density:
 - a. 1 & 2 Family Homes – N. A.
 - b. Medium Rise Residential Buildings –
 - Block 120: 1 unit for every 200 square feet of lot area.
 - Block 132: 1 unit for every 400 square feet of lot area.
 5. Maximum Coverage:
 - a. 1 & 2 Family Homes – Sixty (60%)
 - b. Medium Rise Residential Buildings – as regulated by the setback requirements.
 - c. Parking Structures may occupy up to one hundred (100%) percent of any development site.

6. Minimum Yard Requirements:
 - a. 1 & 2 Family Homes:
 - Front – 5 feet
 - Rear – 25 feet
 - Side – 3 feet and 2 feet
 - b. Medium Rise Residential Buildings:
 - Front – 5 feet
 - Rear – 25 feet, measured at the first residential level.
 - Side – Zero, when attached to a parking structure or another building built on the property line with no side windows; or 5 feet in all other instances. See also Paragraph e. below for additional step back provisions.
 - c. Parking Structures: whether free-standing or under residential buildings
 - None
 - d. Accessory Structures – Fences and walls and accessory buildings of one (1) story or less, may be built at the property line.
 - e. Medium Rise Step Back Provisions: At the top of the fourth level (+/- 40 feet), or at the top of an integrated parking deck, whichever is less, the building shall step back a distance of five (5) feet from all street lines. The building shall also step back from any side lot lines a distance sufficient such that all floors above the step back level are at least ten (10) feet from any side line. At the top of the 10th floor, approximately 100 feet above street level, the building shall step back a minimum of an additional five (5) feet from all street lines and side lot lines.
7. Minimum Lot Size and Configuration Requirements:
 - a. 1 & 2 Family Homes:
 - 2,500 square feet / 25 feet wide by 100 feet deep.
 - b. Medium Rise Residential Buildings:
 - 10,000 square feet / 100 feet wide by 100 feet deep.
 - c. Other Principal Permitted Structures & Uses and Parking Structures:
 - None
8. Parking Requirements:
 - a. 1 & 2 Family Homes – 1 space per unit.
 - b. Medium Rise Residential Buildings – 1 space per unit.
 - c. Governmental Uses and Services – None.
9. Exception and Bonus Provisions:
 - a. Air Rights: Notwithstanding the above requirements, a medium rise residential structure may be constructed in the air rights above a parking garage whose principal purpose is to provide off-street parking for uses located in the School Redevelopment Zone of this Plan. The medium rise residential building may be constructed to a height of ten (10) residential stories over the height of the parking structure. Other than the height requirement, all bulk and density requirements shall continue to be applied.

- b. **Transfer of Development Rights:** When a property, or properties, is developed with a parking structure whose principal purpose is to provide off-street parking for uses located in the School Redevelopment Zone of this Plan, then the permitted density (i.e. dwelling units) otherwise available to this property may be transferred to another property or properties within this Redevelopment Area. The height requirements found in section VIII.B.3.b. shall not apply to a residential building constructed on the property or properties receiving the transferred density. The maximum height of a residential building constructed with transferred density shall be 22 stories inclusive of ground floor commercial uses and parking levels. In addition, at the top of the 15th floor, approximately 150 feet above street level, the building shall step back a minimum of an additional five (5) feet from all street lines and side lot lines.
- C. **Mixed-Use Zone B** – The following regulations shall apply to all new construction within the Mixed-Use Zone B as indicated on the Land Use Plan as found on page 14 of this Plan and identified as Block 156 Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 22, 23,24, 25, 26, 27, 28 and 29. The regulations found herein shall not apply to pre-existing buildings within the Redevelopment Area. Provided however, that no such pre-existing building shall be expanded except in conformance with this Redevelopment Plan. The purpose of this Zone B is to provide for mixed-use development that supports the local neighborhood by providing small-scale commercial/retail uses that are geared toward both the existing residential neighborhood as well as any new residential units created as a result of this Redevelopment Plan. It is also the intent that Lots 2, 3, 24, 25, 26, 27, 28, and 29 be developed as a single entity.
1. **Permitted Principal Uses and Structures:**
 - a. **Mixed-Use Buildings** with commercial/retail and/or structured parking on the ground level and apartments on the upper floors are permitted on all lots in Zone B. Permitted ground floor commercial/retail uses shall be pursuant to the permitted ground floor uses of the C-N Neighborhood Commercial District.
 - b. Two-family development is permitted on Lots 4, 5, 6, 7, 8, 9, 10, 22 and 23.
 2. **Permitted Accessory Uses and Structures:**
 - a. Off-street loading areas
 - b. Fences and walls
 - c. Electric Vehicle Charging Stations
 - d. Off-street parking areas
 - e. Other uses customarily associated with and subordinate and incidental to the principal use, including but not limited to: laundry rooms, fitness rooms for residential tenants, rooftop amenity space, and other similar amenities/facilities.
 3. **Maximum Height:**
 - a. **Mixed-Use Buildings:** 6 stories / 72 feet, not including any mechanical equipment or elevator/stair bulkheads
 - b. **Two-Family Residential:** 3 stories / 38 feet

- 4. Permitted Unit Size:
 - a. Minimum Residential Unit size shall be:
 - One Bedroom: 800 square feet
 - Two Bedroom: 1,200 square feet
 - Three Bedroom: 1,500 square feet

- 5. Maximum Coverage:
 - a. Mixed-use Buildings:
 - Maximum Building Coverage: 85%
 - Maximum Lot Coverage: 100%

 - b. Two-Family Residential:
 - Pursuant to the R Residential Zone for two-family development

- 6. Minimum Yard Requirements:
 - a. Mixed-Use Building Setbacks from Property Line:
 - Minimum setback along John F. Kennedy Boulevard frontage: 8 feet
 - Minimum setback along 28th Street frontage: 5 feet
 - Minimum building setback from property line adjacent to residential use: 10 feet
 - Minimum access stair setback: 5 feet

 - b. Two-Family Residential:
 - Pursuant to the R Residential Zone for two-family development

- 7. Minimum Lot Size and Configuration Requirements:
 - a. Mixed-Use Buildings:
 - Minimum Lot Area: 3,500 square feet
 - Minimum Lot Width: 35 feet
 - Minimum Lot Depth: 100 feet

 - b. Two-Family Residential:
 - Pursuant to the R Residential Zone for two-family development

- 8. Minimum Parking Requirements:
 - a. Residential:
 - Studio/One-Bedroom: 1.8 spaces per unit
 - Two/Three-Bedroom: 2.0 spaces per unit

 - b. Ground Floor Commercial: 1.0 space per 300 square feet of gross floor area

 - c. Parking entrances are not permitted from John F. Kennedy Boulevard.

9. Affordable Housing Requirements:
 - a. All Mixed-Use Development that produces five (5) or more units shall provide for a 10% affordable, non-age-restricted set-aside. Calculations that result in a fraction of 0.5 or greater shall be rounded up. See Section IX of this Redevelopment for provisions regarding all affordable units.
 - b. Two-Family Residential development is exempt from this provision.

IX. AFFORDABLE HOUSING PROVISIONS

All affordable housing units created as a result of this Plan shall comply with the Uniform Housing Affordability Controls (UHAC), N.J.A.C. 5:80-26.1 et. seq. or any successor legislation, with the exception that in lieu of 10% of affordable units in rental projects being required to be affordable households earning at or below 35% of the regional median household income, a minimum of 13% of affordable units in such projects within each bedroom size is required to be affordable to households earning at or below 30% of the regional median household income. The proposed affordable units will comply with UHAC regulations, the Fair Housing Act, applicable COAH regulations, the City of Union City affordable housing ordinance, and all other applicable laws.

X. ACQUISITION PLAN

In order to construct the new high school and its associated uses (i.e. parking garage), it was necessary for the City to acquire several parcels. The previous Redevelopment Plan identified the following parcels to be acquired: Block 120, Lots 12, 13, 20, 21, 23, 24, 25, 26, and 33; Block 133 Lots 1, 2, & 3; and Block 134 Plot 1. The properties needed to construct the school and its associated uses were acquired. At this time, Block 120, Lots 12, 13, and 20 remain on the list of potential acquisitions, but there is no imminent plan to acquire them.

XI. RELOCATION PLAN

Properties acquired for construction of the High School have been relocated. One active business, an auto repair business on Block 120, Lots 12 & 13, may be acquired. In the event the parcels are acquired, a Workable Relocation Action Plan (WRAP) will be prepared per the statutory requirements.

XII. CIRCULATION PLAN

During the construction of the new high school, Kerrigan Avenue north of 24th Street was vacated and consolidated with Blocks 133 and 134.

Access to accessory parking areas and loading areas will be coordinated with the local street system and located so as to minimize any conflicts with through traffic. New sidewalks will be constructed as part of redevelopment projects undertaken in the Area, which will improve pedestrian circulation in the Area.

XIII. OTHER PROVISIONS TO MEET STATE AND LOCAL REQUIREMENTS

In accordance with NJSA 40A: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 appropriate land uses, density of population, and improved traffic and public transportation, public utilities, recreation and community facilities and other public improvements.
- B. The Plan has laid out various strategies in order to carry out the objectives of this plan.
- C. The Plan has given proposed land uses and building requirements for the redevelopment area.
- D. The Acquisition Plan (Section X), which is a part of this Plans indicates all property to be acquired as a result of this Plan.
- E. The Plan is in general compliance with the Master Plan and Zone Plan of the City of Union City. The most recent comprehensive Master Plan was adopted in 2009, with a Reexamination Report adopted on March 6, 2018, a second Reexamination Report adopted on January 22, 2019, and a third Reexamination Report adopted May 3, 2021. Additionally, a new Land Use Element was adopted on May 3, 2021. The Land Use Element incorporates the goals and objectives of the Master Plan Reexamination Reports.

The Reexamination Report lists the following relevant goals and objectives:

- Preserve the established residential character of Union City while simultaneously taking into consideration mechanisms that promote economic growth and development.
- Encourage infill development and compact design that efficiently utilizes that City's lands.
- Continue to upgrade streetscapes with additional lighting and street trees, planted in a variety of local species that will thrive in an urban environment.
- Provide housing options for a variety of income levels, including low- and moderate-income households.
- Provide for appropriate bulk standards and densities that do not overburden the City's smaller residential lots.
- Ensure that future development can meet parking demands and requirements on-site so that future development does not result in parking overflow onto the City's streets, thereby further compounding the City's parking problem.

The 2018 and 2019 Reexamination Reports also recommend the City evaluate all of its existing redevelopment plans to determine whether updates or revisions are needed. This amendment Plan fulfills that recommendation.

The Land Use Map within the Land Use Element identifies the areas surrounding the

Redevelopment Area as a mix of residential and commercial. Redeveloping the area for mixed-use development and ancillary community and recreational facilities is consistent with the primarily residential character of the area and will enhance the intent of the zone plan in that the proposed facilities are intended to primarily serve the residential community.

The Redevelopment Area is contiguous with the Township of North Bergen. The North Bergen Master Plan Reexamination Report was adopted in 2009 and lists the following relevant goals and objectives:

- To promote maintenance and rehabilitation of residential and nonresidential neighborhoods.
- To provide a variety of housing types, densities, and a balanced housing supply in appropriate locations to serve the Township and region.
- To preserve and enhance the Township's commercial areas by: defining their function role in the community, enhancing the quality of life within the commercial corridors through appropriate mixture of activities; and encouraging the assemblage of small properties to foster an efficient and attractive design.

The Master Plan of the County of Hudson was last adopted in 2017. The County Master Plan lists the following relevant goals and objectives:

- Maintain and improve areas that provide centers for employment, education, entertainment facilities, services, shopping and other resources.
- Preserve and enhance existing neighborhood character.
- Promote the development of walkable communities fully linked and integrated with the pedestrian transportation grid.

The Plan complies with the goals and objectives of the New Jersey Development and Redevelopment Plan in that this Plan and the State's plan both recognize the need to preserve and enhance urban areas and the quality of life. This Plan is specifically consistent with the goals of the State Plan in terms of its intent to revitalize urban areas.

- F. This Redevelopment Plan shall supersede all provisions of the City of Union City Zoning Ordinance that are specifically addressed herein. Any zoning related question that is not addressed herein shall refer to the 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 Municipal Council of the City of Union City, the Union City Zoning Map shall be amended to rezone the area covered by this Plan as the Roosevelt Stadium Redevelopment Area, and all underlying zoning will be voided.

XIV. PROCEDURE FOR AMENDING THE PLAN

- A. This Plan may be amended from time to time upon compliance with the requirements of law.
- B. No amendment to this Plan shall be approved without a review by the Planning Board at a public meeting, and a public hearing and adoption by Board of Commissioners in conformance with NJSA 40A:12A-7

XV. DEFINITIONS

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

Community Health Care Facility – a health care facility which is located within or adjacent to a public school and whose primary purpose is to serve the needs of students and families in the surrounding community.

Full-service Restaurant – A restaurant which is designed for and whose primary function and operation is the preparation and service by employees of meals to a customer or customers seated at a table, and at which table the meal is consumed. A full-service restaurant operates without substantial carry-out or delivery service; and with no drive-thru, drive-in or service at vehicles; and without service at counters or bars, except for the service of food at a bar only if the restaurant is also licensed to serve alcoholic beverages.

High-rise Residential Building – A residential structure, including multiple towers of more than 10 residential stories and containing multiple dwelling units, which may be located above structured parking and/or ground floor commercial uses.

Mixed-use Building – A residential structure of not more than 6 total stories and containing multiple dwelling units, which shall be located above structured parking and/or ground floor commercial uses.

Medium-rise Residential Building – A residential structure of not more than 14 total stories, pursuant to the standards of the Mixed-Use Zone A and containing multiple dwelling units, which may be located above structured parking and/or ground floor commercial uses.