



Jersey City Redevelopment Agency

Inter-Office Memorandum

DATE: January 7, 2013, Revised through July 2, 2013
TO: Benjamin Delisle, Jersey City Redevelopment Agency
FROM: Jaclyn Flor, PE, PP, CME, T&M Associates
SUBJECT: Summary of Deviations from Redevelopment Plan – Canal Crossing

As requested, we have reviewed the finalized subdivision plan and unit count against the adopted redevelopment plan for the Canal Crossing Redevelopment Area. The changes are summarized as follows:

Block and Street Layout Changes

1. The proposed light rail station at the end of Caven Point Avenue has been relocated south of Caven Point Avenue and will be generally located between Wilkinson Avenue and Emma Street.
2. Whiton Street was realigned south of Caven Point Avenue to continue Pacific Avenue as a north-south roadway through the redevelopment area.
3. Wilkinson Avenue was extended to Pine Street from Pacific Avenue (formerly Whiton Street).
4. Emma Street was extended to Pine Street from its terminus at Pacific Avenue (formerly Whiton Street).
5. The dimensions of and layout Blocks 2, 3, 4, 5a and 5b have been changed to accommodate the above changes to the roadway network.
6. Claremont Avenue was extended to Pine Street from its proposed terminus at Whiton Street. Whiton Street was extended to Caven Point Avenue from its proposed terminus at Claremont Avenue. This change resulted in the separation of Blocks 29a and 29b into 29a, 29b, and 29c.

Circulation Changes

1. The following roadway segments, which were designated as one-way streets in the adopted redevelopment plan, are now proposed to be two-way streets:
 - a. Myrtle Avenue (entire roadway)
 - b. Emma Street (entire roadway)
 - c. Halladay Street (entire roadway)
 - d. Whiton Street (entire roadway)

2. The following roadway segments, which were designated as two-way streets in the adopted redevelopment plan, are now proposed to be one-way streets:
 - a. Halladay Mews (designated Claremont Avenue in redevelopment plan) between Pine Street and Whiton Street.
3. Bicycle lanes have been added to the redevelopment area in the following locations:
 - a. Pacific Avenue (designated as Whiton Street in redevelopment plan) between Wilkinson Avenue and Caven Point Avenue.
 - b. Claremont Avenue between Garfield Avenue and Pacific Avenue (eastbound only)
 - c. Pine Street between Carteret Avenue and Wilkinson Avenue (south-southwest bound only).
 - d. Carteret Avenue between Garfield Avenue and Pine Street (eastbound only).
4. The following bicycle route has been removed:
 - a. Caven Point Avenue between Canal Way and Pine Street.
5. The proposed boulevard cross section for Carteret Avenue will be removed. Carteret Avenue will no longer have a center median and area dedicated to this median will be reallocated to the sidewalks.
6. The terminus of Dakota Street shall provide for the design of a cul-de-sac, hammerhead, or other acceptable design upon final design of this roadway.
7. Metered parking is not envisioned for the redevelopment area. However, if metered parking is implemented within the redevelopment area, metered parking will be provided via Muni-Meters.
8. A traffic signal shall be installed at the intersection of Carteret Avenue and Canal Way. The implementation of a pedestrian only crossing phase should be evaluated and implemented if possible.

Cross Section Changes

The finalized roadway cross sections deviate from those contained in the adopted redevelopment plan as described in the attached table.

Unit Count Summary Changes

The number of developable units by proposed block was altered due to the relocation of the proposed light rail station and subsequent changes to the subdivision adopted in the redevelopment plan. The revised unit counts are as follows:

1. The unit count for Block 2 has been increased from 75 to 210.
2. The unit count for Block 3 has been increased from 80 to 160.
3. The unit count for Block 4 has been decreased from 250 to 170.
4. The unit count for Block 5a has been increased from 175 to 240.
5. The unit count for Block 5b has been decreased from 300 to 290.
6. The unit count for Block 21 has been decreased from 300 to 250.
7. The unit count for Block 28 has been decreased from 160 to 150.
8. The unit count for Block 29a has been decreased from 280 to 180.
9. The unit count for Block 29b has been decreased from 320 to 160.
10. The unit count for newly created Block 29c is 180 (previously 0).
11. The unit count for Block 30 has been decreased from 300 to 250.

All remaining block-by-block unit counts remain unchanged.

Parks and Open Space Changes

The following changes have been proposed to parks and open space features contained in the adopted redevelopment plan:

1. The proposed plaza connecting the town square to the proposed light rail station at Caven Point Avenue has been removed due to relocation of the proposed station. The proposed town square and light rail station plaza are still incorporated into the finalized subdivision plan.
2. The proposed park at the terminus of Canal Way has been removed to accommodate the potential extension of Canal Way south of the redevelopment area.
3. ~~The proposed park near the Garfield Avenue Light Rail Station will incorporate a passenger kiss and ride to accommodate the existing station.~~
4. Canal Way Park will incorporate historic markers in the form of medallions designed by local artists pending SHPO approval.

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Summary of Street Cross-Section Changes

Street	From	To	ROW Width A/P	Lane Width A/P	One/Two Way A/P	Parking Width A/P	Bikeway Width A/P	Sidewalk Width A/P	Median Width A/P
Hampshire Mews	Garfield Ave.	Canal Way	36'/36'	20'/11'	One/One	None/7'	None/None	8'/5'	None/None
Garfield Mews	Garfield Ave.	Canal Way	36'/40'	20'/14'	One/One	None/8'	None/None	8'/5'	None/None
Halladay Mews	Halladay St.	Canal Way	36'/36'	20'/11'	One/One	None/7'	None/None	8'/5'	None/None
Myrtle Ave.	Canal Way	Pacific Ave.	60'/60'	14'/11'	One/Two	8'/7'	None/None	15'/12'	None/None
Halladay Mews	Whiton Ave.	Pine St.	60'/60'	15'/11'	Two/Two	None/7'	None/None	12'/12'	5'/None
Halladay Mews	Pacific Ave.	Whiton Ave.	50'/60'	14'/11'	One/Two	8'/7'	None/None	10'/12'	None/None
Wilkinson Ave.	Canal Way	Whiton Ave.	60'/60'	10'/11'	Two/Two	8'/7'	None/None	12'/12'	None/None
Wilkinson Ave.	Whiton Ave.	Pine St.	None/60'	None/11'	None/Two	None/7'	None/None	None/12'	None/None
Emma St.	Canal Ave.	Pacific Ave.	60'/60'	14'/11'	One/Two	8'/7'	None/None	15'/12'	None/None
Emma St.	Pacific Ave.	Pine St.	60'/60'	10'/11'	Two/Two	8'/7'	None/None	12'/12'	None/None
Van Horne St.	Carteret Ave.	Forrest St.	60'/60'	10'/11'	Two/Two	8'/7'	None/None	12'/12'	None/None
Whiton St.	Caven Point Ave.	Claremont Ave.	None/60'	None/11'	None/Two	None/7'	None/None	None/12'	None/None
Whiton St.	Claremont Ave.	Carteret Ave.	50'/60'	14'/11'	One/Two	8'/7'	None/None	10'/12'	None/None
Whiton St.	Carteret Ave.	Forrest St.	60'/60'	14'/11'	One/Two	8'/7'	None/None	15'/12'	None/None
Whiton St.	Forrest St.	Edgewood Ave.	60'/60'	10'/11'	Two/Two	8'/7'	None/None	12'/12'	None/None
Edgewood Ave.	Pacific Ave.	End	60'/60'	10'/11'	Two/Two	8'/7'	None/None	12/12'	None/None
Garfield Ave.	Caven Point Ave.	Light Rail	70'/70'	12'/12'	Two/Two	8'/8'	None/None	15'/15'	None/None
Pacific Ave.^	Wilkinson Ave.	Caven Point Ave.	80'/80'	12'/11'	Two/Two	8'/8'	None/5'	20'/12'	None/8'
Pacific Ave.	Caven Point Ave.	Carteret Ave.	80'/80'	12'/11'	Two/Two	8'/8'	None/5' (E)	20'/12'	None/8'
Pacific Ave.	Carteret Ave.	Edgewood Ave.	80'/80'	12'/11'	Two/Two	8'/8'	None/5' (E)	15'/12'	10'/8'
Claremont Ave.	Garfield Ave.	Halladay St.	80'/80'	12'/12'	Two/Two	8'/8'	None/5' (E)	20'/15'	None/None
Claremont Ave.	Halladay St.	Pacific Ave.	60'/60'	15'/14'	Two/Two	None/8'	None/None	12'/15'	6'/None
Claremont Ave.	Pacific Ave.	Whiton St.	60'/60'	15'/14'	Two/Two	None/8'	None/None	12'/15'	6'/None
Claremont Ave.	Whiton St.	Pine St.	None/60'	None/14'	None/One	None/8'	None/None	None/15'	None/None
Halladay St.	Caven Point Ave.	Light Rail	60'/60'	14'/11'	One/Two	8'/7', 8' 10'	None/None	15'/12'	None/None
Pine St.	Wilkinson Ave.	Myrtle Ave.	None/70'	None/11'	None/Two	None/Drop-Off	None/10' (SSW)	None/15'	None/None
Pine St.	Myrtle Ave.	Caven Point Ave.	60'/70'	12'/11'	Two/Two	8'/Drop-Off	None/10' (SSW)	12'/15'	None/None
Pine St.	Caven Point Ave.	Carteret Ave.	60'/70'	12'/12'	Two/Two	8'/8'	None/10' (SSW)	12'/15'	None/None
Caven Point Ave.	Garfield Ave.	Pine St.	80'/60'	12'/11'	Two/Two	8'/8'	None/None	15'/12'	10'/None
Carteret Ave.	Garfield Ave.	Pine St.	80'/80'	12'/11'	Two/Two	8'/8'	None/5' (E)	15'/12'	10'/8'
Canal Way	Wilkinson Ave.	Caven Point Ave.	110'/110'	12'/11'	Two/Two	8'/8'	Unspecified/10'	10'/15'	50'/42'

Street	From	To	ROW Width A/P	Lane Width A/P	One/Two Way A/P	Parking Width A/P	Bikeway Width A/P	Sidewalk Width A/P	Median Width A/P
Canal Way	Claremont St.	Forrest St.	110'/110'	12'/11'	Two/Two	8'/8'	Unspecified/10'	10'/15'	50'/42'
Dakota St.	Canal Way	Halladay St.	60'/60'	10'/11'	Two/Two	8'/7'	None/None	12'/12'	None/None
Dakota St.	Halladay St.	Whiton St.	50'/60'	14'/14'	One/One	8'/8'	None/None	10'/15'	None/None
Dakota St.	Whiton St.	Light Rail	60'/60'	10'/11'	Two/Two	8'/7'	None/None	12'/12'	None/None
Forrest St.	Canal Way	Pine St.	60'/60'	10'/11'	Two/Two	8'/7'	None/None	12'/12'	None/None

*A/P = Adopted in Redevelopment Plan/Proposed to be implemented

^Adopted standards are shown for Whiton Street between Wilkinson Avenue and Caven Point Avenue