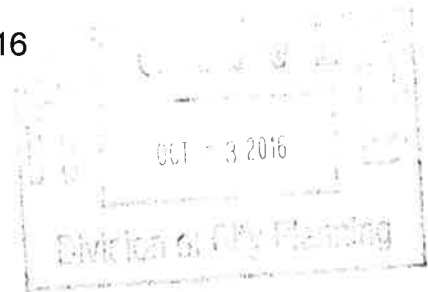


12054

September 29, 2016

Jersey City Planning Division
Mr. Matt Ward
Supervising Planner
30 Montgomery Street
Suite 1400
Jersey City, NJ 07302



RE: Application for Amended Approvals
Van Leer Place North and South

Dear Matt:

Let the following summarize and highlight, the revisions made to the Van Leer Place North and South Development represented in the latest submission for Amended Site Plan Approval. As you are aware, I have been a part of all three of the previous approvals for these sites and have a good knowledge and understanding of the prevailing planning topics and areas of focus. Some key areas include:

Building Footprint Adjustments

The footprints of each structure are nearly identical to the latest existing approval save a few minor ins and outs necessitated by detailed building layout. Points of entry for pedestrian access, vehicular access as well as the commercial frontage area are also nearly identical. More specifically, the central parking garage which services both sites remains wrapped within the residential skin of the South building. The garage access at the western terminus of 17th street and the commercial presence on the south west corner of Monmouth St. and Hoboken Ave. remains as it was in the previous approval.

Residential Unit Count Reduction

The total residential unit count, for the Van Leer Place South site continues to have 260 dwelling units as it has in all previous approvals. The Van Leer Place North site has seen a reduction of 68 dwelling units from the previous approval and now has 240 total dwelling units. Each site continues to be at or below the density as permitted by the applicable zone requirements. The most recent approval for these sites totaled 568 units, while the current application proposes 500, therefore, has been a reduction in total unit count of approximately 12%.

Architectural Treatment of Building Façade and Floor Lowering

The architectural character of these structures has remained the same, other than minor features required for construction, and is also virtually identical to the previous plan. The finished look and color of the façade materials around each of the structures has been maintained. The noted differences in this regard are the lowering of the ground floor of the south structure as well as the addition of grills below certain windows as required by the proposed mechanical systems. In terms of the floor lowering, this has allowed the South structure to better address the existing street grade while remaining above the required flood elevation. As for the added grills, each of the structures has proceeded to a further stage of architectural development and many of the necessary construction requirements for a structure such as this have been selected, refined and have now been provided for in the architectural submission.

Variations From PPOD and R-3 Parking Requirements

This application continues to seek a "C" variance for a 10% increase in height from the requirements of the Palisades Preservation Overlay District (PPOD) as it has been granted in each of the previous approvals including the latest. One additional variance is being sought as a part of this application, though it is minor in nature. As you are aware, these two sites propose to share the use of the centralized parking garage. This was discussed and understood as part of the last approval. However, due to the previously proposed mix of units (a large percentage of studios that require no parking) on the North site (which is regulated by the R-3 zone standards), all of the handful of required parking spaces were provided on site in the small parking area (12 cars). While the North site is realizing a reduction in unit count, the bedroom mix of the units has changed thus requiring an increase in parking to be provided on site by R-3 standards. The centralized parking structure on the South site continues to provide parking for use by the North site. The need for a "C" variance in my opinion comes due to the fact that the Jersey Avenue Park Redevelopment Plan permits the sharing of parking from off-site developments but the R-3 Zone does not, therefore creating the non-compliance. The reason for the variance is that it provides the opportunity to have an increased amount of open space on the north site while not requiring any additional footprint on the south.

It is my hope that you find this brief summary useful as you review the application documents.

Should you have any questions or desire any additional information, please do not hesitate to contact me.

Very truly yours,

Chester, Ploussas, Lisowsky Partnership, LLC

Robert S. Larsen, R.A., P.P.
Member

RSL/mkf

