

**CITY OF BAYONNE  
SITE PLAN REFERRAL  
AND  
REQUEST FOR RECOMMENDATION**  
\*\*\*E-mail will be sent with One-Drive electronic file share\*\*\*

Exhibit - A-17  
SHREE LAKSHMI  
P-24-003  
(03/12/2024) akl

Joseph Benkert  
Building Construction Official

Date: February 12, 2024  
Application number: P-24-003

Joseph Coughlin  
Fire Sub-Code Official

Applicant Name: SHREE LAKSHMI  
VARDAYINI URBAN RENEWAL, LLC

Joseph Ryan  
Historic Preservation Commission

Site address: Goldsborough Drive:  
Block 751, Lots 1.06, 1.07,  
1.08, 1.09, 1.10, 1.12, 1.14  
and 1.16

Robert Zawistowski  
Bayonne Environmental Commission

Michele Hennessey *(for subdivision matters only)*  
Tax Assessor

Robert Russo, P.E.  
City Engineer

Attorney for Applicant:  
Steven Tripp, Esq

**Planning Board**  
 Zoning Board of Adjustment

Application and site plan for your consideration.

The Administrator has placed the matter on the agenda for the meeting of March 12, 2024  
Please provide your comment by: February 26, 2024

COMMENTS: (Use separate sheet if necessary)

THE COMMISSIONERS HAVE CONCERNS  
ABOUT THIS PROJECT, SEE THE  
ATTACHED ANALYSIS, TWO PAGES FOLLOW,

Dated: 3/1/24

Signed: Joseph Ryan  
HISTORIC PRESERVATION  
COMMISSION

## **City of Bayonne Historic Preservation Commission**

### **Shree Lakshmi Vardayini Urban Renewal, LLC**

The Bayonne Historic Preservation Commission finds that the proposed development located at Bayonne Harbor Station South presents a few concerns. While the Commission does not deny that development of the aforementioned site would be beneficial to the City of Bayonne, it is the scale of the proposed development that poses concerns. In all, the developer proposes to construct 11,900 housing units. As of Census 2020, the Bayonne residential average was 2.4 people per housing unit. Applying that number of residents to the proposed new units would yield 28,560 people in the Shree Lakshmi development at full build-out. Adding that new group of residents to the 2020 population would produce a total Bayonne population of 100,246--a 39.84% increase to the total population of the town.

The proposed development would require a massive overhaul of city utilities, public works, and services. In order to support the new population of children that may potentially live at the new development, the city would be required to hire hundreds of new teachers (a profession which is currently experiencing a shortage of workers). According to the Census Bureau's 2022 population estimate, 23% of Bayonne's population is under the age of 18. If 23% of the Shree Lakshmi development is also below the age of 18, that would yield 6,568 children. The Census Bureau estimates as of 2022 that 7.2% of Bayonne's population was below the age of 5. Applying that same percentage to Shree Lakshmi would produce 473 children below the age of 5.

Subtracting 473 from 6,568 would produce 6,095 children ranging in age from Kindergarten to high school seniors. As of the 2022-2023 school year, there were 10,383 students in the Bayonne public school system from pre-K to high school seniors. As of 2022-2023, there were 815 full-time equivalents (FTE's) employed as teachers by the Bayonne Board of Education. Comparing a ratio of 815 teachers with 10,383 students to X teachers with 6,095 students would produce a figure of 478 new teachers for X in terms of full-time equivalents. This figure would have to be even larger to account for pre-K students.

Currently, William Shemin<sup>8</sup> Midtown Community School has 95 faculty members. Multiplying 95 by 5 produces 475 teachers. That means, to educate the new student population at Shree Lakshmi, 478 new teachers would need to be hired--the equivalent of hiring five William Shemin Midtown Community Schools' worth of faculty. Additionally, the number of police officers, firefighters, and other civil service employees would need to similarly increase.

Moreover, the developer proposes 11,900 housing units, but only 10,892 parking spaces, a ratio of less than one parking space per unit (0.915 to 1.000)--a potential deficit of at least 1,008 parking spaces if each apartment has one car. The average American household has 1.9 cars. If that average of 1.9 cars were to exist for the 11,900 units, that would mean 22,610 vehicles with only 10,892 parking spaces, with a deficit of 11,718 parking spaces. Much depends on what assumptions the developer and the City of Bayonne make about the car ownership of future tenants--one car each, less than one car each, or more than one car each. With 11,900 units, even a small percentage miscalculation about parking ratios could mean hundreds or thousands of cars that have nowhere to park on site. While similar parking ratios may have previously been approved by the town, the developments were of a much smaller scale.

Additionally, the proposed development lies on the fringes of the historic residential and commercial center of Bayonne. Currently, there is no public transportation infrastructure present at the site. The nearby Light Rail station is separated from the site by Route 440, offering no clear pedestrian access. Consequently, the primary mode of travel will likely be by car. This may result in thousands of additional cars congesting the already burdened roadways. It will increase the amount of traffic on the roads and the amount of cars parked on the streets near businesses. This may incentivize travel outside of Bayonne for shopping and dining experiences.

Another traffic-related aspect that must be considered is the nearby location of the Cape Liberty Cruise Terminal located at 4 Port Terminal Boulevard. The largest cruise ships that sail out of the terminal can hold over 6,000 guests. On days when a ship is in port, not only will there be 6,000 passengers boarding the ship, but there will be 6,000 passengers debarking the ship as well. The window of guest arrival and departure ranges from approximately 6:30am to 3:00pm. Assuming that for every four passengers on the ship there is one car (which is likely an underestimate) this would mean that the same roadway used to access the proposed development would be accessed by up to 3,000 additional cars in a short window of time. This may cause extreme congestion and may cause traffic to back up onto the turnpike or into the streets and avenues that lie to the West of Route 440. Additionally, during peak periods you cannot enter or exit the town through Exit 14A without a backup of traffic. Adding this many residential units without correcting that scenario would exacerbate the problem.

Overall, the City of Bayonne has historically consisted of primarily one- and two-family homes accompanied by several small-scale apartment buildings. The infrastructure of the city is not designed to support a sudden 39.84% increase in population (which may result from the proposed development) and the resulting increase in demand for services may be costly to the city. The proposed development will undoubtedly alter the physical landscape of Bayonne and may change the historic nature of the town.