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MEMO TO: City of Bayonne Planning Board

FROM: Malvika Apte, PP/AICP   
Consulting City Planner

DATE: April 8, 2022

RE: Bayonne Partners Urban Renewal, LLC  
Preliminary and Final Major Subdivision  
Preliminary Major Site Plan for all Phases  
Final Major Site Plan for Phase I Only  
Planning Report # 1  
Block 830 Lots 1.05, 1.06, 1.07 and a portion of Memorial Boulevard  
Center Street and Baker Company Street  
Bayonne, New Jersey  
Our File: PBYP0830.03  
Application # P-22-009

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

1. Preliminary and Final Major Subdivision, Preliminary and Final Major Site Plan, and Variance Application Forms and supporting documents and checklists.
2. One (1) sheet of "Preliminary & Final Major Subdivision Plan" prepared by Stonefield Engineering & Design, dated March 11, 2022.
3. Nineteen (19) sheets of site plans entitled "Subdivision and Site Plan Set Bayonne Partners Urban Renewal LLC Proposed Mixed Use Development" prepared by Stonefield Engineering & Design and dated March 11, 2022.
4. Twenty-two (22) sheets of architectural plans entitled "Bayonne Bay East Redevelopment" prepared by NK Architects and dated February 25, 2022.
5. Statement of Applicant dated March 11, 2022.
6. One hundred and ninety-four (194) pages of title and deed documents.
7. Report entitled "Stormwater Management Report Bayonne Partners Urban Renewal, LLC" prepared by Stonefield Engineering & Design and dated March 11, 2022.
8. Report entitled "Traffic Impact Study Proposed Mixed Use Development" prepared by Stonefield Engineering & Design and dated March 11, 2022.



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

1. Summary of Application

The applicant, Bayonne Partners Urban Renewal, LLC is seeking a preliminary and final major subdivision, preliminary site plan approval for all phases of the proposed development, and final site plan approval for Phase I of the project to develop the subject properties into a mixed-use waterfront development.

The site consists of three (3) lots, identified as Block 830, Lots 1.05, 1.06, and 1.07 in the City Tax Maps, and a portion of the existing Memorial Boulevard right-of-way that is proposed to be vacated by the City. The entire site is located on the Peninsula at Bayonne Harbor, the former location of the Military Ocean Terminal at Bayonne (MOTBY). The site of approximately 12.38 acres is currently vacant, although historical aerial imagery demonstrates that prior to 2010 the site was developed with buildings, parking lots, and other improvements related to MOTBY. Between 2016 and 2019 the site appears to have been used for storing trucks, trailers, and other items. The entire site is subject to the Bayonne Bay East Redevelopment Plan.



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

With this application, the Applicant is proposing to subdivide Lot 1.05 and the previous Memorial Boulevard right-of-way into three (3) separate lots, which will correspond with three phases of the development. Existing Lot 1.06 is associated with Center Street, which will be improved as noted below, while existing Lot 1.07 is located on the waterfront. In total, there are proposed four (4) residential buildings, one (1) mixed-use (residential and retail) building, two (2) parking garages, a landscape and park amenity area, Center Street improvements, extension of the Hudson River Waterfront Walkway, and additional internal circulation improvements (cartways designated “Parkside Street”, “L Street”, and “X Street”). All residential/mixed-use buildings will have apartments on the ground floor. The overall development provides 1,250 apartment units, 788 off-street parking spaces, 97 on-street parking spaces, and 10,000 square feet of retail space. The proposal includes the following:

- A. Proposed Lot 1 (subdivided from Lot 1.05) is the western-most lot and will consist of 200,013 square feet (4.59 acres). The property is proposed to be developed with two residential buildings,



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labeled “A” and “D”, and a parking garage labeled “P1”. This lot is proposed to be Phase I of the project. **Applicant is seeking preliminary and final site plan approval for this phase.**

1. Building A will be located on the north side of proposed Lot 1 and shall consist of twelve (12) stories within a footprint of 24,308 square feet. The building will contain 250 apartment units and there will be 46 outdoor surface parking spaces on the ground floor. Residential amenities will be provided on the ground floor.
  2. Building D is to be located on the south side of proposed Lot 1 and will consist of ten (10) stories within a footprint of 36,682 square feet. A total of 274 apartments are proposed, along with 68 open air parking spaces. Residential amenities are provided on the ground floor.
  3. The P1 Parking Garage will be built near the northeast corner of proposed Lot 1 and will consist of four (4) stories within a 25,000 square foot footprint. The garage will provide 268 parking spaces.
- B. Proposed Lot 2 is the center lot of the three proposed properties and will consist of 194,715 square feet (4.47 ac). The lot is proposed to be developed with a residential building, Building “B”, and a mixed use building, Building “E”. This is proposed to be Phase II of the project. **Applicant is seeking only preliminary site plan approval for Phase II at this time.**
1. Building B is proposed for the north side of Lot 2 and will consist of twelve (12) stories in a footprint of 25,965 square feet. The building will contain 267 apartment units with 117 outdoor parking spaces on the ground floor. Residential amenities are provided on the ground floor.
  2. Building E is proposed for the south side of Lot 2 and will consist of five (5) stories within a 30,141 square foot. The building will contain 150 apartments, residential amenities on the ground floor, and 32 ground floor open air parking spaces. A retail area of 10,000 square feet is also proposed on the ground floor.
- C. Proposed Lot 3 is the eastern most of the three proposed lots and will consist of 144,549 square feet (3.32 acres) The property is to be developed with a residential building, Building “C”, a parking garage labeled “P2”, and a landscape and park amenity area. This is identified as Phase III of the project. **Applicant is seeking only preliminary site plan approval for Phase III at this time.**
1. Building C is proposed for the north side of Lot 3 and will consist of sixteen (16) stories in a footprint of 23,361 square feet. The building will provide 309 apartments, residential amenities on the ground floor, and 25 outdoor parking spaces.
  2. Parking garage P2 is proposed to be four (4) stories in a 25,000 square foot footprint and will provide 232 parking spaces.



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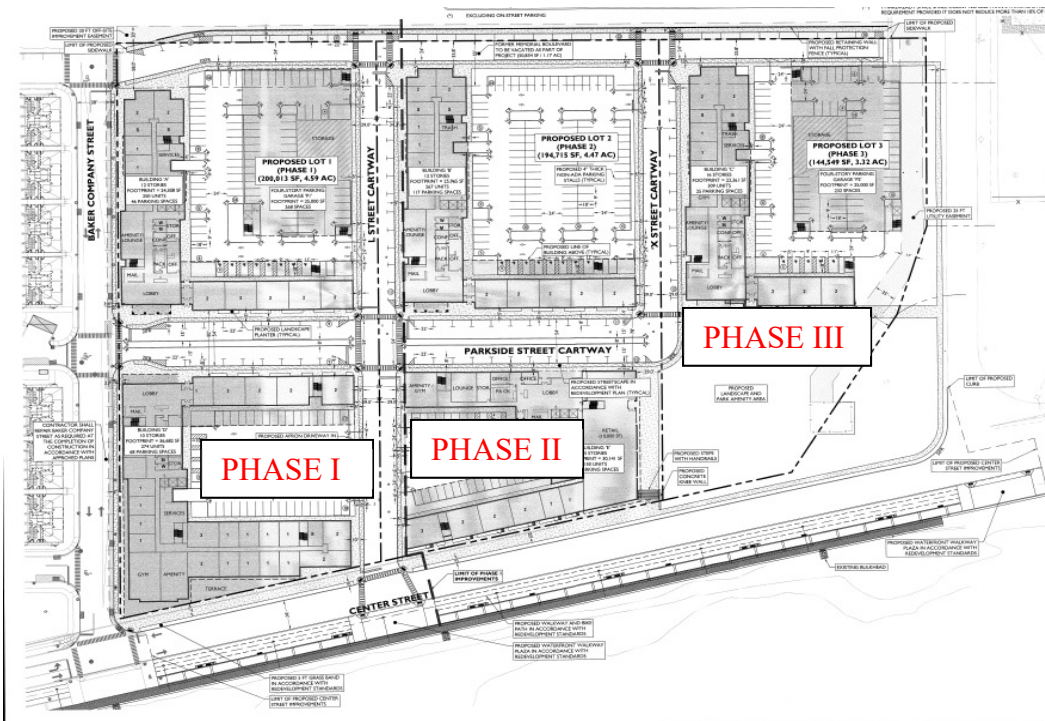
3. A landscaped park and amenity area is proposed for the south side of Lot 3.
  4. An existing pump station operated by Bayonne Municipal Utilities Authority is partially located on proposed Lot 3, in its southeastern corner (within the landscape and park amenity). The plans indicate that the pump station and fencing will remain and be protected, along with overhead wires running from the station to the north past parking garage P2. The overhead wires will be within a proposed 25 foot wide utility easement.
- D. Three cartways and an unnamed street (presumed to be Memorial Boulevard) are proposed for circulation within the site. These include Parkside Street, L Street, and X Street.
1. Parkside Street is a two-way street proposed to run roughly east-to-west across proposed Lots 1 and 2 from Baker Company Street to the proposed X Street Cartway. For most of its span Parkside will be 54 feet wide, which will include a median and parking spaces parallel to the flow of traffic along the curbs to its north and south. A total of 41 on-street parking spaces are proposed.
  2. L Street will be a two-way street proposed to run roughly north-to-south along the border of proposed Lots 1 and 2. It is proposed to be 38 feet wide along most of its span from the unnamed street to the north to Center Street to the south. There are twelve (12) on-street parking spaces proposed along the east side of L Street next to Building B on Lot 2.
  3. X Street will be a two-way street proposed to run roughly north-to-south along the border of proposed Lots 2 and 3. It will be 38 feet wide along most of its span from the unnamed street to the north to Parkside Street to the south where X Street merges into Parkside. Twelve (12) on-street parking spaces are proposed on the east side of X Street near Building C on Lot 3. Applicant shall clarify if this is what the Redevelopment Plan refers to as K Street and shall revise the site plans to indicate the correct K Street Name.



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4. The unnamed street runs along the northern border of the entire site, roughly following the Memorial Boulevard right-of-way that is to be vacated by the City. The street will be 24 feet wide along most of its span running from Baker Company Street in the west to eastern border of Lot 3. Thirty-two (32) on-street parking spaces are proposed along the northern side of the street. **Applicant shall clarify if this will continue to be named Memorial Boulevard.**



- E. Sidewalks are proposed around all buildings and cartways/streets. Streetscape improvements are also proposed along Baker Company, L, X, Parkside, and what is presumed to be Memorial Boulevard.
- F. The project also includes proposed improvements to Center Street, in existing Lot 1.06. These will include street improvements, sidewalk and grass median to the north of Center Street, walkway and bike path to the south of Center Street. The right-of-way improvements will begin at the line about 25 feet east of the southwestern corner of proposed Lot 1 and extend to a line about 280 feet past the southern most corner of proposed Lot 3.

2. Zoning and Bulk Variances:



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(a) Use: The site is regulated by the City of Bayonne’s Bayonne Bay East Redevelopment Plan dated June 7, 2017. The Plan was revised June 14, 2017, July 10, 2018, and December 10, 2019. According to the most recent amendment to the Plan, **§2.6.1** indicates that multi-family uses and retail uses are permitted throughout the Redevelopment Area. The proposed development includes mostly multi-family residential apartments with a 10,000 square foot retail space, and accessory uses in the form of parking and amenities customary and incidental to the multi-family uses. **The proposed uses are therefore permitted.**

(b) Bulk Standards: The following is noted:

1. Entire Area: The following table notes the proposed development’s compliance/non-compliance with Redevelopment Plan’s zoning regulations for the **entire tract** (§2.6.2). The table indicates that the proposed development meets all of the bulk standards when the entire Redevelopment Area is taken as a whole.

<b>Bulk Standards: Bayonne Bay East Redevelopment Plan</b>		
<b>Design Standards</b>	<b>Requirements</b>	<b>Proposed</b>
Maximum Impervious Coverage (%)	90	84.4
Maximum Residential Floor Area Ratio	10	2.77 (see note i. below)
Minimum Number of Stories (Residential)	4	4
Maximum Number of Stories	25	16 (Building “C”)
Minimum Number of Stories (Non-Residential)	1	1
Maximum Density (dwelling units)	1,250	1,250
Maximum Retail (sq. ft. in aggregate)	10,000	10,000

- i. The 2.77 Residential FAR is the value presented in the Land Use and Zoning table on sheet C-4 of the site plan sheet set prepared by Stonefield Engineering. A note is included in this table noting that this value “includes accessory parking.” However, the definition of “Floor Area” in the Redevelopment Plan specifically excludes “areas devoted to mechanical equipment serving the building, areas devoted exclusively to off-street parking and loading space for motor vehicles, nor any space where the floor-to-ceiling height shall be less than 6 ½ feet.” The 2.77 values is presented here to demonstrate the “upper limit” for the floor area. **As the residential FAR will be less than this value, the proposed development complies**



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**with the standard. The Applicant’s professionals shall confirm the overall FAR and the residential FAR and revise the plans and tables accordingly.**

2. Individual Parcels: The following table indicates the compliance of the development on each proposed Lot with the bulk standards that apply to individual “blocks” within the Redevelopment Area.

Bulk Standards: Bayonne Bay East Redevelopment Plan				
Design Standards	Requirement	Proposed Lot 1 (Phase I)	Proposed Lot 2	Proposed Lot 3
Maximum Impervious Coverage (%)	90	93.6 (V)	92.3 (V)	61.2
Maximum Residential Floor Area Ratio ( <i>see note 1.i above</i> )	10	3.65	2.13	2.42
Minimum Number of Stories (Residential)	4	12	12	16
Maximum Number of Stories	25	12	12	16
Minimum Number of Stories (Non-Residential)	1	N/A	1	N/A
(V) Variance				

- i. Proposed Lots 1 and 2 have impervious coverages of 93.6% and 92.3%, respectively. This is in excess of the 90% permitted by the Redevelopment Plan. **Variations are required.**
- ii. The standards under §2.6.2 require buildings with non-residential uses to be a minimum of one (1) story. Only proposed Lot 2 provides retail space in a four (4) story building. **This complies.**

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

1. Off-Street Parking (Entire Area): The table below identifies the off-street parking requirements for the entire project. The table demonstrates that between parking garages “P1” and “P2” (identified as “structured parking”) and surface parking the proposed parking meets the requirements for the entire development. While 97 on-street parking spaces are provided, per §2.3.2 of the Redevelopment Plan these on-street spaces shall not be used to satisfy the parking requirements for the Redevelopment Area.





Design Standards	Requirement	Proposed
Residential Units		
Multi-Family	0.6 sp/unit x 1,250 = 750	
Retail	3 sp/ 1,000 square feet = 3 x (10,000 /1,000) = 30	500 – structured parking 288 – surface parking
<b>TOTAL</b>	<b>780</b>	<b>788</b>

2. Off-Street Parking (Individual Parcels): Per §2.3.1 of the Redevelopment Plan, all parcels within the Redevelopment Area shall be provided with adequate parking facilities. As such, the table below breaks down the parking requirement for each of the three proposed Lots and Phases of the project.

Design Standards	Requirement	Proposed
<b>Proposed Lot 1 / Phase I</b>		
Residential: Multi-Family Units	0.6 sp/unit x 524 = 315	268 – structured parking 114 – surface parking
<b>TOTAL</b>	<b>315</b>	<b>382</b>
<b>Proposed Lot 2 / Phase II</b>		
Residential: Multi-Family Units	0.6 sp/unit x 417 = 251	
Retail	3 sp/ 1,000 square feet = 3 x (10,000 /1,000) = 30	149 – surface parking
<b>TOTAL</b>	<b>281</b>	<b>149 (V)</b>
<b>Proposed Lot 3 / Phase III</b>		
Residential: Multi-Family Units	0.6/space x 309 = 186	232 – structured parking 25 – surface parking
<b>TOTAL</b>	<b>186</b>	<b>257</b>
<b>(V) Variance</b>		

- i. Phase I and III (Proposed Lots 1 and 3) of the project provide enough off-street parking spaces to satisfy the requirements of the Redevelopment Plan.
- ii. Phase II (Proposed Lot 2) only provides 149 parking spaces where 281 spaces are required. A variance is required. Applicant shall confirm that the parking available on proposed Lots 1 and 3 will be utilized to provide parking to residents of the multi-family units of Buildings B and E on Lot 2.



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- iii. As the proposal includes the subdivision of the Redevelopment Area, which could lead to the sale of one or more the proposed lots to other owners, **we recommend a parking easement be provided to ensure that Lot 2 residents will be able to utilize the excess spaces on Lots 1 and 3.**
3. **Parking Stall Dimensions:** Per §2.3.4 of the Redevelopment Plan, standard parking stalls within the Redevelopment Area shall be nine feet wide by eighteen feet deep (9' x 18') except for ADA and compact spaces. The site plans indicates surface parking stalls that are 9' x 18'. **Applicant shall provide testimony confirming that all surface stalls are proposed to be 9' x 18'.** No dimensions are provided on the architectural plans for the parking garage spaces. Measurements based on the scale provided on the plans demonstrate that the stalls appear to be the required 9' x 18'. **Applicant shall provide testimony confirming that all parking garage spaces are 9' x 18' and provide revised architectural plans indicating representative dimensions of the stalls.**
  - i. On-street parallel spaces are required to be 8' x 22'. The site plans indicate representative on-street parallel spaces having the required 8' x 22' dimensions. **This complies.**
  - ii. ADA accessible spaces for non-van vehicles are required to be 13' x 18', which per the Plan shall include at least an eight (8) foot wide parking space along with a five (5) foot access aisle. The plans provide for spaces that are 9' x 18', with 5' access aisles next to each, for a total of 14' x 18' for each ADA accessible space. **This complies.**
  - iii. Five van-accessible ADA spaces are provided, one for each building surface parking area. Three of these spaces (for Buildings A, B, and C) only provide an 11' x 18' space with no dedicated 5' access aisle. **This does not comply and a design waiver is required. The other two spaces provide the required 5' access aisle.**
4. **Driveway and Parking Aisle Widths:** Per §2.3.5 of the Redevelopment Plan, driveway lane widths are to be a minimum of 9 feet and a maximum of 13 feet in width. The site plans indicate that all two-way driveways into/out of parking areas are to be 24 feet, with 12 feet for each lane. This complies. Parking aisles are required to be sized according to NJDOT and RSIS design guidance. As the off-street parking areas provide perpendicular parking spaces (at 90° to the flow of traffic), a drive aisle width of 24 feet is required. **This width is provided and thus complies.**



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5. Curbing: The details provided with the site plans indicate that concrete curbing is being provided. It appears that curbing is located around edges of the surface parking areas as required by **§2.3.5** of the Redevelopment Plan. ***This shall be confirmed and sheet C-4 revised to indicate concrete curbing.***
  6. Loading Spaces: The site plans indicate that each building will have one (1) loading space each, located on the ground floor near the “Services” area of each building in the interior of the site away from the rights-of-way. Each space is proposed to be 12’ x 40’ with 15’ height clearance. This complies with **§2.3.7** of the Redevelopment Plan. Loading operations for residential tenants shall be discussed at the hearing.
  7. Bicycle Parking: Per **§2.3.9** of the Redevelopment Plan, provision for parking/storage of bicycles inside either buildings or a dedicated indoor parking/storage area. No such dedicated space is identifiable on the plans. ***Applicant shall clarify if any such indoor bicycle parking is provided. If this is to be provided, the location shall be added to site and architectural plans. If not, a design waiver is required.***
  8. 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 780 parking spaces are required by the LUO, a total of 117 Make-Ready spaces are required. Section D.1.a requires that one-third of Make-Ready spaces must be supplied with EVSE prior to occupancy. This equals 39 spaces. The next 39 Make-Ready parking space must be provided EVSE within three years of the Certificate of Occupancy being issued. The final 39 spaces must be equipped with EVSE within six years of the CO being issued. At least one of the electric vehicle spaces must be handicap accessible. ***The current plans for this development indicate (per a table on sheet C-4) that 119 Make-Ready spaces will be provided. However, the location of these spaces is not provided. The site plan must be revised to indicate the location of the proposed spaces. At least six of the Make-Ready spaces must be ADA accessible. Applicant shall confirm that six such spaces will be provided.***
3. Additional Comments:



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- (a) Hudson River Waterfront Walkway: Per **§1.4** of the Redevelopment Plan an extension of the Hudson River Waterfront Walkway (HRWW) consistent with NJDEP requirements and the existing HRWW is required. The extension is to be development within Block 830, Lot 1.07. Applicant shall provide testimony demonstrating that their proposal meets the requirements of the Redevelopment Plan and NJDEP regarding the HRWW extension. We defer to the Board Engineer to determine compliance with the design standards of the Redevelopment Plan.
- (b) Jitney Services: Per **§1.6** Redevelopment Plan, the City of Bayonne encourages redevelopers provide jitney connections to the Hudson-Bergen Light Rail and potential ferry system. Applicant shall be prepared to discuss if such service is being provided and any details for the operations of the service, including hours of operation, number of vehicles to be used, servicing of vehicles, number of trips expected and so on.
- (c) Public Utilities: Per **§1.7** Redevelopment Plan, all required public utility distribution extensions shall be located underground. The Utility Plan (sheet C-6) appears to indicate that all utilities servicing the site will be underground, including “electrical conduits.” ***This shall be confirmed.***
- (d) Affordable Housing: Per **§2.1.5** of the Redevelopment Plan, residential development projects in the Redevelopment Area are subject to the City’s affordable housing ordinances. Specific affordable housing obligations shall be established in the Redevelopment Agreement. Testimony regarding the same should be provided.
- (e) “X” Street: The site plans indicate an “X Street” running north-to-south between Lots 2 and 3. The Redevelopment Plan identifies this as “K Street”. ***This should be clarified and corrected on the site plans.***
- (f) Lighting: The following is noted:
1. Per **§2.2.3** of the Redevelopment Plan street lighting luminaires on Memorial Boulevard and Center Street shall have a mounting height of 16-20 feet. The Lighting Plan (sheet C-7 of the site plans) indicate the mounting heights on these streets to be 16 feet. This complies.
  2. Per **§2.2.3** of the Redevelopment Plan street lighting luminaires of “second order streets” such as L Street shall have a mounting height of 12-15 feet and shall have a single fixture. The Lighting Plan indicates the mounting height of all luminaires on L Street, X/K Street, and Parkside Street shall be 15 feet and will have a single fixture. This complies.
  3. The Lighting Plan (sheet C-7) indicates that the proposed lighting meets all design standards provided in Appendix D of the Redevelopment Plan, with the following exceptions:



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- i. The average illuminance along Memorial Boulevard (not identified by name in the site plan drawings) is required to be between 1.1 and 1.3 foot-candles. The proposed lighting provides an average illuminance of 1.8 foot-candles. **A design waiver is required.**
  - ii. The average illuminance along Center Street is required to be between 0.8 and 0.9 foot-candles. The proposed lighting provides an average illuminance of 1.3 foot-candles. **A design waiver is required.**
  - iii. The average illuminance along second order streets (e.g. L Street and Parkside Street) is required to be between 0.4 foot-candles. The proposed lighting provides an average illuminance of 2.7 foot-candles. **We recommend Applicant re-design the lighting to lower this average illumination. A design waiver may still be required.**
- (g) **Street Trees:** Street trees are provided throughout the proposed site. Three species are identified: *Quercus bicolor* (swamp white oak), *Gleditsia triacanthos inermis* (thornless honey locust), and *Zelkova serrata* (sawleaf zelkova). The honey locust and sawleaf zelkova are both identified as “tree types for public thoroughfares” under §2.2.4 of the Redevelopment Plan, however, swamp white oak is not. **This shall be clarified during the hearing.** The street trees are also proposed to be planted in excess of 33 feet on center, as required by the Redevelopment Plan. **This shall be clarified.**
- (h) **Landscaping:** The primary landscaped area proposed with the development is the open space/landscape amenity in the southeast corner of the Redevelopment Area, located on proposed Lot 3. The Landscaping Plan includes for this area a note stating, “Open space to be seeded law. Future amenity landscaping to be provided.” This is satisfactory since Applicant is only seeking preliminary site plan approval for this Lot/Phase (III) at this time. **However, Applicant shall confirm that they shall submit detailed landscaping plans for this area during the final site plan approval phase for Phase III of the project. This should be made a condition of approval for the current application.**
- (i) **Building Design:** Detailed testimony regarding the building design and its compliance with §2.4.2, along with the “Building Elements and Materials”, “Entrances”, “Façades”, and “Roof” portions of §2.4.3 of the Redevelopment Plan should be provided. This should include the type of building materials proposed along the façade. All building façade shall be designed to be attractive from each vantage point and be consistent in their quality and finish on all elevations. Applicant should discuss the void-to-solid (window-to-wall) variation in the building façade. Applicant should discuss the thematic consistency of the buildings within the redevelopment area.



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- (j) **Signs:** According to the architectural plans, the only signs currently proposed are on the east elevation of Building E (facing the proposed open space/landscaped park on Lot 3), located on proposed Lot 2, Phase II of the project. ***Applicant shall confirm that no signs are proposed for Phase I (proposed Lot 1) beyond directional and traffic signs. If the signs indicated for Building E continue to be proposed, then the Applicant shall submit additional details on the signs in a sign plan provided with the architectural plans during the final site plan approval phase for Phase II of the project.***
- (k) **Additional Approvals:** The Redevelopment Plan provides a list of additional approvals required from other governmental agencies or departments at **§4.7**. The Applicant shall review this list and be prepared to discuss the status of required outside approvals.
- (l) **Residential Details:** The overall development includes 1,250 apartment units. The breakdown of these units by number of bedrooms and building is provided in the following table.

Residential Unit Breakdown					
	Studio	1-Bedroom	2-Bedroom	3-Bedroom	TOTAL
Building A	25	152	62	11	250
Building B	18	170	68	11	267
Building C	21	200	78	10	309
Building D	18	178	68	10	274
Building E	14	95	37	4	150
<b>TOTAL</b>	<b>96</b>	<b>795</b>	<b>313</b>	<b>46</b>	<b>1,250</b>
<b>% of Total</b>	<b>7.68</b>	<b>63.60</b>	<b>25.04</b>	<b>3.68</b>	<b>100</b>

1. While the Redevelopment Plan does not require a specific mix of apartment units, the table demonstrates a decent mix with almost two-thirds of the proposed units are one-bedroom apartments, and just over a quarter are two-bedroom units.
2. The Redevelopment Plan does not require specific floor areas for any of the apartment types. The architectural plans indicate the proposed floor areas range as shown below. The floor plans for the apartments indicate the sizes are adequate.
  - i. Studio: 500 square feet
  - ii. One-Bedroom: 590 – 850 square feet
  - iii. Two-Bedroom: 1,050 – 1,225 square feet
  - iv. Three-Bedroom: 1,300 square feet



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3. All floor plans for all apartment types include a window for the living room. The number of windows range from one (1) for studio apartments to four (4) for three-bedroom apartments. These should provide adequate natural lighting.
  4. All floor plans provide for a washer/dryer area except for floor 2C. This shall be clarified and a washer/dryer area included for 2C.
  5. One (1) full bathroom is provided for all studio and one-bedroom units and two (2) bathrooms are provided for each two-bedroom and three-bedroom unit.
  6. Applicant shall provide additional details on the residential amenities provided for each residential building.
- (m) Pool: The architectural plans (sheet P1 & P2) indicate a terrace with pool is provided on the fourth floor of the parking garages. This shall be confirmed and additional information about the pool(s) shall be provided, including operating hours and security. Applicant shall clarify if the pool is intended for residents of the residential developments.
- (n) Security Features: Applicant shall provide testimony regarding any proposed security features for the residential buildings.
- (o) Trash and Recycling: A detailed testimony regarding the operations and trash pick-up along with truck turning diagrams should be provided. A trash and operations manual should be provided that includes the estimate amount of trash, a recycling separation procedure and other details.
- (p) Snow removal operations: Applicant should discuss the snow removal procedures for the development. This should include the location where the snow shall be stored.
- (q) Subdivision Plan: The subdivision plat does not include the bearings for the proposed property lines. These should be provided. We defer to the Board Engineer to comment further.
- (r) 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  
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