

## **PRINCIPAL POINTS STATEMENT**

### **100 WATER STREET PHASE 2 LLC**

**151 YALE AVENUE, F/K/A, 135 YALE AVENUE, 165 YALE AVENUE, 650 ROUTE  
440, ROUTE 440**

**BLOCK 20704, LOTS 1 & 2 AND BLOCK 20701, LOTS 4 & 5**

The Applicant, 100 WATER STREET PHASE 2, LLC has filed an application with the Jersey City Planning Board for property located at 151 Yale Avenue, f/k/a, 135 Yale Avenue, 165 Yale Avenue, 650 Route 440, and Route 440, Jersey City, (Block 20704, Lots 1 & 2 and Block 20701, Lots 4 & 5), for Amended Preliminary and Final Major Site Plan approval with deviations for Phase 2 of the project pursuant to N.J.S.A. 40:55D-70(c). Preliminary and Final Major Subdivision Approval for the project site was granted by the Planning Board by Resolution dated September 12, 2017. Preliminary Site Plan approval for Phase 1 and future build out of the project and Final Site Plan approval for Phase 1 of the project was granted by the Planning Board by Resolution dated September 12, 2017; Amended Preliminary and Final Site Plan Approval to separate Phase 1 into Phases 1.1 and 1.2 was granted by the Board by Resolution dated February 19, 2019; Amended Final Site Plan Approval for Phase 1.1 and Phase 1.2 was granted by the Board by Resolution dated July 28, 2020.

The previous approvals permit improvement of the overall project site (Block 20703, Lots 2.01 and 3.01 and Block 20704, Lots 1 and 2) with a three-phase, mixed-use project containing 621 residential units, approximately 29,086 square feet of commercial space, including all permitted uses, parking for approximately 373 vehicles within a parking structure, interim surface parking lots containing 123 parking spaces, an interim leasing trailer, temporary leasing signs, 5 residential signs, 2 parking signs, 51 commercial signs, and roadway improvements. Construction of Phases 1.1 and 1.2, including the roadway improvements, (Block 20703, Lots 2.01 & 3.01) is now complete.

As previously approved, Phase 2 consisted of a 6 and 7 story mixed-use building, containing approximately 310 residential units, approximately 11,057 square feet of retail and/or permitted commercial space, a structural parking deck containing 373 parking spaces, 2 residential signs, 2 parking signs, and 20 commercial/retail signs.

The Applicant requests Amended Preliminary & Final Major Site Plan Approval with deviations for Phase 2 of the project to permit construction of a 6-story, mixed-use building containing 302 residential units, 5,290 square feet of permitted commercial space, a parking garage containing 577 parking spaces, and 11 signs. Phase 2 will also include interim valet surface parking on Block 20704, Lot 2 and Block 20701, Lots 4 & 5 containing a total of 118 parking spaces during construction of the Phase 2 building. Block 20704, Lots 1 & 2 are located within the Split-Zoned Development Site District of the Water Street Redevelopment Plan ("Redevelopment Plan") area and Block 20701, Lots 4 & 5 are located within the Highway Mixed-Use Zoning District of the Redevelopment Plan area.

In particular, the proposed Amended Preliminary & Final Site Plan Approval for Phase 2 includes changes to building setbacks, building height, permanent parking count, interim parking location and count, residential unit count, commercial space, vehicular access, interior layout, residential entrance location, streetscape design, outdoor and indoor amenity design, building materials and color palette, and signage, among other revisions, as identified in greater detail in the architectural and engineering memos submitted with the application.

As part of the application for amended preliminary and final site plan approval for Phase 2, the Applicant seeks the following deviations, variances, waivers and/or exceptions from the Redevelopment Plan:

1. Section XV.D of the Redevelopment Plan, which permits a minimum of .5 parking space and a maximum of 1 parking space per residential unit and a minimum of 0 parking spaces and a maximum of 1 parking space per 1,000 s.f. of commercial

space, where (1) a minimum of 117 parking spaces and up to a maximum of 241 parking spaces are permitted for Phases 1.1 & 1.2 and (2) a minimum of 268 parking spaces and a maximum of 549 parking spaces are permitted for Phases 1.1, 1.2, and 2, and where 118 interim valet surface parking spaces are proposed during the construction of the Phase 2 building and 577 structured parking spaces and 23 at grade spaces are proposed upon completion of construction of the Phase 2 building;

2. Section XV.C.6 of the Redevelopment Plan, which requires a minimum side yard of 5 feet (except for parking levels), where a .50' side yard is proposed adjacent to the Phase 3 lot (Block 20704, Lot 2);

3. To the extent necessary, Section VII.C.4, requiring drive aisles to be a minimum of 24' wide, where 22' wide drive aisles are proposed in the structured parking garage; and

4. Any other deviations/variances, waivers and/or exceptions from the Redevelopment Plan or the Jersey City Land Development Ordinance that the Planning Board shall deem necessary in connection with this application.

The redevelopment objectives of the Redevelopment Plan are set forth in Section III of the Redevelopment Plan. The proposed amended development will promote these objectives, and the requested deviations will not have a detrimental effect on the zone plan.

The proposed amended development will redevelop Block 20704, Lot 1 and, on an interim basis only, Block 20704, Lot 2 and Block 20701, Lots 4 & 5. Among the goals and objectives of the Redevelopment Plan are the following:

- D.) The elimination of substandard and dilapidated structures and the removal of blighted influences.
- E.) The improvement of the functional and physical layout of the project area for the contemplated new development to provide for improved traffic and pedestrian circulation, including the possible widening of Route 440.
- F.) To provide site improvements for the beautification of the Redevelopment Area and surrounding areas.

The proposed amended development promotes each one of these goals and objectives.

The requested deviation from Section XV.D of the Redevelopment Plan, which permits

a minimum of .5 parking space and a maximum of 1 parking space per residential unit and a minimum of 0 parking spaces and a maximum of 1 space per 1,000 s.f. of commercial space, where (1) a minimum of 117 parking spaces and up to a maximum of 241 spaces are permitted for Phases 1.1 & 1.2 and (2) a minimum of 268 parking spaces and a maximum of 549 parking spaces are permitted for Phases 1.1, 1.2, and 2, and where 118 interim valet surface parking spaces are proposed during the construction of the Phase 2 building and 577 structured parking spaces and 23 at grade parking spaces are proposed upon completion of construction of the Phase 2 building. This deviation for relief from the minimum and maximum parking requirements is temporary in nature. Upon completion of construction of Phase 2, the deviation for relief from the minimum parking requirements will no longer be necessary. Upon completion of construction of Phase 3, the resultant permanent parking will service all three Phases of the Project and will comply with the requirements.

The requested deviation from Section XV.C.6 of the Redevelopment Plan, which requires a minimum side yard of 5 feet (except for parking levels), will permit .50' foot side yard adjacent to the Phase 3 site (Block 20704, Lot 2). This is required due to future connectivity anticipated to the planned Phase 3 building and represents a benefit because of the enhanced connectivity that residents of the future Phase 3 building would have to those shared residential amenities at the Phase 2 building.

To the extent that a deviation is necessary, the requested deviation from Section VII.C.4. of the Redevelopment Plan, requiring drive aisles to be a minimum of 24' wide, will permit 22' wide drive aisles in the structured parking garage. Section XV – Split Zone Development Site of the Redevelopment Plan exempts the project from complying with Section VII.C.4. In particular, Section XV states “any split zoned site that meets the requirements of this Section XV shall be subject to the following standards instead of the standards required within each zone and in lieu of any other applicable standards in any other sections of this Redevelopment Plan.” Moreover, the proposed 22' wide drive aisles are a minor departure from the 24' width required by Section VII.C.4 and will still

permit safe and efficient two-way traffic. Indeed, the proposed 22' drive aisles meet the required widths for 90°, two-way parking (for spaces 18' x 9') set forth in Section 345-70 of the Jersey City Land Development Ordinance.

Accordingly, the benefits of granting the deviations substantially outweigh any detriments.

The proposed development and requested deviations are appropriate for the development of the property and will benefit the immediate neighborhood and will promote the general welfare and the objectives and policies of the Redevelopment Plan. The development will also promote a desirable visual environment by providing for site improvements for the beautification of the Redevelopment Area, which is appropriate and desired for the neighborhood. Lastly, the proposed deviations will not cause substantial detriment to the public good, or impairment to the intent and purpose of the Redevelopment Plan, the Jersey City Zone Plan, or the Jersey City Land Development Ordinance.

The Applicant reserves the right to supplement the foregoing with testimony at the hearing.