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MEMO TO: City of Bayonne
Planning Board

FROM: Greg A. Valesi, P.E., C.M.E. *GAV*
City Engineer's Office

DATE: October 2, 2026

RE: ***Golden Apple Capital Urban Renewal LLC
Preliminary and Final Major Site Plan
Report #1
Block 85, Lot 23
935-939 Broadway
Bayonne, New Jersey
Our File: PBYP0085.01/600.02
Application # P-26-009***

As per your request, this office has reviewed the following documents relative to the above referenced preliminary and final site plan application:

- Preliminary and Final Major Site Plan, as prepared by Daetel Engineering, dated March 19, 2026, with a latest revision date of April 22, 2026;
- Topographic Survey, as prepared by Behar Surveying Associates, PC, dated November 3, 2025, with a latest revision date of March 5, 2026;
- Architectural Plans, as prepared by Emara Ghobrial Architects, dated April 22, 2026, with a latest revision date of May 12, 2026;
- Stormwater Management Report, as prepared by Daetel Engineering, dated April 22, 2026;
- Traffic Engineering Evaluation, as prepared by Klein Traffic Consulting, LLC, dated May 15, 2026;
- Environmental Impact Statement, as prepared by John McDonough Associates, LLC, dated May 22, 2026;
- Trash Management Plan, as prepared by Emara Ghobrial Architects, dated May 26, 2026;
- Application Forms.

The following comments are offered with regard to same:

A. PROJECT OVERVIEW

1. The site is located at the northwestern corner of the Broadway and West 45th Street intersection. The property consists of one (1) existing lot which is approximately 11,250 square feet (0.258 acres) in size, and contains an existing one (1) story masonry building. The applicant is proposing to demolish the existing building and construct a six (6) story mixed-use building consisting of fifty-one (51) residential units, a commercial/retail space totaling approximately 1,729 SF, fifty-two (52) parking spaces, and associated site improvements.

We defer the review of the zoning related issues to the Board Planning Consultant except where they may pertain to engineering issues.

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NJ CERTIFICATE OF AUTHORIZATION NO. 24GA28359000 (CME)
NJ CERTIFICATE OF AUTHORIZATION NO. 24GA28412500 (ARTHEON)

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B. GENERAL SITE IMPROVEMENT REVIEW

1. It appears likely that a portion of the sidewalk and roadway shoulder fronting Broadway and West 45th will need to be closed during construction. The applicant should provide testimony clarifying same. If the Board acts favorably on this application, approval from City Council would be required for any long-term closures.
2. Note #24 on Sheet C-02 specifies that the existing water service is to be terminated at the main. A note for existing storm and sanitary sewer laterals to be removed should also be included indicating that same shall be removed and capped at the main.
3. The Existing Conditions & Demolition Plan delineates overhead wires running above the property near the northern limit of the site. Same are not shown throughout the site plan. The applicant should provide testimony clarifying what party is responsible for maintaining and/or relocating same. If the wires are to run above the property once construction is complete, maintenance easements should be obtained as required.
4. As per section 2.6.11.c of the Redevelopment Plan, the Redeveloper shall be responsible for addressing the need for any on-site effluent storage due to pump station capacity limitations as set forth in any site plan approval and/or redevelopment agreement. The design of the system shall be a 6-hour holding time equivalent for sanitary sewage generated by the development. If such improvements are not feasible due to physical limitations of the site, a payment in lieu contribution to the City of Bayonne for the sole purpose of sanitary sewer, storm water and water utility upgrades may be required. The Applicant should provide testimony on how this requirement will be met.
5. As per section 2.4.5.e of the Redevelopment Plan, the interior parking area shall have adequate security provisions. The applicant shall provide testimony detailing the proposed security provisions. Any physical security provisions, such as cameras, should be depicted on the site plans.
6. In accordance with section 2.4.2.f of the Redevelopment Plan, no residence in the multi-family development shall be eligible for the City's on-street Residential Permit Parking Program.
7. As per section 2.6.11.d of the Redevelopment Plan, visible mechanical ventilation shall be minimized in the façade through the use of color and texture. Additionally, all equipment on the outside of the building shall be screened in a manner consistent with the architecture of the building. The applicant should discuss how they will comply with these requirements.
8. As per section 2.6.11.e of the Redevelopment Plan, all mechanical equipment, generators, HVAC equipment, and similar equipment shall be acoustically buffered such that any noise generated shall be within the applicable standards as defined by the State of NJ. The applicant should discuss how they will comply with this requirement.
9. Section 2.6.2 of the Redevelopment plan outlines specific streetscape elements along Broadway and along West 45th Street. It is unclear if a frontage zone is being proposed along Broadway; the applicant should clarify. Typical cross-section details for the streetscape along Broadway and along West 45th Street should be provided to ensure that the Redevelopment Plan streetscape requirements are met.
10. Sheet C-01 of the site plans indicates there are fifty-two (52) proposed units within the parking calculations, however, sheet A0.00 of the architectural plans indicates fifty-one (51) units. The plans should be revised as needed for consistency.
11. The site plan should be revised to provide wheel stops at all parking spaces. A construction detail should be provided for same.
12. As per section 2.6.7.a of the Redevelopment Plan, all buildings shall demonstrate the project would meet the requirements to achieve a LEED Silver rating or greater. The applicant should discuss how they will comply with this requirement.
13. The applicant should provide testimony clarifying if any projections, such as balconies or canopies, are proposed into the City R.O.W. If so, approval by the City Council is required.
14. The applicant should revise the plans to indicate the sizes and materials of all existing water, gas, and sewer mains.



15. The trash management plan indicates that building management will be responsible for bringing the refuse from the cellar floor to the first floor via the car lift. Final removal will be done by a private hauler. The applicant should clarify if the building management will be utilizing a vehicle when bringing the refuse up to the first floor. If not, the applicant should confirm that the car lift is operable without using a vehicle.
16. This office defers the review of the locations of the EV parking stalls and the fire suppression system for same to the Fire Department.
17. At the southern limit within Broadway, the existing BC spot elevation is shown to be 99.17. It appears a low point would be created at the two (2) northern proposed spot elevations of BC: 99.03 and BC: 99.16. The applicant's engineer should review further and revise the plans as needed.
18. Spot elevations should be provided for the landing spaces at each proposed curb ramp at the Broadway and West 45th Street intersection demonstrating cross slopes do not exceed 2%. Additionally, BC and TC spot elevations should be provided at each flare of the curb ramp to demonstrate slopes do not exceed 10%.

C. STORMWATER MANAGEMENT

1. The proposed multifamily residential development will disturb less than one acre of land and will not create more than $\frac{1}{4}$ acres of additional impervious surface. The project does not meet the thresholds for Major Development and is not a major development under NJAC 7:8. The stormwater management design for the proposed project has been reviewed for compliance with the City of Bayonne Stormwater Management Ordinance and Redevelopment Plan for Block 85 Lot 23.
2. The Applicant proposes to utilize a stormwater detention tank and a green roof system to address stormwater management requirements. The design directs all rooftop runoff to a subsurface detention tank located beneath 1st floor, which subsequently discharges to the existing combined sewer manhole along Broadway through a controlled outlet structure. In addition, the project includes approximately 1,799 square feet of green roof with an eight-inch growing media layer to attenuate runoff and reduce peak flows.
3. The Applicant proposes 5,000 SF disturbance and, in accordance with NJ PL Chapter 251, must obtain a Soil Erosion and Sediment Control Certification from the Hudson Essex Passaic Soil Conservation District. A copy of the plan certification must be provided to this office.
4. The Stormwater Management Report narrative identifies 0.258 acre as the proposed new impervious surface. Based on the information presented, this value appears to represent the total proposed impervious area, not the net increase (new impervious surface). This distinction is critical because the creation of 0.25 acre or more of new regulated impervious surface is one of the thresholds that triggers the applicability of the State's major development stormwater management requirements. Revise the Stormwater Management Report to clearly identify and distinguish the following for both narrative and summary tables:
 - a. Existing impervious surface;
 - b. Net increase (new regulated impervious surface);
 - c. Total proposed impervious surface.
5. The Topographic Survey establishes all site elevations on an assumed local benchmark (manhole rim = 100.00 feet) rather than a published vertical datum such as NAVD88. This assumed datum is carried through the Grading, Drainage & Utility Plans and the Stormwater Management Report, including the proposed outlet pipe invert (89.92 feet) at its connection to the existing municipal storm sewer manhole. Without a documented correlation between the assumed datum and a published vertical datum, the City Engineer cannot independently verify that the proposed tie-in invert is compatible with the existing municipal storm sewer system or consistent with available as-built records. Provide a conversion between the assumed project datum and NAVD88 (or another published vertical datum) or otherwise establish the project survey on a published vertical datum. Revise the plans and Stormwater Management Report as necessary to reflect the verified elevations.
6. The HydroCAD model appears to double-count the green roof drainage area. The green roof runoff is modeled as being treated by the green roof BMP while the same tributary area is also included in the drainage area to Pond 7P. Revise the HydroCAD model to eliminate the duplicate drainage area and ensure the tributary area to Pond 7P reflects only



the actual contributing drainage area. Update all associated drainage maps, HydroCAD node summaries, and stormwater calculations to maintain consistency throughout the submission.

7. The stormwater management strategy relies on conveying all rooftop runoff to the underground detention cistern. Revise the construction plans to depict the routing of all roof drains and leaders to the detention system. The drainage design shall demonstrate that the roof drain network is adequately sized to convey the full 100-year design storm from the roof surface to the cistern without surcharge or overflow. Corresponding pipe sizing calculations and connection details shall be provided to verify compliance.
8. All roof runoff directed to the detention cistern shall be pre-treated using appropriate measures such as leaf screens, first-flush diverters, or roof washers to prevent debris accumulation and maintain long-term system performance. The construction plans must include detailed drawings and specifications for all pre-treatment components, demonstrating how they are integrated into the roof drainage system and sized to accommodate the design flows.
9. Revise the construction detail for the underground outlet control structure to provide a two-chamber configuration. Install the trash rack in the upstream chamber so that it can be inspected and maintained without requiring access to the underground detention basin. The downstream chamber shall include a minimum 2-foot-deep sump below the lowest outlet invert to provide sediment storage and facilitate maintenance.
10. The outlet pipe information is inconsistent between the HydroCAD model and the Site Plans. The HydroCAD model uses a 51-foot, 6-inch outlet pipe at a 0.55% slope (invert elevations 92.00 feet to 91.72 feet), while the Site Plan depicts the same 51-foot, 6-inch HDPE outlet pipe at a 4.6% slope with an outlet invert of 89.92 feet at the existing municipal storm sewer manhole. Revise the HydroCAD model, Stormwater Management Report, and construction plans so that the outlet pipe size, length, slope, and invert elevations are consistent throughout the submission.
11. The stormwater routing analysis for the detention tank must incorporate an appropriate tailwater condition reflecting the hydraulic grade line of the City's combined sewer system. For conservative design, the municipal sewer should be assumed to be flowing full during storm events. The hydrologic and hydraulic computations shall be revised to include this tailwater assumption and to verify that the outlet structure and cistern perform as intended under these conditions.
12. The basin drain time indicated in the Stormwater Management Report should be revised for consistency. The report narrative states that the basin fully drains within 26 hours, while the HydroCAD output in Appendix B indicates a drain time of 64 hours. Revise the report and supporting calculations to resolve this discrepancy. The report narrative, HydroCAD model, and all supporting documentation shall be internally consistent and accurately reflect the final design.
13. The plans show a 24-inch access hatch for the underground stormwater vault. A 24-inch opening is not adequate for confined-space entry and maintenance activities. Revise the plans to provide a minimum 30-inch diameter access hatch for all personnel entry locations to facilitate safe inspection, maintenance, and confined-space access. Update the construction details and manufacturer information accordingly.
14. Detailed trash-rack specifications shall be provided for all outlet devices associated with the proposed outlet structure, including all orifices, weirs, overflow grates, and emergency spillway components. All trash-rack designs must comply with the requirements of N.J.A.C. 7:8-5.7 and 7:8-6.2, including minimum bar spacing, structural integrity, maintenance accessibility, and provisions to prevent clogging. Revise the plans to depict these details.
15. The drainage report shall be revised to include a detailed capacity analysis of the existing downstream storm/combined sewer to which the site discharges along Broadway. This evaluation must confirm that the downstream system has sufficient capacity to convey the peak outflows from the proposed development without causing surcharge or adverse hydraulic impacts. The analysis shall extend a minimum of two pipe reaches downstream of the point of connection and must account for both onsite discharge and contributing offsite flows.
16. The backflow prevention device shall be installed within an accessible manhole or valve pit located outside the public right-of-way. Provide construction details identifying the valve type, access hatch, and maintenance provisions.
17. A site-specific cross-section detail of the green roof must be provided on the plans. Each layer in the cross-section must be clearly labeled and reference manufacturer/design specifications.



18. The proposed green roof must be designed in full compliance with the requirements of the NJDEP BMP Manual, Chapter 9.4 (Green Roofs). The stormwater management report shall be revised to include a summary table demonstrating how the proposed green roof meets each applicable design criterion—such as media depth, drainage layer configuration, vegetation type, maximum ponding depth, structural loading considerations, and maintenance requirements. This table shall reference the corresponding plan details and specifications to clearly document conformance with the NJDEP standards.
19. All runoff from the green roof (up to a 100-year storm) must be safely conveyed to the underground detention basin. Runoff collection and conveyance system for green roof must be shown on construction plans. The location and sizes of underdrains in the gravel ballast should be designated, and their connection to roof downspouts or other means of conveyance away from the green roof system should be clearly indicated.
20. The green roof shall be planted exclusively with New Jersey native plant species in accordance with applicable NJDEP BMP Manual guidance. A detailed vegetation plan and planting schedule shall be added to the construction plan set, identifying all species to be used, planting densities, and long-term maintenance requirements to ensure successful establishment and performance of the green roof system.
21. Adequate maintenance access to all parts of the green roof is required. A green roof layout plan that shows roof access and maintenance access paths must be provided for review.
22. The submitted Green Roof Design Calculation includes calculations for storage volume (Sv) and adjusted curve numbers but does not provide a drain-down time analysis for the proposed green roof assembly. Submit calculations demonstrating that the green roof fully drains within 72 hours following the design storm, in accordance with the applicable requirements of the New Jersey Stormwater BMP Manual. The drain-time analysis shall be based on the proposed media, drainage layer, outlet configuration, and all other relevant design parameters, and shall be consistent with the Stormwater Management Report and supporting calculations.
23. Post-construction drain-time testing shall be performed on the completed green roof to verify that the system drains within the design timeframe and functions in accordance with the NJDEP BMP Manual. If as-built testing indicates a drain time exceeding the design standard, corrective measures shall be implemented, followed by retesting to confirm compliance. A note specifying this requirement shall be added to the grading plan to ensure proper construction oversight and long-term performance verification.
24. A certification letter from a New Jersey Licensed Professional Engineer shall be provided confirming that the building structure, including the roof system, has been evaluated for all additional loads associated with the green roof. This certification must state that the structural design accounts for ponding water, saturated media weight, snow, live loads, dead loads, and applicable seismic loads in accordance with all relevant building codes, and that these combined loads will not compromise the structural integrity or performance of the building.
25. The Redevelopment Plan requires the preparation of a long-term maintenance program for all proposed stormwater management facilities. Accordingly, an Operation and Maintenance Manual shall be provided. The manual must address all proposed stormwater BMPs, describe required inspection and maintenance activities, identify responsible parties, and include maintenance schedules and recordkeeping requirements to ensure proper long-term performance of the stormwater management system.
26. The Redevelopment Plan requires the proposed green roof to be protected by a deed restriction to ensure its continued preservation, operation, and maintenance. Provide a draft deed restriction for review and record the executed deed restriction prior to the issuance of a Certificate of Occupancy. Evidence of recording shall be provided to the City for its records.

D. ENVIRONMENTAL IMPACT STATEMENT

1. Section 4 of the Environmental Impact Statement (EIS) identifies the local, county, state, and federal permits and approvals that may be required; however, it does not identify the current status of each approval. Pursuant to City of Bayonne Ordinance § 33-4.9(d)(4), the EIS shall include a listing of all licenses, permits, and other approvals required by law for any past or current applications, identify the status of each approval (approved, pending, or not yet submitted), include copies of all approvals that have been granted, and note those that remain pending. The Applicant shall also confirm whether any previous permits or approvals have been issued for the site and include them in the EIS, as applicable.



2. The EIS does not satisfy the contamination disclosure requirements of City of Bayonne Ordinance § 33-4.9(d)(5)(b). The report notes that it "has or will comply with any contamination remediation requirements," but does not disclose the presence or absence of environmental contamination, prior site uses, known or suspected contaminants, or the status of any past or present administrative or judicial proceedings involving contamination or remediation, as required by the ordinance. A review of NJDEP NJ GeoWeb indicates the project site includes a former Underground Storage Tank (UST) Facility (NJDEP PID: 984152). Revise the EIS to provide a complete disclosure of the site's environmental condition, including prior site uses, known or suspected contamination, the status of the former UST, any remediation completed or pending, and all applicable NJDEP case information and regulatory actions. Copies of any relevant environmental reports, permits, or closure documentation shall be included or referenced, as applicable.
3. The EIS references the Rutgers Bloustein population-multiplier methodology to estimate the projected population but does not provide a complete citation. As a result, the reviewing engineer could not independently verify the reported population estimates. Revise the EIS to include a complete citation for the methodology, as required by City Ordinance § 33-4.9(e), and include copies of the relevant reference pages in the appendix to support the calculations.

E. TRAFFIC ENGINEERING EVALUTATION

1. The applicant's engineer indicated in the Traffic Report that based on the current ITE trip generation rates, the proposed multi-family housing residential building will generate approximately 16 total vehicle trips during the AM peak hour and 13 total vehicle trips during the PM peak hour. The applicant's engineer indicated that the generated vehicular trips would represent an overall decrease in trips compared to the existing drive-in bank. We take no exception to calculations.
2. The applicant's engineer indicated that the traffic resulting from the proposed residential development will cause no significant impact to the operations of surrounding roadways and intersections as this is less than the NJDOT's significant impact threshold of 100 peak hour trips. We take no exception to the conclusions as noted.
3. As per the Redevelopment Plan, one (1) parking space is required per residential unit. For the fifty-one (51) units proposed, fifty-one (51) parking spaces are required, and fifty-two (52) parking spaces are proposed. We take no exception to the total number of parking spaces provided, as well as the number of proposed ADA and EV parking spaces.
4. As per the Redevelopment Plan, 0.5 Bicycle parking spaces are required per unit. For the fifty-one (51) units proposed, twenty-six (26) bicycle parking spaces are required. We take no exception to the quantity of proposed bicycle spaces.
5. The applicant's engineer should provide a site circulation plan showing the travel paths of the design vehicle to verify that the on-site circulation is adequate for service vehicles and the required emergency vehicle access (i.e. delivery trucks, garbage trucks, fire trucks, and/or other rescue squad/emergency vehicles).
6. The design and placement of all traffic signs, striping, and markings shall follow the requirements specified in the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways," published by the U.S. Department of Transportation and adopted by the N.J. Department of Transportation. Provide a note on the plans stating same.
7. Fire lanes and striping are subject to the approval of the Fire Subcode Official.
8. The applicant's engineer should provide intersection sight distance triangles that conforms to the latest AASHTO (American Association of State Highway and Transportation Officials) guidelines as published in the current edition of A Policy on Geometric Design of Highways and Streets for the proposed site driveway. These intersection sight distance triangles should provide intersection sight distance for a right turn from the site driveway. The applicant's engineer should review the sight triangles to verify that no existing or proposed objects will obstruct the sight triangles, including but not limited to the proposed building, in accordance with §33-10.17.e Obstructions and Sight Triangles. Per AASHTO guidelines, the design speed is 5 mph over the posted speed limit.
9. The plans should be revised to include 25-foot Double Solid Yellow Lines at the driveway stop bar.



10. The site plan proposes a No Right Turn Sign at the exit of the building. However, it appears that W.45th Street is eastbound only and that left turns should be prohibited. The Applicant's Engineer should review further and revise the plans as needed.
11. The applicant's engineer proposes multi-level vehicular access via a 304 SF Car Lift. The applicant should provide testimony on the daily operations of the car lift, discussing how it is used, which types of vehicles may use it, how long it takes to change floors, how other vehicles will queue while it is in use, and if/how it operates during power outages.
12. The applicant's engineer should provide manufacturer specifications, details and dimensions, including width, depth, required pit, required vertical space, and max loading requirements for the proposed car lift. The applicant's engineer should also provide a turning template to verify that design vehicles have sufficient space to complete required turning movements.
13. The applicant's engineer should provide width dimensions for the 1st floor ADA van accessible buffer space.
14. The site plans show a parking space in the 1st floor eastern cluster that overhangs the abutting wall. The Applicant's Engineer should add a region of non-parking gore striping from the limits of this parking space to the doorway entry to the lobby.
15. Provide dimensions for the northernmost cluster of three (3) parking stalls on the second floor.
16. The plans should be revised to change references to "Line Striping" to "Line Striping," as needed.
17. Signage should be provided at EV parking spaces. Construction details should be provided for same.

F. LANDSCAPING AND LIGHTING

Landscaping

1. As per section 2.6.2.d of the Redevelopment Plan, a provision of bicycle stand or bike sharing stands should be considered along the streetscape. The applicant should provide testimony if same will be proposed.
2. As per section 2.6.10.a of the Redevelopment Plan, all plant material shall have a two (2) year plant guarantee. A note should be added to the plans. Additionally, general planting notes should be provided which reference AmericanHort or ANSI standards.
3. The landscape plan should be revised to relocate the eastern-most proposed street tree on West 45th Street to avoid conflicts with the proposed underground utilities.
4. The landscape plan contains a note stating "New 5' x 10' Tree Pit (TYP.) W/ Tree Grass." The applicant should revise the note to read "...W/ Tree Grate."

Lighting

1. Per section 2.6.4.d of the redevelopment plan, the maximum illumination levels along street frontages shall be 3.0 footcandles, whereas 4.0 footcandles is proposed. The plans should be revised accordingly.
2. Manufacturer catalog cutsheets should be provided for all light fixtures. In addition, cutsheets should be properly filled out with complete ordering information.

G. MISCELLANEOUS

1. The following construction details shall be provided and/or modified on the site plans:
 - a. Provide a typical bike rack detail;
 - b. Provide a detail for proposed 4" double yellow centerline striping;
 - c. Provide a detail for a typical 24" white stop bar;
 - d. Revise the Outlet Control Structure Detail to require that same conforms to a minimum of HS-20 loading;
 - e. Revise the Concrete Driveway Apron Detail to indicate the proposed color and pattern;
 - f. Provide a typical crosswalk detail;



- g. Revise the Accessible Parking Stall Detail to note that slopes shall not exceed 2% in any direction;
 - h. Provide a typical pavement repair detail. Same should require 6" DGA, 6" base course, and 2" surface course;
 - i. Revise the tree planting to include a note that states no mulch, soil, or debris shall come into contact with the root flare of the tree;
 - j. All curb and sidewalk concrete shall be a minimum of 4500psi, air entrained. Revise all applicable details.
2. As per section 2.4.g of the redevelopment plan, a minimum of one (1) traffic signal abutting the Redevelopment Area shall be fitted with signal preemption for emergency vehicles. The City shall, at the Redeveloper's expense, provide for the installation of necessary equipment to accomplish such traffic signal preemption.
 3. If the Board acts favorably on this application, the applicant shall provide a completed City of Bayonne Water/Sewer Service Application Form (https://www.bayonnenj.org/_Content/pdf/forms/Water-Sewer-Service-Application-Form.pdf). A copy of same should be provided to this office.
 4. If the Board acts favorably on this application, the applicant shall post the required fees and provide the required electronic submissions as per §33-12.5 Tax Map and GIS Maintenance Fees and Electronic Submissions.
 5. If the Board acts favorably on this application, the applicant shall post the required performance bonds and engineering and inspection fees.
 6. Other Agency Approvals, if required:
 - Hudson County Planning Board
 - Bayonne Utility Department and Veolia
 - Soil Conservation District
 - All other agencies having jurisdiction

It is requested that subsequent plan submittals be accompanied by a written description of the changes made compared to the prior submission. Preferably, this would be accomplished by providing a response to each of the review comments with a description of the plan changes and where the plan changes can be found (e.g., sheet number). If the plans have not been revised in response to a comment, the reason should be provided.

Should you have any questions regarding this matter, please do not hesitate to contact this office.

GAV/gav

cc: Director, Planning and Zoning
Land Use Administrator
Board Attorney
Board Planner
City Planner
Zoning Officer
Golden Apple Capital Urban Renewal LLC, Applicant
Michael Miceli, Applicant's Attorney
Adam Kandil, Applicant's Engineer
John McDonough, Applicant's Planner
Lee Klein, Applicant's Traffic Engineer
Ahmed Emara, Applicant's Architect