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MEMO TO: City of Bayonne Planning Board

FROM: Malvika Apte, PP/AICP *MA*
Consulting City Planner

DATE: May 19, 2022

RE: Centre Street Redeveloper, LLC
Amendment preliminary and Final Site Plan Phase 2
Planning Report # 1
Block 600 Lot 1 and Block 630 Lot 1
Centre Street and Baker Company Street
Bayonne, New Jersey
Our File: PBYP0600.02
Application # P-22-005

As per your request, we have reviewed the above referenced application:

1. Twelve (12) sheets of "Amended Final Site Plan Building 3 for Harbor Station North Block 600 Lot 3", prepared by Bowman Consulting, dated September 9, 2015 and latest revised December 20, 2021
2. Fourteen (14) sheets of Landscape Plans titled "Bay 151: Building 3", prepared by Melillo-Bauer-Carman, dated October 7, 2021
3. Twelve (12) sheets of Architectural Plans titled "Harbor Station North Building 3", prepared by Minno-Wasko Architects and Planners latest revised September 24, 2021

We offer the following comments for the Board's consideration:

1. Summary of Application

The applicant, Centre Street Redeveloper LLC is seeking amendment to Phase 2 of the overall project. For the third building of the project, the last remaining 212 unit building, applicant is proposing to remove the proposed garage with 243 spaces and replace with surface parking containing 171 spaces with solar canopies. Applicant has noted, this reduction in space shall not



City of Bayonne Planning Board
Centre Street Redeveloper, LLC (P-22-005)
Amendment to Final Site Plan Phase 2

May 19, 2022
PBYP0600.02
Page 2

create a variance from overall required number of spaces and that the project shall still remain in compliance.

The subject site identified as Block 600 Lot 1.01, Block 600 Lot 2 and Block 600 Lot 3 (formerly known as Block 600 Lot 1 and Block 630 Lot 1) is located off of Centre street, east of Route 440. The site is located at the entrance of the MOTBY area in the City of Bayonne. This property is part of The Peninsula at Bayonne Harbor-Harbor Station North Redevelopment Plan.

The subject site was part of two previous approvals (P-15-025), wherein project received approval for minor subdivision, preliminary and final site plan for phase 1, and preliminary site plan for phase 2. The second approval (P-18-020) wherein project received approval for amended final site plan approval for phase 1 and final site plan for phase 2.

Overall the project was approved for three (3) four story multifamily buildings comprising of 625 residential units and 9,815 square feet retail along Centre Street frontage. The approval also included parking garage to the rear of the site for a total parking spaces of 923 spaces. Applicant has indicated that Building 1 and Building 2 located on Block 600 Lot 1 and Block 600- Lot 2, comprising of a total 413 units is currently near completion of construction. Applicant should confirm the associated 2 story garage to contain 663 parking spaces is also complete. This was identified as Phase 1 of the project that also included 32 off street parking spaces.

With this application, applicant is seeking amendment to Phase 2. The Phase 2 was to include Building 3 comprising of 212 units building and a two story parking garage comprising of 260 garage spaces and 16 off street parking spaces. Applicant is proposing to amend the site plan by removing the parking garage and replacing with surface parking of 171 spaces and 16 off street parking spaces. The amendment would create a reduction of 89 spaces.



City of Bayonne Planning Board
Centre Street Redeveloper, LLC (P-22-005)
Amendment to Final Site Plan Phase 2

May 19, 2022
PBYP0600.02
Page 3



Aerial View of the Site; boundary of site is not to scale and is only noted to identify the site
Source: Google Earth 2022

Applicant should confirm that no other changes to the floor plans including no changes to number of residential units and/or bedroom distribution, building amenities, elevation or any other changes is proposed.



City of Bayonne Planning Board
 Centre Street Redeveloper, LLC (P-22-005)
 Amendment to Final Site Plan Phase 2

May 19, 2022
 PBYP0600.02
 Page 4

2. Zoning and Bulk Variances:

(a) Use: The site is regulated by the City of Bayonne’s The Peninsula at Bayonne Harbor-Harbor Station North Redevelopment Area, dated March 2014. No change in use is proposed by this development, multifamily use is permitted. The plan permits parking garage as accessory use.

(b) Bulk Standards: The following is noted:

Bulk Standards: Harbor Station North Redevelopment Plan			
Regulation	Requirements	Existing	Proposed
Minimum Lot Area	N/A	15.514	15.514 (Lot 3-4.63)
Minimum Lot Frontage	N/A	-	-
Minimum Front Yard Setback (ft.)	0	10.3	No change
Minimum Side Yard Setback (ft.)	0	-	No change
Minimum Rear Yard Setback (ft.)	0	29.3	No Change
Maximum Impervious Coverage (%)	90% of entire Harbor Station North District	88.5	90% *
Maximum Lot Coverage (%)	100	45	No change
Minimum Residential Density	40 du/acre	40.32 du/ac	No change
Maximum Building Height	125	<125	No change
Maximum Retail Space	20,000	9,815	No change

* note (b) (i)

(i) Impervious coverage: Per the site plan submitted, it appears the impervious coverage is increased by 1.5%. This should be confirmed and clarified. Applicant should also provide calculation to determine, this does not exceed the maximum permitted 90% requirement. The impervious coverage is applied to the entire Harbor Station North District.



(c) Parking and Loading Standards: The following is noted:

1. Off-Street Parking : Per the redevelopment plan the following is noted:

Design Standards	Requirement	Approved	Proposed
Residential Units			
Multi-Family	1 sp/unit x 625 = 625	923 garage spaces 28 surface parking spaces	663 garage spaces 171 surface spaces 28 surface spaces
Retail	3 sp/ 1,000 square feet = 3 x (9,815 /1,000) = 29		
TOTAL	654	951 spaces	862 spaces
		56 on-street parking	56 on street parking

2. Bicycle Parking: Per **§2.1.3 D** of the Redevelopment Plan, provision for parking/storage of bicycles within the interior of all proposed residential buildings for use by residents. Applicant should confirm this is provided in each residential building.

3. Electric Vehicle Parking Spaces: Per the recently passed and signed S-3223 (P.L. 2021, c.171), municipalities are required to follow a model ordinance (“An Ordinance Authorizing and Encouraging Electric Vehicle Supply/Service Equipment (EVSE) & Make-Ready Parking Spaces”) for electric vehicle Make-Ready and Electric-Vehicle Supply/Service Equipment (EVSE) parking spaces for any multi-family or mixed use development with five or more dwelling units. Section D.1 of this ordinance provides that 15% of required off-street parking spaces in a multi-family or mixed-use development be prepared as Make-Ready spaces. Since 212 parking spaces are required by the LUO for Building #3. A total of 32 EV spaces would be required. Applicant should confirm if this is being proposed.

3. Additional Comments:

(a) LEED Building Construction: Per **§2.1.4.A**, all residential and mixed structures shall meet LEED rating system for green building and design. With the proposed solar panel canopies, applicant should testify if this is included in the LEED building rating systems. Are there green building design features in the building?



City of Bayonne Planning Board
Centre Street Redeveloper, LLC (P-22-005)
Amendment to Final Site Plan Phase 2

May 19, 2022
PBYP0600.02
Page 6

- (b) Site Lighting: Per Sheet L-400, pole mounted light of 14.5 feet is proposed around the proposed surface parking lot. With the proposed solar panel canopies, it is not clear how the pole mounted light will provide sufficient lighting for the parking lot. This should be discussed. Per §2.1.4 E, maximum illumination of 1.0 foot-candles at all property lines. From the lighting plan, it appears this illumination level exceeds in certain areas along property line. **This should be confirmed and waiver requested.**
- (c) Signs: A detail of monument sign is shown on Sheet L-501. It is not clear, where this sign is located. Additionally, it does not appear this sign was previously approved. This should be clarified and confirmed. The proposed sign is approximately 18.2 square feet (5.6 ft X 3.2 ft). Per B.5.15, a monument sign for multi-family is not expressly permitted. **A variance is required.** It is not clear if illumination is proposed for this sign, if externally illuminated compliance with B.5.12 (2) should be considered.
- (d) Canopy Details: While a detailed image of solar panel canopy is provided on sheet 11, no details such as height, maintenance, operations and lighting is provided. It is recommended that these be provided. Applicant should testify regarding these structures, how snow removal shall be handled and any other detail. While Redevelopment plan does not state maximum accessory height permitted, it is required that the height of solar canopy be provided, along with its construction details.
- (e) We defer to the Board Engineer regarding drainage, storm water, traffic and other engineering issues related to the site.

If you should have any questions with regard to the above matter, please do not hesitate to call.

cc: Alicia Losonczy, Planning/Zoning Board of Adjustment Administrator
Richard N. Campisano, Esq., Board Attorney
Robert J Russo, PE, PP, CME, City Engineer
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