

**Narrative Statement
Bayonne Bay Phase 3 (B12 Lot)
Preliminary and Final Site Plan**

The applicant, Bayonne Bay Developers Urban Renewal, LLC (“Applicant” or “Bayonne Bay”) is the designated redeveloper of property located within the Bayonne Bay West Redevelopment Area. Redevelopment is governed by the provisions of the Bayonne Bay West Redevelopment Plan (the “Redevelopment Plan”).

Bayonne Bay initially obtained General Development Plan approval by Planning Board resolution adopted July 12, 2016 (the “GDP approval”). Pursuant to the GDP approval, redevelopment was to occur in three phases. Phases 1 and 2 were located on the main parcel of approximately 32 acres, with Phase 3 to be located on a separate lot known as the B12 Parcel. The GDP approval contemplated a maximum of 900 residential units within the three phases.

In 2017, Bayonne Bay applied to the Planning Board for approval of the first two phases, comprised of 500 residential units, as well as road improvements, utility infrastructure, and amenities, including a community facility, pool, open space areas and waterfront walkway. The Planning Board, by resolution adopted September 12, 2017, granted preliminary and final major subdivision approval and preliminary major site plan approval for the first two phases, as well as final approval for Phase 1, consisting of 290 residential units. Bayonne Bay subsequently returned to the Planning Board for final site plan approval of Phase 2, containing 210 residential units. The Planning Board, by resolution adopted July 14, 2020, granted final approval for Phase 2. All units in Phase 1 and Phase 2 have been completed and are occupied.

Bayonne Bay now seeks preliminary and final site plan approval for Phase 3, located on the B12 Lot. The Applicant is proposing a total of 78 units in three buildings, as follows: 26 one-bedroom units; 40 two-bedroom units; and 12 three-bedroom units. A total of 156 parking spaces are provided, which exceeds the requirements of the Bayonne Bay West Redevelopment Plan and meets the requirements of the NJ Residential Site Improvement Standards (RSIS).

The plans substantially comply with all requirements of the Redevelopment Plan, with the exception of maximum percentage of impervious coverage set forth in Table 2.6.2 of the Redevelopment Plan. A maximum of 90% impervious coverage is permitted, while the Applicant is seeking a deviation from the Redevelopment Plan standard to permit impervious coverage of 93% for Phase 3. The deviation is a result of the need to change the grade of the property to bring it out of the flood area. In order to achieve proper grade transition to provide access from Stanley Avenue to the proposed units, additional impervious coverage is necessary. It is important to note that the overall percentage of impervious coverage for the entire Bayonne Bay redevelopment is well within the 90% maximum in the Redevelopment Plan. Total impervious coverage, including the two open space lots, is 72%. Excluding those two lots, the total impervious coverage for the residentially developed lots is 85%. Additionally, the total number of units for all three phases is 578, well below the 900-unit maximum contemplated by the GDP approval. The impervious coverage deviation for Lot B12, considered by itself, and the within the context of the redevelopment area as a whole, is *de minimis* and will be imperceptible. The existing water quality structures built prior to the commencement of Phases 1 and 2 of this development were designed to

accommodate the additional impervious surfaces in the B12 lot, so there will be no impact on stormwater management.

The Applicant also is seeking a *de minimis* exceptions to the RSIS requirement of maximum length of “multifamily courts.” Pursuant to footnote “o” to Table 4.3, a maximum length of 300 feet is permitted. The Applicant is proposing a length of 349 feet for Court B. The reason for the exception is that during TRC review, the Applicant was advised not to connect Court B to Goldsborough Drive for two reasons - - a concern regarding sending traffic directly to Goldsborough Drive, and the extensive regrading required to make the connection, including regrading within the right-of-way. This exception request applies only to Court B. Court A complies with the RSIS requirements.