



# PARKING STUDY REPORT | Journal Square

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## Executive Summary

Parking will be one of the most critical components of any plan for Journal Square's future. The Journal Square Parking Study has been conducted by A. Nelessen Associates, Inc. and Dean Marchetto Architects, P.C. to evaluate the existing weekday parking conditions within the Journal Square study area. This report complements the Journal Square Existing Conditions Report and serves as one of the products of the initial stages of the Journal Square planning process.

*The following is a summary of major findings:*

- The Journal Square study area contains approximately 9,843 total parking spaces (8,470 off-street and 1,373 on-street)
- The total land area dedicated to parking within the study area is approximately 49 acres (20% of the total land area)
- Surface parking lots comprise approximately 38 acres (15.7%) of the study area
- The greatest parking utilization was found in facilities in close proximity to the Journal Square PATH Station
- Despite significant parking accumulation in key facilities during typical weekdays, the study area as a whole has a moderate surplus of parking capacity during normal business hours and a major surplus on weekday evenings
- A comprehensive parking strategy can help Jersey City realize its goals of revitalizing Journal Square as a pedestrian and transit oriented place. Such a strategy should include policies that limit onsite parking in Journal Square and encourage the development of regional parking facilities designed to intercept some cars before they enter the Journal Square area



# Journal Square Parking Study Report

The City of Jersey City

Hudson County, New Jersey | June 2008

## Acknowledgements

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# Table of Contents

<b>Section 1</b>	<b>Introduction</b>	7
	Journal Square Study Area	8
	Exhibit 1: Study Area Map	9
<b>Section 2</b>	<b>Parking Inventory</b>	11
	Journal Square Parking Overview	12
	Exhibit 2: Land Dedicated to Parking Uses	13
	Off-Street Parking	14
	Exhibit 3: Public and Private Parking Facilities	15
	On-Street Parking	16
	Exhibit 4: On-Street Parking Map	17
<b>Section 3</b>	<b>Parking Standards and Activity</b>	19
	Parking Standards and Generators	20
	Exhibit 5: Parking Use Classifications	21
	Parking Utilization	22
	Exhibit 6: Monitored Parking Facilities	23
<b>Section 4</b>	<b>Recommendations</b>	25
	Local Parking and Transit Options	26
	Exhibit 7: Local Parking and Transit Map	27
	Regional Parking Solutions	28
	Exhibit 8: Regional Parking Map	29
<b>Section 5</b>	<b>Appendix</b>	31
	Appendix A: Journal Square Parking Standards	32



# Section

Introduction



The Journal Square Study Area is a mixed-use urban environment primarily composed of office space, a transportation hub, and a diverse range of neighborhood retail. The 244 acre site is shown in Exhibit 1. The Study Area centers on the Journal Square Transportation Center (JSTC) which houses the Journal Square PATH station and the city’s largest bus terminal. In addition to the PATH station and bus terminal, the JSTC includes a 10-story tower, retail plaza and a two-level parking facility.

**Study Area Boundaries** From the JSTC, the study area extends in an irregular fashion nearly ½ mile north and south of the plaza and over ¼ mile east and west of the station. The study area is bounded primarily by Route 139 and Baldwin Avenue on its eastern edge and Vroom Street and Garrison Avenue on its southern and western edge. Major highway access is afforded by US-1 & 9 and Route 139 to the north and Interstate 78 to the east of the site.

**Major Thoroughfares** The Journal Square study area is bisected by John F. Kennedy Boulevard (Route 501) which serves as the spine of the neighborhood’s central business district. Kennedy Boulevard is a county owned and operated route which has been expanded to accommodate more traffic in recent years. The actual “Journal Square” is formed by the intersection of Kennedy Boulevard and Bergen Avenue, another main thoroughfare in the City. These two north-south corridors are at their widest in this vicinity and serve as the primary routes into and out of Journal Square.

Newark Avenue and Tonnele Avenue are also important circulatory streets in the study area. A network of smaller neighborhood streets run adjacent to these major thoroughfares creating a grid that is interrupted by the train tracks cutting across the site. The square’s limited vehicular accessibility contributes to traffic congestion along Kennedy Boulevard and Bergen Avenue, as well as Newark Avenue particularly during peak hours.

**Transit Connections** Journal Square possesses an extensive regional commuter bus and rail service network housed at the Transportation Center of the Port Authority Terminal. With more than 40% of its residents commuting by public transit, Jersey City ranks as one of the country’s highest rate of transit ridership. The JSTC is home to the Journal Square station of the The Port Authority Trans-Hudson (PATH). In addition to Journal Square, three additional PATH stations are located in Jersey City: Exchange Place, Pavonia-Newport and Grove Street. The PATH provides connections to critical regional destinations such as Hoboken Terminal, 33rd Street in Midtown Manhattan, the World Trade Center in Lower Manhattan and Newark Penn Station. Over 30,000 commuters pass through the Journal Square PATH Station every business day.

*The Journal Square Transportation Center at the PATH Plaza (center right) is at the heart of the Journal Square study area.*



In addition to high rates of transit ridership, approximately 9% of Jersey City residents walk to work. Most pedestrian movement within the Journal Square study area is connected to the Transportation Center and adjacent parking facilities. The PATH Plaza experiences the most volume during peak daytime hours as commuters utilize the station. Additional foot traffic is generated in the area by local office buildings, educational institutions and local stores and restaurants.



**STUDY AREA BOUNDARY**  
 Journal Square Study Area  
 City of Jersey City, NJ





# Section

Parking Inventory





The Journal Square study area contains approximately 9,843 parking spaces that are housed in a combination of off- and on-street parking facilities. Off-street facilities are owned by the City of Jersey City as well as private companies. These facilities are a mix of parking structures and surface lots primarily located near the Transportation Center and nearby office buildings and institutional uses. On-street parking consists of spaces that are metered or unmetered with provisions for residential permit parking. Parking facilities serve a variety of users with the largest contingents being commuters utilizing area transit options, employees of nearby offices, and visitors to local shops and services.

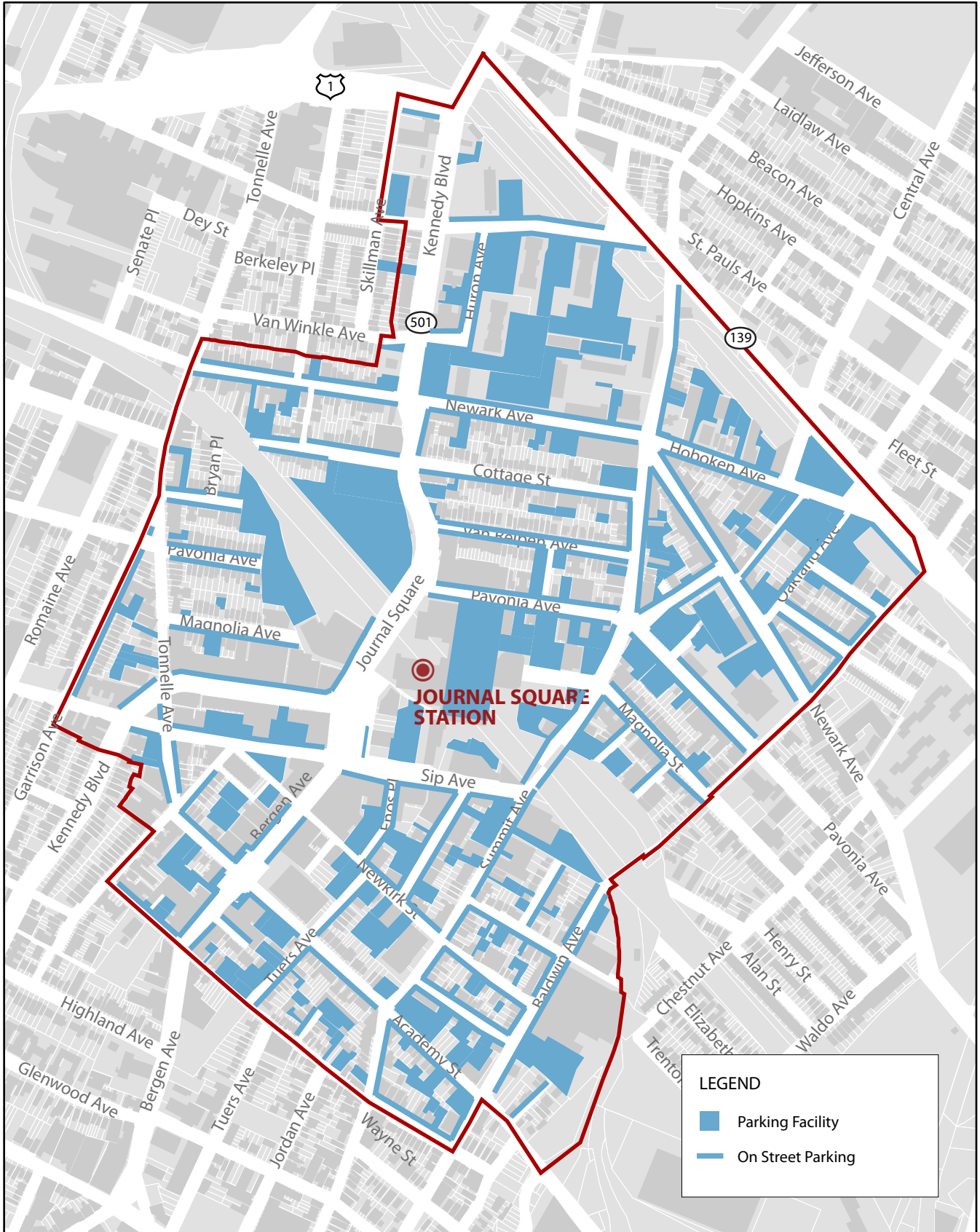
Approximately 49 acres, or 20%, of the Study Area are dedicated to parking. In general, the largest structures are located near the Transportation Center and adjacent to major office centers and institutions. Smaller surface lots are scattered throughout the area and cater to a variety of Journal Square residents and visitors. Most of these smaller lots are undeveloped paved parcels that front onto the street with some smaller areas for parking located in the center of blocks behind buildings.

In addition to 49 acres of off-street parking, there are approximately 1373 on-street parking spots in the study area. These spots are both metered and unmetered and follow a range of regulations based on City ordinances and enforced by the Jersey City Parking Authority. Most metered spaces are located along retail frontage and most on-street parking in residential areas is un-metered.

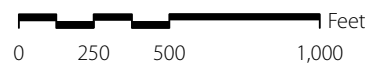


<u>TYPE OF PARKING</u>	<u>SPACES</u>	<u>PERCENT</u>
<i>On-Street Unmetered</i>	1068	10.85%
<i>On-Street Metered</i>	305	3.10%
<b>Total On-Street Parking Spaces*</b>	<b>1373</b>	<b>13.95%</b>
<i>Off-Street Public</i>		
Surface Lots	1493	15.17%
Structures	2813	28.58%
Subtotal	4306	43.75%
<i>Off-Street Private</i>		
Surface Lots	3662	37.20%
Structures	502	5.10%
Subtotal	4164	42.30%
<b>Total Off-Street Parking Spaces</b>	<b>8470</b>	<b>86.05%</b>
<b>GRAND TOTAL Parking Spaces</b>	<b>9843</b>	<b>100.00%</b>

\*On-street parking numbers were estimated using both field observation and aerial photography.



Land Dedicated to Parking Uses  
 Journal Square Study Area  
 City of Jersey City, NJ



## 2 Parking Inventory | Off-Street Parking



A large majority of the total parking capacity in the study area is contained in off-street facilities. 86% of the 8,843 parking spaces are located off-street as compared to 13% on-street. Off-street parking is provided in a variety of public and private structures and lots throughout the Journal Square Study Area. Slightly more than half of all off-street parking is open to the public. Furthermore, the majority of off-street public parking is provided by parking structures whereas the majority of private parking is accommodated by surface lots.



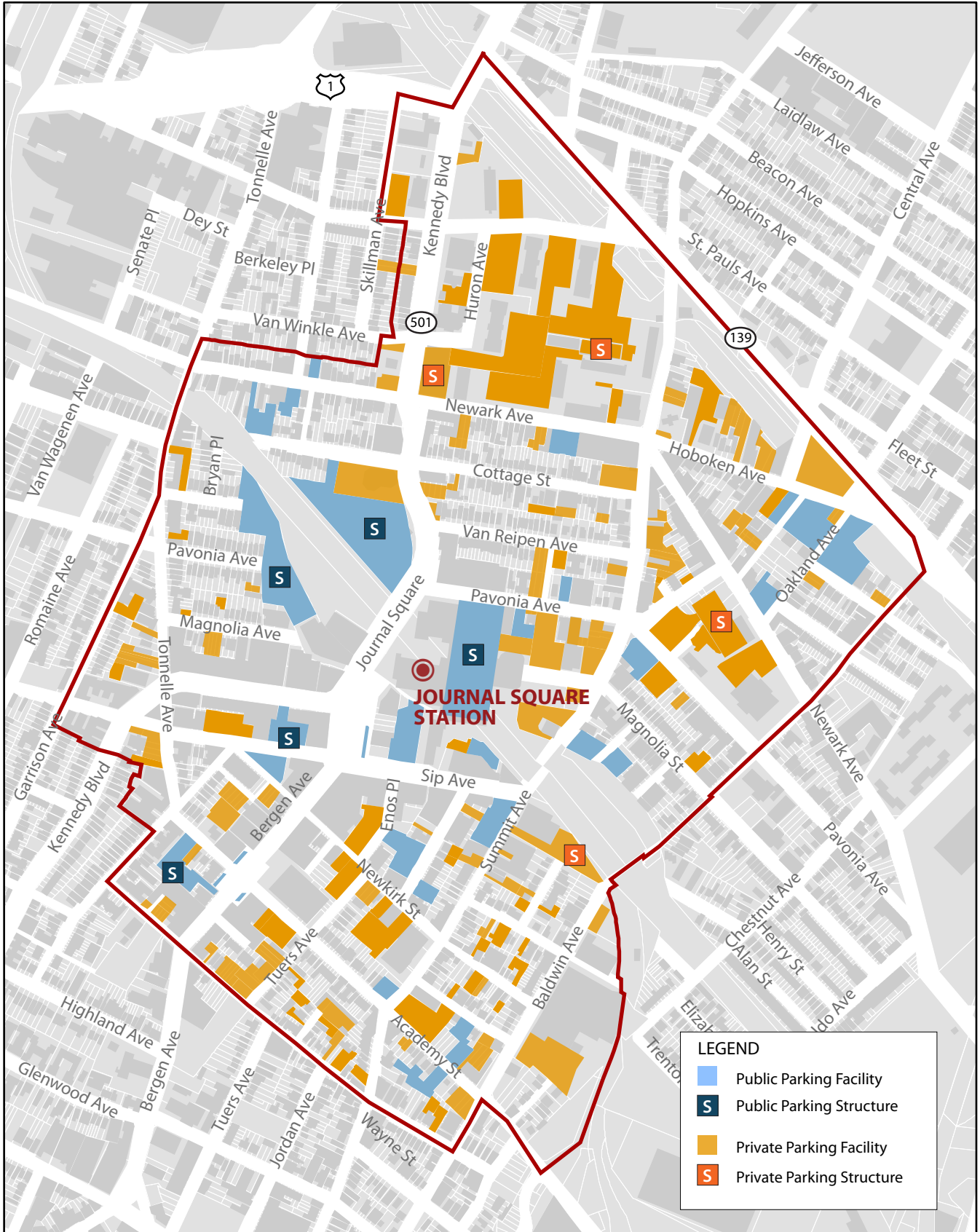
Private facilities include permit parking areas and any facility classified as office, commercial, educational, governmental, religious, or residential parking that is not accessible to the general public. Most of these private facilities are surface lots although four private parking areas are classified as structures. Of these, two are structures associated with the State of New Jersey office building and Hudson County Administration building respectively. One small private structure is associated with the high-rise apartments located along Summit Avenue with the final structure integrated into the Social Security Administration building at the corner of Newark Avenue and John F. Kennedy Boulevard. Approximately 13% of the total private parking capacity is accommodated in structures and the remaining 86% is surface. Private surface lots provide parking for a variety of uses and are evenly dispersed throughout the entire study area.

Four of the five public parking structures in the Study Area are located around the Journal Square Transportation Center. These decks are heavily used by commuters utilizing the PATH and Port Authority Bus transit connections. These four decks make up 27% of the total parking capacity in the study area and 62% of the off-street public parking. The remaining 38% of the off-street public parking is located in surface lots spread throughout the study area and one additional public structure located off of Bergen Ave.

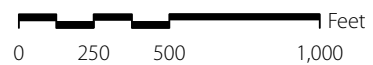


Hourly parking rates for off-street parking vary wildly throughout the study area. Daily rates vary from \$7.00 - \$17.00. Monthly rates range from \$95.00 to \$190.00.

*The map to the right expresses public parking in blue and private parking in orange. Parking structures are labeled with an "S".*



**PUBLIC and PRIVATE PARKING**  
Journal Square Study Area  
City of Jersey City, NJ



## 2 Parking Inventory | On-Street Parking

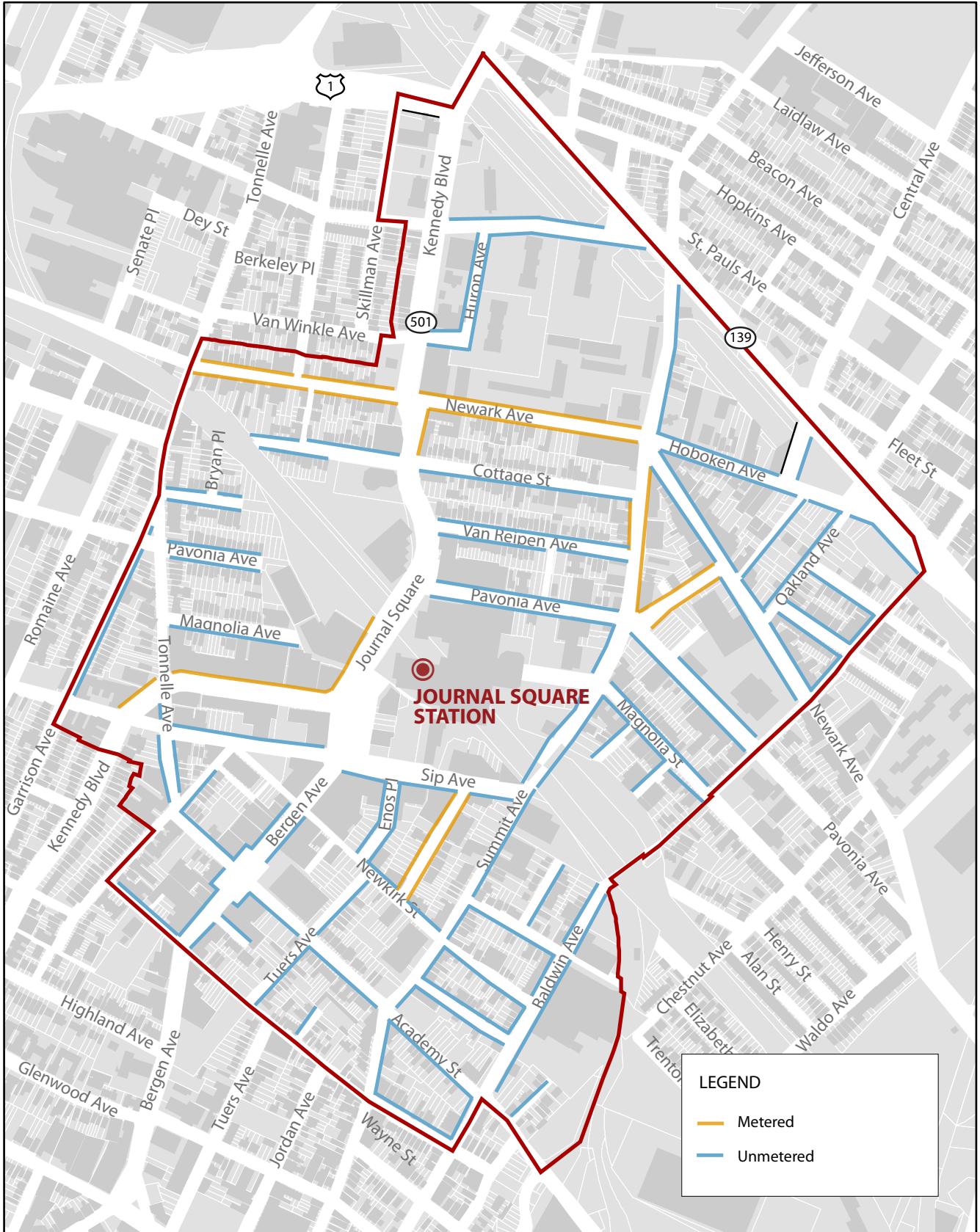


Approximately 14% of the total parking in the Journal Square Study Area is on-street parking. Where on-street parking is permitted there are different regulations based various city ordinances. Approximately 78% of the on-street parking spots are unmetered and 22% are metered. Metered spots are generally located along retail line streets. The majority of the metered spots in the Study Area are located along Newark and Summit Avenues. The majority of unmetered spots are designated as 2 hour parking with variation in "no parking" times. In residential areas permits are required to park on-street during weekday hours.



The map to the right displays the location of on-street parking in the Study Area. There are some locations where parking is permitted only on one side verse both sides of the street. Metered parking is shown in yellow, and unmetered street parking is shown in blue.





**ON-STREET PARKING**  
 Journal Square Study Area  
 City of Jersey City, NJ





# Section

Parking Activity ■

Parking standards for the City of Jersey City are governed by Chapter 345 of the City's Land Development Ordinance. Article V of Chapter 345 includes standards for each zoning district as well as a set of general off-street parking and loading standards. Existing zoning in the Journal Square study area is discussed in Section 4 of the Existing Conditions Report. A Journal Square zoning map and the associated parking standards are included as an appendix to this document.

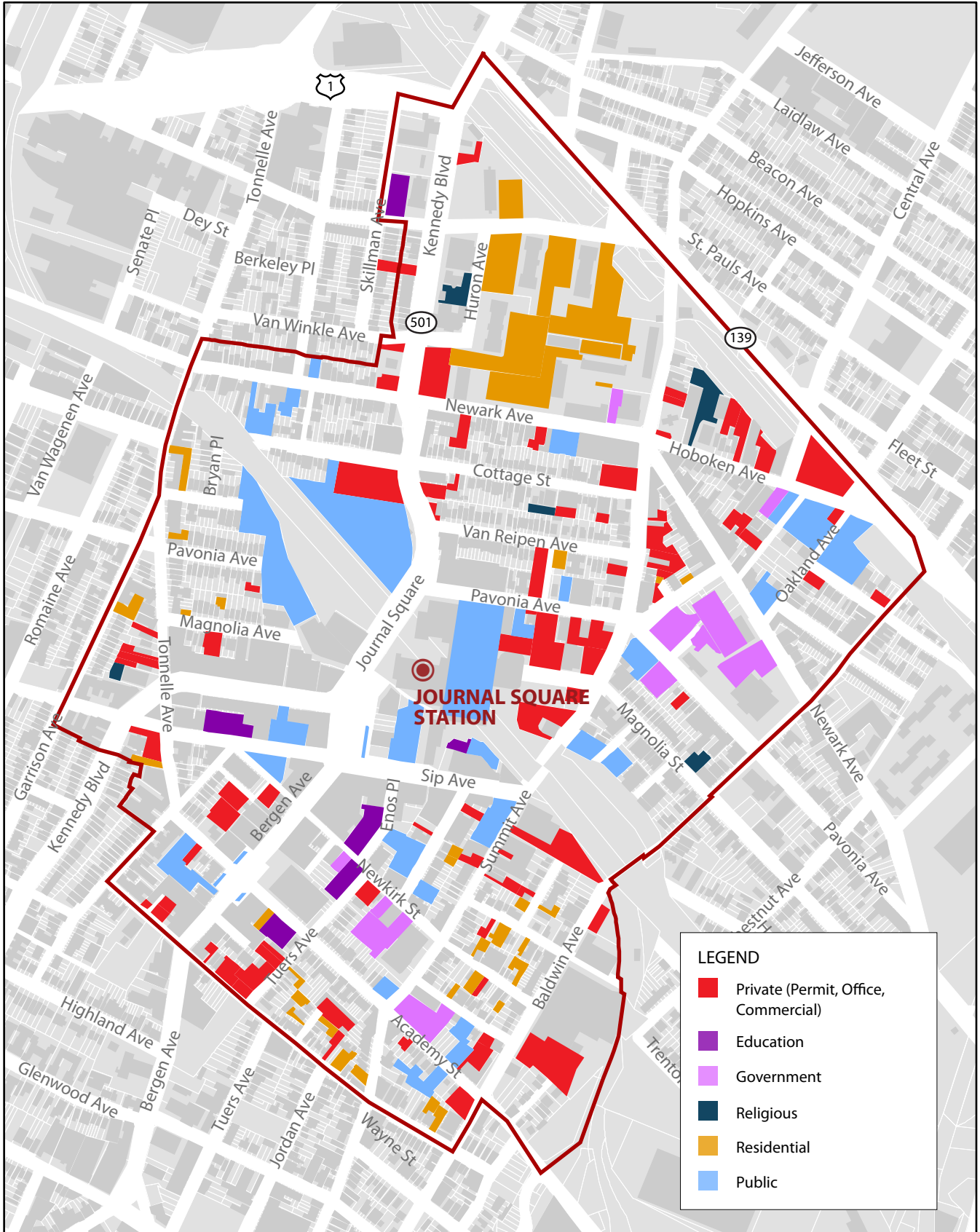
For the purposes of this report, parking facilities within the study area have been classified into six broad categories (see Exhibit 5) based on their principal users: public, residential, religious, government, education, and other private (permit, office and short term retail). Classifications were derived from field observations of each parking facility and correspond to major generators of parking demand. The Journal Square Transportation Center, private and public office buildings, government services, and residential buildings are the major generators that produce the largest demand for parking in Journal Square.

Public parking facilities are distributed throughout the center and southern portions of the site and serve a variety of users. The large structures surrounding Journal Square principally serve commuters utilizing the Journal Square PATH Station and bus terminal as well as workers and visitors to nearby office buildings. Public surface lots found throughout the remainder of the study area typically serve visitors to government office buildings and courthouses as well as patrons of local commercial/service establishments. The major generator locations for government services are located along Newark Avenue (Hudson County Administration Office and William J. Brennan Courthouse) and along Summit Avenue (Jersey City Municipal Court). Facilities classified as government in Exhibit 5 provide parking for public employees of the various governmental office complexes.

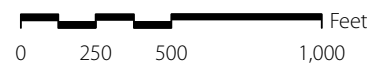
Parking facilities primarily serving residential land uses are concentrated in the multifamily high-rise block bounded by Newark Avenue and St. Paul's Avenue. Elsewhere, smaller surface lots are dispersed and serve individual residential buildings throughout the southern and western portion of the study area. Residential driveways and personal garages were not included in this parking analysis.

Facilities serving educational and religious properties play a smaller role in parking demand generation. The majority of parking facilities linked to educational institutions south of the Square are students and employees of Hudson County Community College.

Other private parking facilities are shown in red and are dedicated to a combination of office buildings, local merchants and permit holders. These private facilities are distributed evenly throughout the study area.



**PARKING USE CLASSIFICATIONS**  
Journal Square Study Area  
City of Jersey City, NJ



**Parking Activity** Parking activity data indicates how the available parking supply is being used. A detailed weekday parking utilization study was conducted for the Journal Square study area on April 24, 2008. This utilization study was undertaken to determine how demand for parking varies throughout the business day, how long vehicles are parked and how efficiently existing parking spaces are utilized.



Parking utilization counts were conducted at six facilities within the study area by observing the accumulation of parked vehicles at three points during the day: 9:00 A.M., 12 Noon and 6 P.M. These six off-street facilities (see map on opposite page) were selected due to their location, size and classification. These facilities range in capacity from 45 spaces to over 500 spaces and are geographically dispersed over the site so as to reflect a comprehensive snapshot of the parking activity on a typical weekday. The combined 1,270 spaces contained in these structures represent approximately 15% of the total off-street spaces found in the study area. A combination of public and private (requiring permit) surface lots and parking structures were selected to approximate the range of parking facilities found in Journal Square. Monitored facilities included:

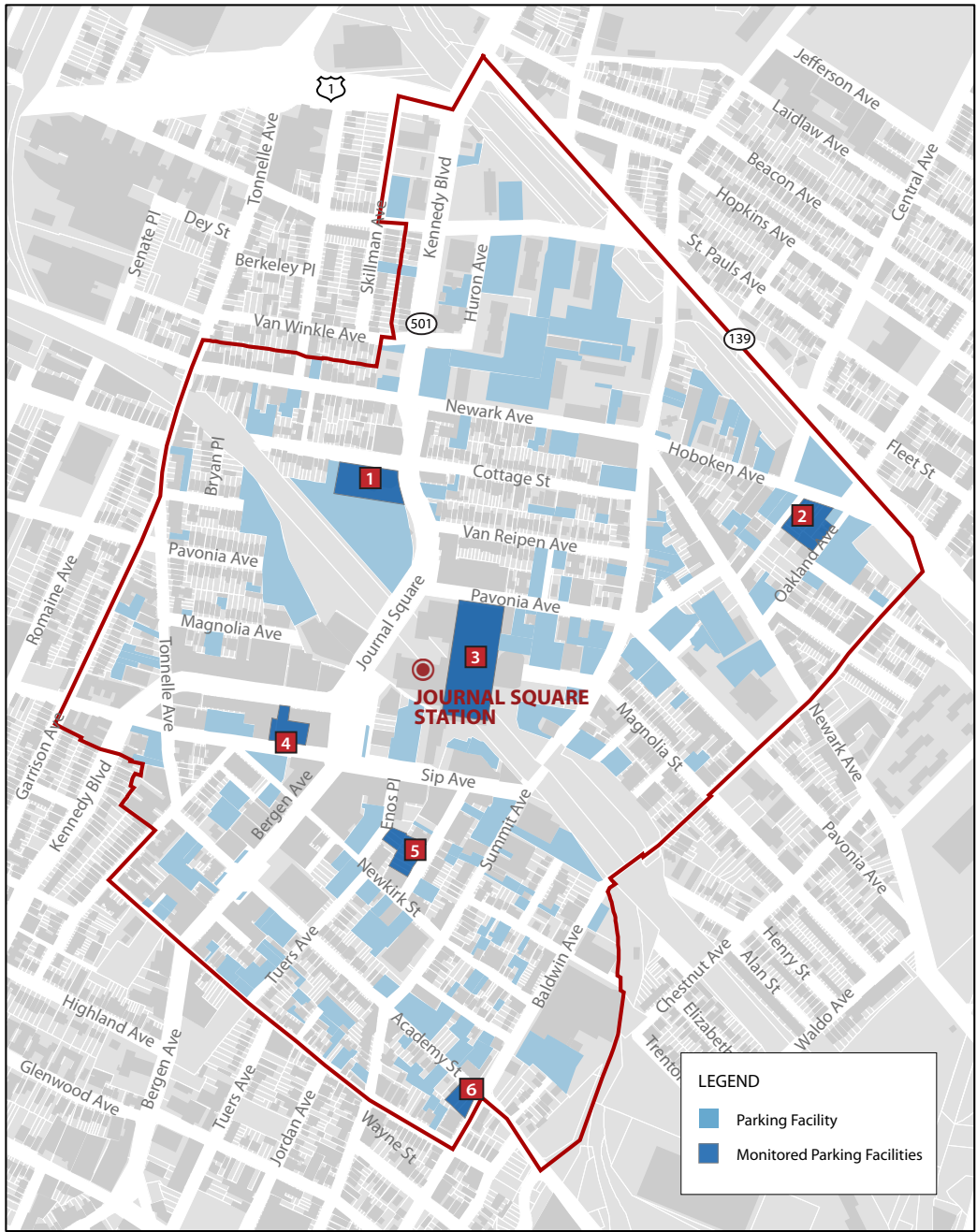


- 1) A private surface lot associated with the office complex at 2 Journal Square (50 spaces)
- 2) A public surface lot that borders fronts on Cook Street and Hoboken Avenue in the eastern portion of the study area (107 spaces)
- 3) A two story public parking structure that is part of the Journal Square Transportation Center (554\* spaces)
- 4) An eight story public parking structure that is part of the new mixed-use State Square building at 2854 Kennedy Boulevard (407 spaces)
- 5) A public surface lot that is accessible from both Jones Street and Enos Place south of Sip Avenue (107 spaces)
- 6) A private permit surface lot at 165 Academy Street at the extreme southern edge of the study area (45 spaces)



The results of the utilization survey for each of the six facilities are included in the table on the opposite page. Overall, the parking demand across all monitored facilities peaked at 9:00A.M. when 892 (70.2%) of a possible 1,270 off-street spaces were occupied. Despite the fact that four of the six facilities either added cars or saw no attrition during the morning, the total number of parked cars declined by 3.7% by 12:00 P.M. This was primarily due to the State Square parking structure losing 86 cars between the morning and afternoon surveys. Total parking demand declined to an overall low of 625 cars (49.2% of capacity) when the final survey was taken at 6:00 P.M.

The public parking structure that comprises part of the Journal Square Transportation Center is the largest parking facility in the study area. This structure consistently served the highest parking demand of any of the surveyed facilities with capacity rates of 94%, 99% and 65% throughout the day. Aside from this structure, a surplus of parking capacity was found in each of the surveyed lots during normal business hours.



ID	ADDRESS	TYPE	CAPACITY	OCCUPIED PARKING SPACES					
				9:00 AM	%	12:00 PM	%	6:00 PM	%
1	2 Journal Square Plaza	Private Lot	50 spaces	34	68%	44	88%	13	26%
2	36 Cook Street	Public Lot	107 spaces	72	67%	66	61%	34	32%
3	15-16 Path Plaza	Public Structure	554* spaces	521	94%	551	99%	361	65%
4	2854 JFK Boulevard	Public Structure	407	196	52%	110	73%	176	57%
5	20 Jones Place	Public Lot	107	53	50%	58	54%	25	23%
6	165-169 Academy Street	Private Lot	45	16	36%	16	36%	16	36%

\* Approximately 92 parking stalls were occupied by construction related materials and not available to the public at the time of the study. The full capacity of this structure is 646 spaces.



# Section

Recommendations ■

Parking will be one of the most important factors in planning for Journal Square's future. In coordination with the City, the primary recommendation to emerge from the initial stages of the Journal Square planning process is the need to limit the amount of parking within Journal Square and capture as much parking as possible in remote locations before it enters the city or enters the Journal Square Study Area. Journal Square's future as a pedestrian and transit oriented development depends on its ability accomplish this goal.

It is important that a consistent parking standard is developed and applied to all redevelopment parcels. Traditional suburban auto-oriented design standards must be amended to achieve the goals established by the City for the Journal Square Study Area. In the past, the city has limited parking by lowering parking ratios. In order to implement its remote parking strategy and to limit traffic congestion, parking ratios need to be reduced further. By limiting in-building parking, more land and building volume can be dedicated to productive uses while also reducing congestion and improving the pedestrian environment.

Both onsite and remote parking will play a role in the future of Journal Square. Onsite parking refers to in or under-building parking in which cars are placed underneath or within the buildings themselves. Three types of remote parking have been identified:

1. **Walkable Parking:** Mixed-use parking structures (retail or services on the ground floor along pedestrian edges) within a three minute walking distance of a development. These structures must blend in with the neighborhood and be easily convertible to another use in the event that they no longer need to serve as a parking facility.
2. **Local Remote Parking:** Mixed-use parking structures that are linked by transit service to neighborhoods or developments.
3. **Regional Remote Parking:** Parking facilities that have regional highway access and/or existing or future transit access to the city. These facilities have the ability to act as a 'parking intercept' that prevents the flow of some automobiles into the downtown or primary development area.

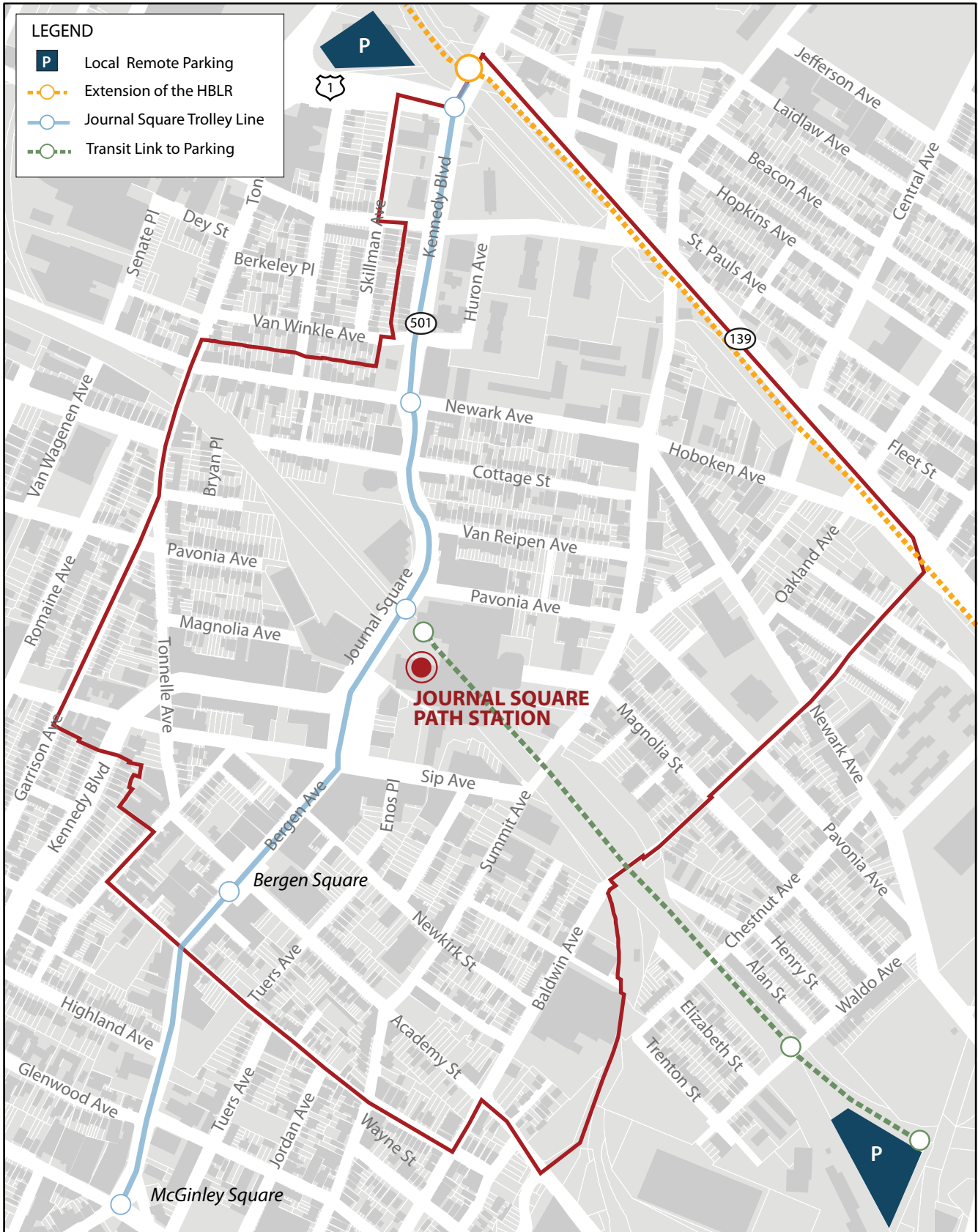
### **Onsite Parking**

#### *In or Under-Building Parking*

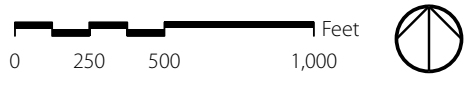
In or under-building parking should be limited. Despite continued increases in energy and construction costs, a limited amount of parking will need to be provided within new construction. Access to this parking will need to be co-located with the service and loading entries of each building. Generally, large amounts of onsite parking are discouraged because of the impact the additional cars would have on traffic congestion and pedestrian movement. On-street parking will also be limited on primary streets in order to accommodate wider sidewalks, transit and bicycles.

#### *Remote Parking*

In addition to limited onsite parking, three types of remote parking are recommended for the study area. The remote parking types described below will allow for the most intensive development while discouraging additional traffic, minimizing noise and pollution, promoting transit oriented sustainable development and improving the quality of life.



**LOCAL PARKING and TRANSIT RECOMMENDATIONS**  
 Journal Square Study Area  
 City of Jersey City, NJ



*Walkable Parking*

These mixed use structures should be similar to in-block parking structures in Manhattan. They should be indistinguishable in façade treatment from the adjacent or the proposed /future architectural context. Optimally, these facilities should be located within a three minute walk of the origins or destinations they are serving. To the extent possible, they should be located on one of the major streets to avoid intruding into the more residential zones. Careful design consideration must be given to the sidewalks, retail edges, safety concerns and landscaping of these facilities. Where possible, the ground floor should incorporate retail or service uses along pedestrian edges. Car share programs and/or rental car locations are highly encouraged in these types of facilities.

*Local Remote*

Local remote parking is further removed from the center of Journal Square than walkable parking facilities. Local remote structures must be connected to Journal Square by some form of transit, such as light rail, trolley service or people mover system. Additionally, local remote structures should be accessible from major highways and serve to prevent some cars from entering the study area. Exhibit 7 shows the potential location of two local remote structures as well as the alignment of potential transit lines that could link these structures to Journal Square. Remote parking facilities should be as efficient as possible. Their efficiency will be maximized if they are composed of sets of basic 120 foot (or larger) by 60 foot bays that measure a minimum of 240 feet long. Facilities should be mixed-use and incorporate incubator retail, market retail and offices on the ground floor along pedestrian sidewalks.

Several potential locations for these types of facilities have been discussed and additional locations will be generated through the Journal Square public visioning process. The largest of these structures could be located at the intersection of Kennedy Boulevard and the Bergen Arches with connections to the new Route 7 intersection and ramp improvements. This is an ideal location because it lies along a proposed transit line that would connect Jersey City's gold coast to a major parking intercept located near Exit 15X of the New Jersey Turnpike.

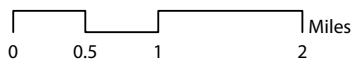
A second potential location for a local remote facility near the study area is the abandoned Conrail property near the Columbus Drive ramp that connects to the I-78/ New Jersey Turnpike Extension. Here, new ramps could lead directly into a local remote mixed-use parking facility. This structure could be linked to Journal Square via a system utilizing the 6th Street embankments or a more innovative people mover/ enclosed moving sidewalk system.

*Regional Remote*

The City of Jersey City has published a long term parking policy that seeks to limit additional traffic and parking in the city. One of the city's main strategies is the development of a regional remote parking facility. Several sites have been identified due to their regional highway access and existing or future transit access to the city. Exhibit 8 illustrates the proposed location for several of these regional remote parking facilities. Further studies will need to be done to analyze the feasibility of each location as well as the implementation of any transit



**REGIONAL PARKING**  
Journal Square Study Area  
City of Jersey City, NJ



and infrastructure improvements. Each of these potential locations could have a positive impact on the development of Journal Square, however a parking intercept located at Exit 15X of the Turnpike (near the Secaucus station) could have the most benefit for Journal Square.

Other parking management techniques such as shared parking should also be considered for the study area. Shared parking means that parking spaces are shared by more than one user (such as workers during the day and residents at night), which allows parking facilities to be used more efficiently. Joint or multiple use of parking spaces can be used to contribute to the reduction and parking spaces and is highly encouraged.

Parking locations and ratios have generated much discussion and debate during the planning process. As Journal Square transitions into a major transit oriented urban center, a new parking strategy must emerge. A revision of parking standards and ratios may be necessary for the zoning districts in the Journal Square study area. Recommended parking standards will be generated and tested through the technical charrette and public visioning process.

# Section

Appendix



*The following is an excerpt from the:*

Article 5 of Chapter 345 – Land Development Ordinance adopted April 11, 2001

*The current zoning map shown on the right has been provided as a reference.*

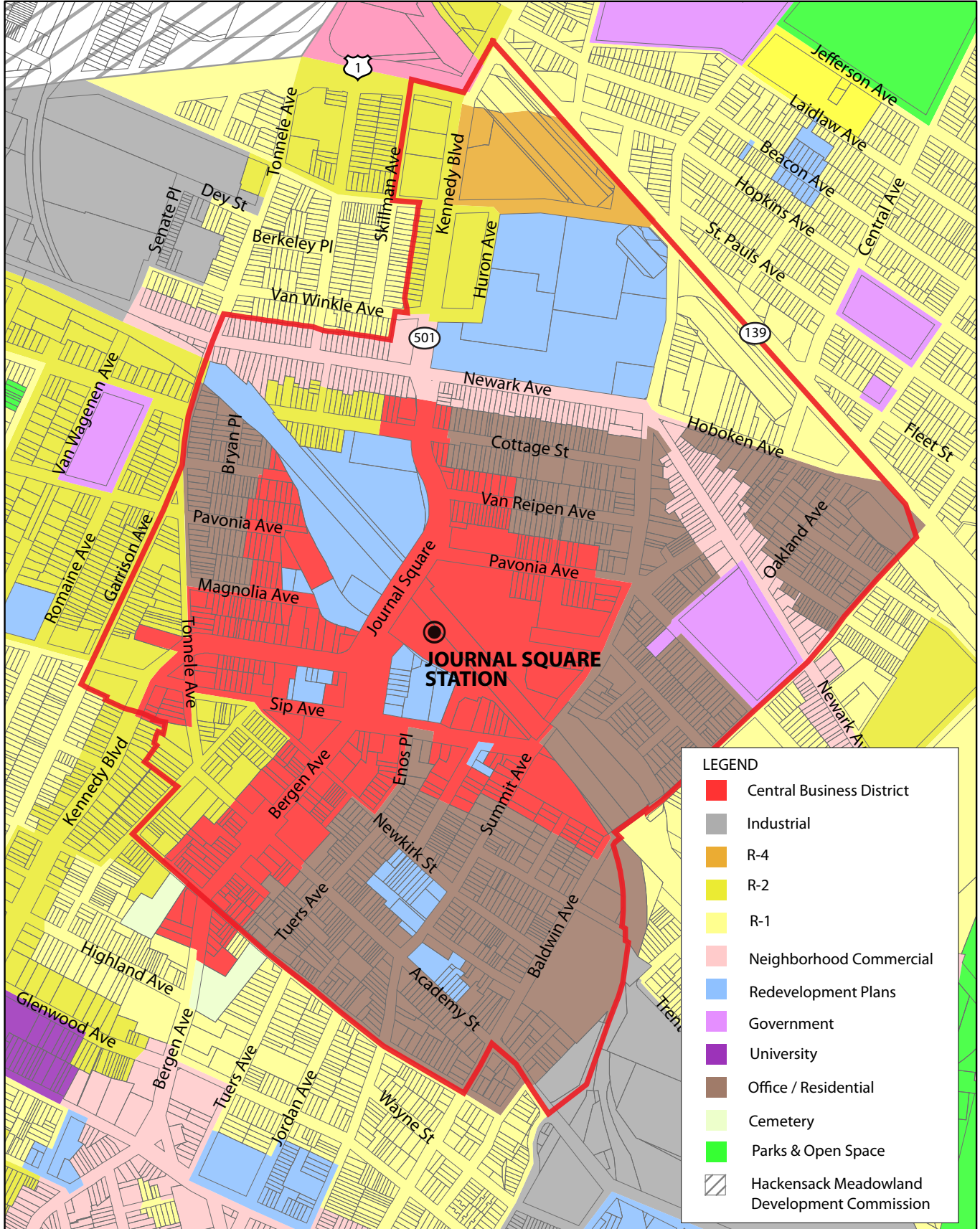
**PARKING STANDARDS FOR:**

***CENTRAL BUSINESS DISTRICT/JOURNAL SQUARE***

1. OFFICE: (EXCEPT MEDICAL OFFICES), FINANCIAL INSTITUTIONS, BROKERAGE HOUSES, GOVERNMENTAL USES AND COLLEGES AND UNIVERSITIES: 0.7 space per one thousand (1,000) square feet of floor area. [Amended 3-14-2007 by Ord. No. 07-035]
2. MEDICAL OFFICES: One space per five hundred (500) square feet, excluding the first two thousand (2,000) square feet of ground floor area. [Added 3-14-2007 by Ord. No. 07-035]
3. HOTELS: One space per one thousand (1,000) square feet of gross floor area including all-purpose rooms such as banquet, meeting and conference rooms.
4. MID-RISE AND HIGH-RISE APARTMENTS: 0.7 spaces per unit.
5. RETAIL SALES OF GOODS AND SERVICES, RESTAURANTS, BARS, THEATERS AND NIGHT CLUBS: One space per six hundred (600) square feet of gross floor area, excluding the first five thousand (5,000) square feet of gross floor area.

***NEIGHBORHOOD COMMERCIAL***

1. No on-site parking is required for existing uses, or for adaptive reuse of existing buildings, or for development on any lot that is located within five hundred (500) feet of a PATH station entrance. [Amended 11-8-2006 by Ord. No. 06-131].
2. Parking is required for new construction on lots over fifty (50) feet wide that are not located within five hundred (500) feet from a PATH station entrance, or for construction on any lot along the Lower John F. Kennedy Boulevard NC District (from south side of Winfield Ave. to Bayonne City line) subject to the following requirements [Amended 11-8-2006 by Ord. No. 06-131]:
  - a. Offices (except medical offices): One space per one thousand (1,000) square feet, excluding the first five thousand (5,000) square feet of ground floor area, except along Lower John F. Kennedy Boulevard where no such exclusion shall apply. [Amended 3-14-2007 by Ord. No. 07-035]
  - b. Medical Offices: One space per five hundred (500) square feet, excluding the first two thousand (2,000) square feet of ground floor area, except along Lower John F. Kennedy Boulevard where no such exclusion shall apply. [Added 3-14-2007 by Ord. No. 07-035]
  - c. Retail Sales of Goods and Services: One space per six hundred (600) square feet, excluding the first five thousand (5,000) square feet of ground floor area, except along Lower John F. Kennedy Boulevard where no such exclusion shall apply.
  - d. Financial Institutions: One space per six hundred (600) square feet, excluding the first five thousand (5,000) square feet of ground floor area, except along Lower John F. Kennedy Boulevard where no such exclusion shall apply.



**CURRENT ZONING**  
 Journal Square Study Area  
 City of Jersey City, NJ



- e. Restaurants: One space per four seats, excluding the first five thousand (5,000) square feet of ground floor area, except along Lower John F. Kennedy Boulevard where no such exclusion shall apply.
- f. Theaters and Museums: One space per four seats, excluding the first five thousand (5,000) square feet area, except along Lower John F. Kennedy Boulevard where no such exclusion shall apply.
- g. Residential apartments above ground floor: One space per dwelling unit.
- h. Educational facilities above ground floor: Two spaces per classroom, plus two spaces per twenty (20) seats for each auditorium, gymnasium and lecture hall.

**OFFICE/RESIDENTIAL USES**

- 1. No parking shall be required for existing structures or adaptive reuse.
- 2. Offices: One space per one thousand (1,000) square feet.
- 3. Retail sales of goods and services: One space per six hundred (600) square feet of gross floor area.
- 4. Financial institutions and brokerage houses: One space per one thousand (1,000) square feet.
- 5. Restaurants: One space per four seats.
- 6. Theaters and museums: No parking required.
- 7. Colleges and universities above ground floor: Two spaces per classroom, plus one space per twenty (20) seats for each auditorium, gymnasium and lecture hall.
- 8. Hotels: One space per one thousand (1,000) square feet of gross floor area per room including all purpose rooms such as banquet, meeting and conference rooms.
- 9. Mid-rise and high-rise apartments: See R-4 parking standards.

**R-1 ONE AND TWO FAMILY HOUSING DISTRICT**

- 1. Parking not required for lots with width of fifty (50) feet or less. Minimum required parking for lots with widths over fifty (50) feet: one space per dwelling unit. [Amended 6-13-2007 by Ord. No. 07-101]
- 2. No parking shall be permitted between the building line and the street line. Garages within the building line are permitted on lots under thirty (30) feet wide.
- 3. Maximum width of curb cut: ten (10) feet; Maximum width of driveway: ten (10) feet; Maximum garage door width: ten (10) feet; only a single curb cut is permitted along the front property line; two garage doors with a pier between them shall be permitted on corner lots where garage entrance(s) shall be located at the rear of the long side of the building. [Amended 6-13-2007 by Ord. No. 07-101]
- 4. Where there is construction of two or more homes with permitted driveways on adjacent lots, new driveways shall be located so as to maximize on-street parking space; no existing street tree shall be removed to create a driveway without prior approval by the Jersey City Division of Parks & Forestry. [Amended 6-13-2007 by Ord. No. 07-101]

5. Garages constructed as part of the ground floor of any new two family house shall be at least thirteen (13) feet wide and at least forty-four (44) feet deep except on corner lots as described in E.3 above; shall comprise at least fifty percent (50%) of the ground floor interior space; and shall accommodate at least two cars. [Added 5-23-2007 by Ord. No. 07-065]
6. Conversions of 1st Floor Commercial to Residential: No on-site parking required. [Amended 5-23-2007 by Ord. No. 07-065; 6-13-2007 by Ord. No. 07-101]

### ***R-2 MULTI-FAMILY ATTACHED (TOWNHOUSE)***

1. One space per unit for dwellings with up to three bedrooms.
2. One and one-half spaces per unit for dwellings with three or more bedrooms.
3. No off-street parking shall be permitted on a lot with a width of fifty (50) feet or less. Lots with a width of more than fifty (50) feet prior to subdivision and/or development shall provide the required off-street parking

### ***REDEVELOPMENT AREAS***

In any area officially declared and delineated as a redevelopment area by duly adopted ordinances, the standards and designations contained in the Redevelopment Plans for such legally adopted Plans shall take precedence over any standards contained in this Chapter. Where the standards and controls of the Plans do not provide alterations to the provisions of this Chapter, those provisions of this Chapter that remain unchanged shall prevail.

### ***OFF-STREET PARKING AND LOADING STANDARDS***

#### **A. ZONING STANDARDS.**

1. Off-street parking shall not be located between the building and the street.
2. Parking lots with ten (10) or more spaces shall be planted with shade trees at a rate of one tree per ten (10) parking spaces in addition to required street trees and five percent landscaping.
3. Where parking structures front on a public right-of-way, the structure shall be "faced" with commercial or mixed uses on the ground floor.
4. All off-street parking lots, except those of one and two-family residences, shall be provided with curbing of poured-in-place concrete, so that vehicles cannot be driven onto required landscaped areas, buffer zones, interior roadways, internal walkways and street rights-of-way so that each parking lot has controlled entrances and exits and proper drainage control. Curbing of poured-in-place concrete shall be located to prevent any part of the vehicle from overhanging the street right-of-way, property line, interior roadways or internal walkways. Vehicular access to street from the parking lot shall be limited to driveways. [Amended 5-23-2007 by Ord. No. 07-065]
5. All parking spaces except those permitted for one and two family housing shall be located with access to each space from an aisle. [Amended 5-23-2007 by Ord. No. 07-065]
6. Required residential parking shall be on site. Required parking for industrial, office and other employment uses may be on a separate lot as long as the parking spaces are within five hundred (500) feet of the use or portion of a complex served regardless of the number of spaces required by this Chapter. Such separate lots when used to meet the parking provision of this Chapter shall have the parking use added to the deed of the property.

7. Off-street loading facilities shall be located so that no vehicle being loaded or unloaded, maneuvering into a loading space or waiting to be parked into a loading space shall interfere with any traffic flow on a street, sidewalk, parking space, aisle, fire lane, driveway, railroad track or turning area nor shall they occupy any part of required lawn or buffer areas.

8. No parking space shall be less than eighteen (18) feet long and eight and one-half feet wide, except that compact car spaces, where approved by the Planning Board or the Zoning Board of Adjustment, shall not be less than sixteen (16) feet long and eight feet wide. Aisles providing access to parking spaces shall have the following minimum distances. Where the angle of parking is different on both sides of the aisle, the larger aisle width shall prevail. [Amended 5-23-2007 by Ord. No. 07-065]

Angle of Parking Space (degrees)	For Parking Spaces 8.5 Wide 1-Way Aisle (feet)	For Parking Spaces 8.5 Wide 2-Way Aisle (feet)	For Parking Spaces 9.5 Wide 1-Way Aisle (feet)	For Parking Spaces 9.5 Wide 2-Way Aisle (feet)
Aisle				
90	24	24	22	22
60	20	22	18	20
45	18	20	15	18
30	15	18	12	18
Parallel	12	18	12	18

9. The number and design of off-street loading spaces shall adhere to the following: Where more than one use is on a lot, the total number of spaces shall be the sum of the component requirements.

10. Minimum Standards for Number of Off-Street Loading Spaces.

Land Use	At which First Berth is Required (square feet)	At Which Second Berth is Required (square feet) 3 more spaces be calculated at multiples
Manufacturing, processing, assembly, marinas	5,000	40,000
Warehouse, auto/truck sales	5,000	40,000
Storage, shipping	10,000	25,000
Schools	10,000	100,000
Hospitals	10,000	100,000
Terminals and transportation centers	5,000	40,000
Auditoriums	10,000	40,000
Funeral homes/mortuaries	10,000	100,000
Retail	10,000	20,000
Service establishments	10,000	40,000
Indoor recreation	10,000	100,000
Restaurants/ nightclubs	10,000	25,000
Office building, financial institution and research	10,000	100,000
Hotel/Motel	10,000	100,000

## 11. Minimum Dimensional Standards for Off-Street Loading.

A Overall Length of Berth (feet)	B Berth Width (feet)	C Apron Length (feet)	D Deck Approach (A and C) (feet)
40	10	46	86
	12	43	83
	14	39	79
45	10	52	97
	12	49	94
	14	46	91
50	10	60	110
	12	57	107
	14	54	104
55	10	65	120
	12	62	117
	14	58	113
60	10	72	132
	12	63	123

## B. DESIGN STANDARDS

1. Curb cuts shall be limited to the minimum number necessary.
2. Parking shall not be the dominant visual element of the site.
3. Parking which is visible from the street or other areas exposed to public view shall be screened and softened by landscaping, low screen walls or a combination of elements.
4. Broad expanses of paving shall be broken up with landscaping.
5. The use of common or shared driveways which provide access to more than one site is encouraged.
6. Parking structures shall be designed to be compatible with the architectural style, building scale, mass, building materials and colors of the principal building and adjacent area. The scale and mass of the parking structure shall be mitigated through wall offsets, arched openings and other distinctive design elements.
7. Cars parked within parking structures and on open top levels shall be screened as much as possible with architectural elements and landscaping.
8. Surface and Curbing. All parking and loading areas and access drives shall be paved as outlined below, or the equivalent, and approved as part of the site plan approval. All parking areas regardless of size and location shall be suitably drained and maintained.
9. The provisions of non-residential parking and loading spaces shall include adequate driveway and necessary turning areas for handling the vehicle for which provision is made. Parking and loading spaces shall be designed to permit each motor vehicle to proceed to and from the parking and loading space provided for it without requiring the moving of any other motor vehicle.