

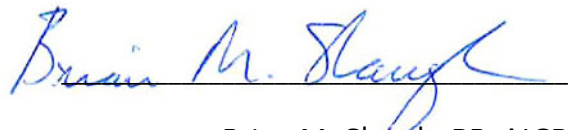
Review 1

Peninsula View Urban Renewal, LLC
Preliminary and Final Major Site Plan
Application P-26-002

Penn View Redevelopment Plan

73 and 77-87 E. 31st Street
74-80 E. 32nd Street
258-270 Prospect Avenue
Block 411; Lots 1-8, 10.01, 11-15

Prepared for the City of Bayonne by:



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Table of Contents

INTRODUCTION	1
1. PROJECT SUMMARY AND SITE DESCRIPTION.....	1
REDEVELOPMENT PLAN STANDARDS.....	1
2. USE STANDARDS	1
3. AREA, YARD & STRUCTURE REQUIREMENTS	2
Illustration 1. Aerial Image.....	2
4. OFF-STREET PARKING	3
5. STREETScape	4
6. LIGHTING	5
7. RECREATION, OPEN SPACE AND LANDSCAPING	5
Illustration 2. Architect's Rendering of Route 440 Façade with Retaining Wall Planters	6
8. BUILDING DESIGN.....	6
Illustration 3. Architectural Elevation of West Façade	7
9. SOLID WASTE, MECHANICAL EQUIPMENT AND UTILITIES.....	7
10. SIGNS	8
VARIANCES AND DESIGN EXCEPTIONS.....	8
11. CONSIDERATION OF THE VARIANCES AND DESIGN EXCEPTIONS	8
PLANNING POLICIES	10
12. RELEVANT PLANNING POLICY	10
APPLICATION INFORMATION	10
13. APPLICANT / OWNER / PROFESSIONALS.....	10
14. MATERIALS REVIEWED.....	11
15. RELIEF REQUIRED	11
16. CONDITIONS OF APPROVAL.....	12

INTRODUCTION

1. PROJECT SUMMARY AND SITE DESCRIPTION

- 1.1. Proposal Description.** The applicant requests preliminary and final major site plan approval to construct a new, nine-story, multi-family apartment building containing 165 studio, one-, two- and three-bedroom apartments on 6 floors and a three-level parking garage consisting of 186 spaces. Additionally, bike storage, recreation/leisure facilities such as a gym, theater, resident lounges, co-working space, lobby with mail and package facilities in the interior of the building are proposed and an amenity space and upper roof terrace outside. Some of the apartments have private balconies which overlook the outdoor amenity space. The building is oriented with its main lobby and parking entrance on a private driveway that extends from E. 32nd Street and with its outdoor amenity space facing west. A secondary garage entrance is located on E. 31st Street, along with loading, utility access and an emergency egress stair. The development requires a number of off-site improvements to be constructed, including retaining walls within the right-of-way of E. 31st and E. 32nd Streets and a cul-de-sac at the easterly end of E. 31st Street.
- 1.2. Existing Conditions.** The subject property consists of Lots 1-8, 10.01, 11-15 in Block 411 and contains 44,914 sf or 1.03 acre. It is located at the easterly terminus of E. 31st and E. 32nd Streets between Route 440 and Prospect Avenue. The property is currently vacant, having been cleared of former buildings and other improvements. There is an existing curb cut with driveway apron on the E. 31st Street frontage. The property's frontage on E. 32nd Street also has a curb cut with apron, as well as a paved access drive that parallels Route 440. The entire property is fenced.
- 1.3. Neighborhood Context.** The property is located within a residential neighborhood, made up of one and two-family dwellings in the TDD Transit Development District and R-2 Detached/Attached Residential District. Properties which adjoin to the north and west are consist primarily of single- and two-family dwellings. Across E. 32nd Street to the north is a park-and-ride lot associated with the Hudson-Bergen Light Rail 34th Street Station.
- 1.4. Lack of Consistency with GDP.** The tract received General Development Plan (GDP) approval in 2018 as memorialized in Resolution P-18-012 for an extended vesting period of 15 years (to September 11, 2033). The GDP approval is for a single building of 7 stories consisting of 2 levels of parking and 5 floors with a total of 150 apartments. As noted in Comment 1.1, the applicant proposes an additional 2 floors/levels and a 10% increase in the number of apartments. In N.J.S.A. 40:55D-45.4.a:

REDEVELOPMENT PLAN STANDARDS

2. USE STANDARDS

- 2.1. Permitted Principal Use.** The Redevelopment Plan permits multi-family residential dwellings, mixed-use, office and civic uses. The proposed development consists of a multi-family residential use. The plan complies.
- 2.2. Permitted Accessory Uses.** The Redevelopment Plan permits outdoor seating, recreation facilities, fences, signs, structured parking and other customary and incidental uses



Illustration 1. Aerial Image

typically associated with any of the principal permitted uses. The proposed development includes a variety of recreational facilities and structured parking. The plan complies.

3. COMPLIANCE WITH AREA, YARD AND STRUCTURE REQUIREMENTS

3.1. **Bulk Requirements.** Compliance with the area, yard, height and coverage requirements of §3.3.2 of the Redevelopment Plan are outlined below. The proposed development is fully compliant with all area, setback and coverage requirements of the Plan.

- a. Minimum lot area: 30,000 sf. The proposed lot area is 44,914 sf. The plan complies.
- b. Minimum lot frontage - Route 440: 150 feet. The property's frontage along Route 440 is 371.82 feet. The plan complies.
- c. Minimum lot frontage – E. 31st Street: 150 feet. The property's frontage along E. 31st Street is 168.24 feet. The plan complies.
- d. Maximum building coverage: 90%. Although the Land Use and Zoning Table in the site plan notes a building coverage of 59%, that does not appear to include the area of the outdoor amenity space, which is permitted to be excluded from the calculation. However, that area is still covered by the parking garage, below. Our calculation of building coverage is 69%, based on the building's 31,000 sf. footprint. The plan complies.
- e. Minimum side yard setback requirement: Three feet. The proposed building provides at least a three-foot setback from the side property line, abutting Lot 1.

- f. Minimum side yard setback requirement: 10 feet. The proposed building provides a 10-foot setback from the rear property line abutting Lot 6.
- g. Maximum building height on all street frontages is 90 ft. and eight stories. The proposed building is 90 feet and eight stories on all frontages. Though one level of parking is below grade, this does not count as a story. The plan complies.
- h. Required Building Step-back: Upper floor along Terrace: 30 feet. The building has no floor level at or above the Terrace. Does not apply.
- i. Maximum Floor Area Ratio: 5.0. Floor area attributable to floor area ratio does not include areas devoted to mechanical equipment and rooftop structures, off-street parking and loading. The proposed building has a Floor Area Ratio of 3.93. The plan complies.
- j. Maximum Residential Density Variance: 160 dwelling units per acre. The proposed development consists of 165 dwelling units on 44,914 sf. of lot area, equal to 160 dwelling units per acre. 44,914 sf. equals 1.031 acres. 160 times 1.031 acres equals an allowed 164.97 units, not 165 units. **The plan does not comply.** A density variance constitutes a “-d(5)” variance that may only be heard by the Zoning Board of Adjustment. By operation of the redevelopment plan (as well as applicable law), the Planning Board may only grant relief from variances under *N.J.S.A. 40:55D-70.c* and design exceptions under *N.J.S.A. 40:55D-51* (see Section 5.2-9 of the redevelopment plan). **The applicant must eliminate one of the apartments from the application.**
- k. Minimum Unit Sizes Variance. The minimum habitable area established in the redevelopment plan for studio dwelling units is 520 sf., one-bedroom dwelling units to contain at least 600 sf. per unit, two-bedroom units at least 800 sf. and three-bedroom units at least 1,000 sf. There are six studio units with a floor area of 460 sf. The smallest one-bedroom unit is 692 sf. The smallest two-bedroom unit is 942 sf., and the three-bedroom units are all 1,126 sf. **A variance is required to permit the undersized studio dwelling units.**

4. OFF-STREET PARKING

- 4.1. **Minimum Number of Parking Spaces.** The minimum parking rate per unit is 0.9 spaces per dwelling unit. The building contains 165 dwelling units resulting in an off-street parking requirement of 148.5, or 149 rounded up, parking spaces. Parking is permitted to be provided in any combination of standard, compact, tandem and mechanically stacked. There appears to be an error in the numbering the garage where the numbering jumps from 44 to 47. The proposed off-street parking garage provides 184 spaces, including one compact space and eight accessible spaces. There are also two parallel surface spaces located on the driveway outside the building, for a total of 186 spaces. **While the plan complies, we question the need for the two surface parking spots since it creates a design exception since the number of spaces is 37 more than required by ordinance (see Comment 4.3).**
- 4.2. **Electric Vehicle (EV) Charging.** The number of EV charging spaces requires is based on the number of off-street parking spaces required by ordinance, not the number of spaces

- provided. In accordance with statute, 22 Make Ready EV charging spaces are required and 32 are provided. The plan complies.
- 4.3. **Structured Parking.** The redevelopment plan requires all off-street parking to be provided within a parking structure. There are two surface parking spaces located outside the parking structure. **A design exception is required.**
- 4.4. **Parking Structure Access.** Vehicular access to parking structures is not permitted from any street other than E. 31st Street and/or Route 440. The parking structure has a driveway access from E. 32nd Street. **A design exception is required.**
- 4.5. **Driveways and Curb Cuts.** The development is permitted to have one driveway each on E. 31st and E. 32nd Streets and Route 440. The curb cut width for E. 31st Street is limited to 30 feet. There are two curb cuts proposed on E. 31st Street: the parking garage has a two-way driveway with a 25 foot-wide curb cut and a loading entrance accessed by a 15-foot-wide curb cut. **A design exception is required.**
- 4.6. **Pedestrian Warning System.** An audible and visual pedestrian warning system is recommended to be installed at the garage entrance on E. 31st Street.
- 4.7. **Accessible Spaces.** We note that the architectural plans and the civil site plan depict different locations and quantities of accessible spaces. **The plans should be coordinated, and we recommend that accessible spaces be located in close proximity and to provide a striped accessible route from the spaces to the building entrance.**
- 4.8. **Minimum Bicycle Parking.** A minimum of 0.5 bicycle parking spaces per dwelling unit is required for a total of 83 bicycle parking spaces. A 1,073 sf. bike storage room is located on Parking Level 2, which is below the lobby level. The plans note storage for 83 bicycles, however, the storage rack detail provided indicates it can be floor or wall mounted with single- or double mounted arms, but does not specify which method or style. **The applicant should verify the number of spaces that can be accommodated in the space provided and the plans revised accordingly to ensure compliance with this provision.**
5. **STREETSCAPE**
- 5.1. **Streetscape Requirements.** Pursuant to §3.3.3.B, existing sidewalks, curbs, and parallel parking on sides of the street shall be reconstructed. The streetscape may include bump outs, and shall include street trees, ornamental lighting, and street furniture, and shall be aesthetically consistent with the adjoining portions of Broadway. No benches, bike racks or street lighting is proposed on any of the property's street frontages and restriping of on-street parking is not indicated on E. 31st Street. Full depth asphalt pavement repair, milling and resurfacing with new curb and sidewalk is proposed along the E. 32nd Street service street. Coordination with the neighboring properties and the City Engineer is required for these improvements. New curb and sidewalk are proposed on E. 31st Street, but no new pavement or resurfacing. **Utility connections are shown to be made with pavement repairs, despite the construction of the new cul-de-sac. The applicant should clarify the extent of new paving and other improvements to be made on E. 31st Street. Design exceptions appear to be required for failure to provide streetscape improvements on other street frontages.**
- 5.2. **Street Trees.** Four, new street trees (autumn flowering cherry) are proposed along the E. 31st Street frontage, but no street trees are proposed on E. 32nd Street, despite there being

adequate space. The existing street tree on Prospect Avenue is proposed to remain. **At least one new street tree should be provided on the E. 32nd Street frontage.**

6. LIGHTING

- 6.1. Site Lighting.** All free-standing site lighting fixtures shall be no higher than 20-feet above grade with a maximum illumination of 1.0 foot-candles at all property lines. Light fixtures shall be shielded and utilize metal halide, LED or other white light source per §3.3.3.F. The proposed site lighting uses four-foot-high bollards with LED lights that have a color temperature of 3,000°K. Additional building-mounted lighting is proposed on the E. 31st Street façade ranging in height from 11.3 feet to 17.8 feet above grade. At the lobby entrance and garage entrance at the on-site driveway, building-mounted lighting is proposed at 11.2 feet and 12 feet above grade. Building-mounted fixtures are LED downlights with a color temperature of 3,000°K. **The building-mounted lighting on E. 31st Street creates light spillage beyond the property line, into the right-of-way, up to 5.4 footcandles. There also appears to be light spillage onto adjoining Lot 1, however the lighting plan does not provide photometric data beyond the property line in this location. The plan should be revised to indicate the amount of light spillage onto adjoining properties and implement measures to limit excess light into the street in order to be in compliance with the requirements.**

7. RECREATION, OPEN SPACE AND LANDSCAPING

- 7.1. Open Space and Recreation Facilities.** Pursuant to §3.3.3.I a minimum 10% of the aggregate floor area of all residential units shall consist of open space and recreation facilities. This may be provided through roof terraces and balconies, as well as off-site streetscape improvements. The applicant has calculated an area of 169,538 sf. as the applicable floor area; however, we believe that includes common and mechanical space that should not be attributed to residential unit floor area. We calculate an area of 164,000± sf. resulting in a requirement of 16,400 sf. The building contains a 6,148 sf. outdoor amenity space; 1,683 sf. roof terrace; 3,202 sf. fitness center; 1,908 sf. of lounges, 617 sf. movie theater; 2,280 sf. of private balconies and a 2,350 sf. open yard area adjacent to Prospect Avenue totaling 18,188 sf. The plan complies.
- 7.2. Landscaping.** §3.3.3.L.2 requires green space to be used as buffers and to accent entrances and sidewalks. The site plan depicts green space that is planted with trees, shrubs ornamental grasses and turf lawn. Accent plantings are provided adjacent to the garage entrance and along the entrance driveway and at the end of the E. 31st Street cul-de-sac. An evergreen hedge is provided between the Route 440 frontage and adjoining Lot 6. **The plan complies, although there are opportunities to increase the amount of buffering and screening of the driveway to adjoining properties and provide accentuation of the lobby entrance. These would improve the aesthetic appearance of the site.**
- 7.3. Parking Area Screening Variance.** §35-17.5.d requires that all parking areas shall be attractively landscaped, and screened from the street and adjoining residential properties. Screening shall be not less than four feet high or higher than six feet and constructed from materials which harmonize with the character of the neighborhood. The two surface



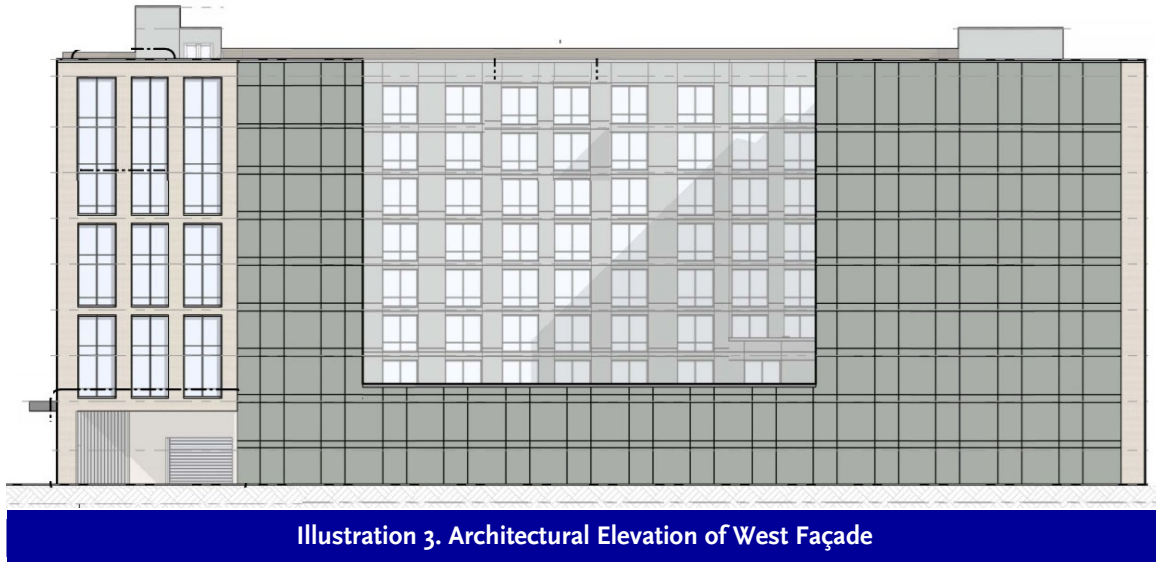
Illustration 2. Architect's Rendering of Route 440 Façade with Retaining Wall Planters

parking spaces proposed along the driveway are only partially screened with plantings from adjoining Lot 10.01 and E. 32nd Street. **A variance is required.**

- 7.4. **Prospect Avenue Green Space.** The applicant should advise whether fencing will be used to enclose the green space that extends to Prospect Avenue. **We recommend additional plantings be provided in this space as well as to the walkway connecting the lobby to Prospect Avenue.**
- 7.5. **Prohibited Plant Material.** Fruit and berry-producing trees are prohibited by §3.3.3.L.1. the plan proposes autumn flowering cherry, as well as a number of berry-producing shrubs. **We have no objection to the Board granting a design exception from this requirement.**
- 7.6. **Fences and Walls.** §3.3.3.J.1 prohibits any fence or wall on a side or rear property line greater than eight feet in height. Modular block retaining walls are proposed along the property's Route 440 frontage, on either side of the entrance driveway and at the end of E. 31st Street that range in height up to six feet. **The plan complies, although City Council approval is required to construct the wall in the E. 31st Street right-of-way.**
- 7.7. **Wall Planters.** The site plan specifies a block retaining wall with embedded planter box along the Route 440 frontage and on either side of the entrance driveway. No detail is provided and no plantings noted in the landscape plan. **The applicant should verify the intent to use planters integrated into the retaining wall and the plans should be revised accordingly. The block should be architectural masonry units.**
8. **BUILDING DESIGN**
 - 8.1. **Building Design Requirements.** Pursuant to §3.3.3.A, all buildings shall be designed to front on public streets in order to create a street wall consistent with good urban form and design principles and shall provide a main entrance onto a public street. Other entrances may be provided from parking areas or any other place necessary to the design of the

building. Entrances shall be designed to be attractive and functional. Indicators such as awnings, changes in sidewalk paving materials, changes in height incorporating stairs, or any other indicator consistent with the design, proportions, material and character of the adjacent areas shall be encouraged. The building's main entrance is within the site, approximately 140 feet from the E. 32nd Street right-of-way. The architectural plans indicate decorative scoring or pavement material in the area in front of the lobby but the site plan does not indicate this feature or provide a detail. The architectural elevations suggest a canopy over the entrance; however, the floor plans do not support this arrangement. **A design exception is required.**

- 8.2. **Parking Structure Façade.** The facade of parking structures shall be treated with the same materials used on the building facade. The parking structure façade uses the same materials and general appearance as the rest of the building, with the exception of the elevation facing Lot 1. The entire façade that faces west, toward Lot 1, is fiber cement siding, while the remainder of the building façades are brick veneer. **A design exception is required.**



- 8.3. **Affordable Housing.** §3.3.3.N.1 requires all development within the Redevelopment Area to comply with the City's affordable housing ordinances in effect at the time of land use approval. At the present time, market-rate residential units are not required to pay an affordable housing impact fee nor are affordable units required to be part of the project.
9. **SOLID WASTE, MECHANICAL EQUIPMENT AND UTILITIES**
- 9.1. **Trash and Recycling.** All trash, recycling and refuse storage shall be fully enclosed and screened within the building pursuant to §3.3.3.G. The building has an internal trash and recycling room on the ground level with access to E. 31st Street. Each building floor has a trash room with chute to the ground level trash room. The plan complies.
- 9.2. **Mechanical Equipment.** There are mechanical equipment rooms within the ground and basement levels of the building and HVAC equipment on the roof. The architectural

- elevations depict a fence-like screen around the perimeter of the rooftop equipment but the material, color, finish and whether there is acoustical buffering is not specified. **The plans should be revised to indicate the number, size, location and screening of all exterior HVAC and mechanical equipment for the residential and common spaces. Additionally, the size, location and screening of the garage ventilation system should be included in the plans.**
- 9.3. **Meters.** The plans do not indicate the location of any utility meters serving the property. The ground and basement levels contain space for an electric transformer, mechanical and storage rooms, however, it is unclear if electric and gas meters will be located within these spaces or elsewhere within the building. **The applicant should provide testimony as to the location of meters and any other utility equipment and any necessary screening to be provided if located on the exterior of the building.**
10. **SIGNS**
- 10.1. **Signs.** §3.3.3.K.1 limits signage for multi-family dwellings to one architectural wall sign affixed to the principal elevation and having a maximum sign area of no greater than 20 square feet. The architectural plans indicate a wall sign of 19.26 square feet on the façade near the lobby entrance. The plan complies.
- 10.2. **Sign Lighting.** All lighting of signage shall be indirect and the use of internally illuminated light boxes, pole signs, or roof signs shall be prohibited per §3.3.3.K.3. **The plans do not indicate any lighting for the building signage. The applicant should clarify whether the proposed signage will be illuminated and the plans shall be revised to include these details.**

VARIANCES AND DESIGN EXCEPTIONS

11. **CONSIDERATION OF THE VARIANCES AND DESIGN EXCEPTIONS**
- 11.1. **Context for Review of ‘C’ Variances.** The following sections summarize the “C” variance criteria for the purposes of establishing a framework for review. The applicant bears the burden of proof, which is divided into two parts, in the justification of the “C” variances. The applicant must justify the “c” variances separately and each variance must satisfy both parts. We defer to the Board Attorney for any additional comment on the “C” variance criteria.
- a. **Consideration of the Positive Criteria.** To satisfy the positive criteria for a “C” variance, the applicant has two choices. First, known as “-c(1)” variance relief, the applicant may demonstrate that strict application of the regulation would result in peculiar and exceptional practical difficulties to or exceptional and undue hardship due to one of the following:
- By reason of exceptional narrowness, shallowness or shape of a specific piece of property;
 - By reason of exceptional topographic conditions or physical features uniquely affecting the specific piece of property; or

- By reason of an extraordinary and exceptional situation uniquely affecting a specific piece of property or the structures lawfully existing thereon.

Alternatively, and known as “-c(2)” variance relief, the applicant may demonstrate the following positive criteria in support of the request for relief:

- Where in an application or appeal relating to a specific piece of property to purposes of this act would be advanced by a deviation from the zoning ordinance requirements and the benefits of the deviation would substantially outweigh any detriment.
- b. **Consideration of the Negative Criteria.** Should the applicant satisfy the positive criteria, it must also be demonstrated that the granting of the variance can be accomplished without resulting in substantial detriment to the public good and without substantial impairment of the intent and purpose of the zoning ordinance and zone plan.
- Impact to the public health, safety and welfare. Impact to the public, typically relates to any substantial detriment to the adjoining neighbors or within the surrounding neighborhood. Substantial detriments are usually nuisance related such as noise, dust, trash, parking, traffic, visual distraction, light, runoff and aesthetics that cannot be adequately mitigated. The applicant should address any impacts to the character of the neighborhood resulting from the excess number of building stories.
 - Impact to the zone plan. The applicant must show that the relief can be granted without substantially impairing the zone plan and zoning ordinance. In evaluating the negative criteria as it relates to the zoning ordinance and zone plan, the Board should consider the manner in which this application could impact the overall fulfillment of the Redevelopment Plan.

The applicant should provide testimony in support of the variances, and be prepared to discuss any potential negative impacts on neighboring properties and the zone plan.

- 11.2. **Context for Review - Design Exceptions:** The Board may also grant deviations from site plan standards, often referred to as “design exceptions”. These criteria are distinguished from variances, as they are not deviations from requirements related to use or other zoning criteria, but rather from the ordinance requirements for site plans (and subdivisions). These deviations are generally evaluated pursuant to N.J.S.A. 40:55D-51.b, which states:

“The planning board when acting upon applications for preliminary site plan approval shall have the power to grant such exceptions from the requirements for site plan approval as may be reasonable and within the general purpose and intent of the provisions for site plan review and approval of an ordinance adopted pursuant to this article, if the literal enforcement of one or more provisions of the ordinance is impracticable or will exact undue hardship because of peculiar conditions pertaining to the land in question.”

This standard is similar to a ‘-c(1)’ variance, except that the applicant is not required to demonstrate that there will be no substantial detriment to the public good or impairment of the intent and purpose of the zone plan (negative criteria). The applicant should identify the degree to which the requirements are impracticable/cause hardship and also what peculiar site conditions might exist that prevent compliance.

PLANNING POLICIES

12. RELEVANT PLANNING POLICY

12.1. Master Plan Goals. The 2000 Master Plan for Bayonne includes goals which are relevant to the Board’s consideration of this application. Furthermore, the following issues and objectives can be found in the 2017 Master Plan Reexamination Report:

- *Provide for adequate parking to serve established residential and commercial areas. Incorporate adequate parking into new developments (page 8).*
 - *Parking has still been a significant issue today within the City, especially within the residential areas. There is an ordinance that allows parallel parking in front of driveways to maximize on-street parking. Parallel parking in residential areas is still a significant issue. The City divided many neighborhoods into zones for on street parking in response to the impact of commuter vehicles into residential areas. The City created the residential permit parking areas “to alleviate and restrict the unfavorable parking conditions outside the flow of commuter traffic to said residential neighborhoods” As stated under the Parking and Permits section of the Bayonne Website. However[,] the City can also issue parking permits to those who work but do not live within the City. These people are assigned a permit and can only park in their designated parking zone (page 30).*
- *Provide a broad range of housing to meet the needs of all residents including low and moderate income housing, middle-income housing and market rate or luxury housing (page 15).*

APPLICANT AND PROFESSIONALS’ INFORMATION

13. APPLICANT / OWNER / PROFESSIONALS

- 13.1. Applicant/Owner.** Peninsula View Urban Renewal, LLC, 85 E. 2nd Street, Bayonne, NJ 07002. Tel: 201-437-0239. Email: frank@alessiorg.com
- 13.2. Attorney.** Emily Weiner, Esq., Weiner Law Group, LLP, 629 Parsippany Road, Parsippany, NJ 07054. Tel: 973-403-1100. Email: eweiner@weiner.law
- 13.3. Architect.** Vincent Marchetto, AIA, MHS Architects, 1422 Grand Street, Hoboken, NJ 07030. Tel: 201-795-1505. Email: vmarchetto@mhsarchitects.com
- 13.4. Engineer.** Connor Ritter, PE, Stonefield Engineering, 584 Broadway, Suite 310, New York, NY, 10012. Tel: 718-606-8305. Email: critter@stonefieldeng.com
- 13.5. Planner.** John McDonough, PP, 101 Gibraltar Drive, Suite 1A, Morris Plains, NJ 07950. Tel: 973-222-6011. Email: jmcdonoughpp@gmail.com

14. MATERIALS REVIEWED

- 14.1.** *City of Bayonne Application for Development Form*, with attachments, dated January 9, 2026.
- 14.2.** *Statement of Applicant*, undated.
- 14.3.** *City of Bayonne Certificate of Completeness Review*, dated April 17, 2026.
- 14.4.** *Environmental Impact Statement*, prepared by Afton Savitz, PE, Stonefield Engineering and Design, dated December 5, 2025.
- 14.5.** *Preliminary and Final Site Plan for Peninsula View*, prepared by Michael J. Higgins, AIA, MHS Architecture, dated June 18, 2025 and last revised December 22, 2025, consisting of 14 sheets.
- 14.6.** *Amended Preliminary and Final Major Site Plan for Peninsula View urban Renewal, LLC*, prepared by Afton Savitz, PE, Stonefield Engineering and Design, dated June 13, 2025 and last revised December 22, 2025, consisting of 16 sheets.
- 14.7.** *Boundary and Topographic Survey*, prepared by Anthony D. Giglio, Jr., Stonefield Engineering and Design, dated October 17, 2025, consisting of one sheet.

15. RELIEF REQUIRED

15.1. Variances:

RDP – Density exceeding the maximum limit – **Requires unit elimination or RDP amendment**

RDP - Minimum Unit Size – Studio Dwelling Unit

§35-17.5.d – Parking Area Screening

Design Exceptions:

RDP- All Parking within Structure

RDP - Parking Structure Access from E. 32nd Street

RDP – Number of Curb Cuts

RDP - Streetscape Requirements – Paving and On-street Parking

RDP - Streetscape Requirements – Street trees, Lights and Furniture

RDP – Prohibited Plant Material

RDP – Location of Building Entrance

RDP - Parking Structure Façade

Additional variances or design exceptions may be identified by the Board or the other professionals employed by the Board during testimony. The same applies to the conditions of approval.

16. CONDITIONS OF APPROVAL

- 16.1. Adherence to the Professional Review Reports.** Any approval should be conditioned on meeting the requirements in this report and the other professionals of the Board.

We would be pleased to answer any questions regarding this report.

Cc. Alicia Losonczy, Acting Dir. of Planning, Zoning and Development
Richard Campisano, Esq., Planning Board Attorney
Andrew Raichle, PE, Redevelopment Engineer
Sue Mack, PP, AICP, CTP, FITE, AHP, City Planner
Tracey Tuohy, Zoning Officer
Applicant's Team Members

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