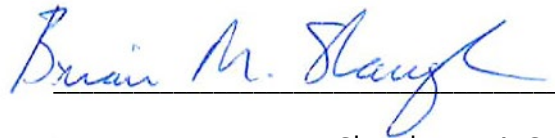


Review 1

Preliminary and Final Major Site Plan
197 Ave. E Urban Renewal, LLC
Peninsula Lofts

197 Ave E
Block 221, Lot 12.01
Villanova Site Redevelopment Area

Prepared for the City of Bayonne by:



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April 28, 2023



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INTRODUCTION

1. Project Summary and Site Description

- 1.1. **Proposal.** The applicant is requesting preliminary and final major site plan approval with bulk variances to develop a 13-story (11 of which are habitable stories) mixed-use building containing 250 dwelling units, 656 sf. of ground floor retail space, and four levels of parking, one underground, called Peninsula Lofts. The parking garage contains 250 spaces, with its entrance on the north side on Standard Place. Additional improvements include rooftop recreation amenities, internal bicycle storage, landscaping, lighting, and streetscape improvements. The property is located in the Villanova Redevelopment Area. The property is 28,745 sf. or .66 acre.
- 1.2. **Project History.** This project previously received preliminary and final site plan approval with variances to build an 11-story, multi-family residential building with a 4-story, detached parking structure. The Board previously approved variances for lot width, lot coverage, front yard setback, and side yard setback. The applicant is returning to the Planning Board with a revised site plan requesting variances for lot width and lot coverage.
- 1.3. **Existing Conditions.** The existing Lot 12.01 is vacant and undeveloped. Groundcover includes asphalt, gravel, and grass in variable condition. The perimeter of the property is fenced by a chain-link fence. Two existing utility poles and several overhead lines exist on the site in addition to a retaining wall in the rear corner. The lot has frontage on three public streets: Avenue E (120± feet), E 19th Street (239± feet), and Standard Place (165± feet), which is a dead-end alleyway with a right-of-way of 21 feet in width.



- I.4. **Neighborhood Context.** The site is one block, or 400 feet, from the 22nd Street Hudson-Bergen Light Rail Transit Station. Surrounding uses are primarily residential multi-family and single-family detached buildings in the Transit Development District (TDD), R-2 Detached/Attached Residential District (R-2) and Transit Development Overlay District (TDO). The site has frontage on three of its four property lines.



Existing Site Conditions (Foreground) and E 19th Street (Left)



Existing Conditions Along Avenue E

- 1.5. **Plan Discrepancy: Lot Number.** The applicant's property was consolidated according to a letter addressed to the applicant by the tax assessor, dated November 15, 2018. However, the site plan and architectural plans still show the three previously existing lots: 11, 12, and 13. **The plans should be revised to show or note the lot consolidation.**
- 1.6. **Plan Discrepancy: Retail Floor Area.** The site plan indicates that 656 sf. of retail space is proposed, whereas the architectural plans show 682 sf. **The plans should be revised to clarify which is correct.**
- 1.7. **Plan Discrepancy.** Project name. The site plan describes the project "The Standard," whereas the architectural plans show "Peninsula Lofts." We have called it Peninsula Lofts in this review. **The plans should be revised to clarify the proposed project name.**
- 1.8. **Relief Required.** A comprehensive list of the required relief and recommended conditions of approval are found in Section 16 of this report. **Four variances are required.**

ZONING

2. Use Standards

- 2.1. **Villanova Site Redevelopment Area.** The subject property is located within the Villanova Site Redevelopment Area and is subject to the use, bulk, and design regulations of the Villanova Site Redevelopment Plan. These regulations supersede the underlying zoning regulations unless otherwise noted in the plan.
- 2.2. **Permitted Uses: Multifamily Dwelling.** Per §2.1.A.1, permitted principal uses include active uses such as community rooms, civic uses, and multi-family dwellings. The plan proposes multi-family residential as the principal use. The plan complies.
- 2.3. **Accessory Uses.** Per §2.1.A.2, a number of accessory uses are permitted in the redevelopment area, including: convenience retail, fences, signs, structured parking, recreation facilities, landscaping, utilities, trash enclosures, and any uses customary and incidental to permitted principal uses. The plan proposes a small convenience retail area at the corner of 19th Street and Avenue E. The plan complies.

3. Area and Yard Requirements

- 3.1. **Bulk Requirements.** Compliance with the bulk and lot standards of the Redevelopment Plan is summarized below in Table 1.0. **Several variances are required.**



Standard	Required	Existing	Proposed
Min. Lot Area	25,000 sf	28,745 sf	28,745 sf.
Min. Lot Frontage on 19 th Street	150 ft	238.85 ft	238.85 ft.
Min. Lot Depth	100 ft	120.35 ft	120.35 ft
Min. Lot Width	150 ft	238.85 ft	238.85 ft.
Max. Lot Coverage	90%	100%	98.3% ^(M)
Max. FAR	12:1	-	11.14:1
Max. Building Height (feet / habitable stories)	130 / 11	-	132.75 / 11 ^(M)
Front Yard Setback	0-30 ft	-	0 ft
Side Yard Setback	2-6 ft	-	2 ft
Min. Rear Yard Setback	0 ft	-	0 ft
^(M) - Variance Required. Notes: Since the measurement of lot width and lot depth are not defined in the redevelopment plan, these may be made in such a manner as to avoid any variance. We also note that the redevelopment plan does not require the rear yard to be opposite the front yard on a corner lot, thereby avoiding a side yard variance.			

3.2. Building Height Defined. Per §6.1.B, the Redevelopment Plan defines building height as the vertical distance measured from the main elevation of the finished grade along the front of the building to the highest point of the roof; flat roofs, to the main height level. Building height shall not include roof-mounted mechanical equipment or other rooftop structures, including structures used for recreation facilities provided those equipment or structures do not exceed twenty feet in height as measured from the top of the roofline.

3.2.1. Height Variance, Feet. The architectural plans measure building height from the average grade, whereas measurement is required to be made from the at-grade elevation of the front of the building, which is Avenue E where the main entrance to the building is located, to the main roof height. **This office measures a building height of 132.75 feet when measured from the front of the building per the Redevelopment Plan definition using the dimensions on Sheet A10 of the architectural set. This does not include the parapet or stairwell projection.**

3.2.2. Height in Stories. The Redevelopment Plan limits the height in stories to 11 habitable stories and the applicant proposes 13 stories, 11 of which are habitable, which complies. The “cellar floor” does not count as a story, and floors two and three are solely for parking and as such are not habitable. The “ground floor” contains parking, retail space, and amenity space, all of which are habitable, which when combined with the ten residential floors, totals to 11 habitable stories.

3.3. Maximum Lot Coverage Variance. Though there is technically 1.7% of the lot that is not in impervious cover, or about 489 sf., it does not materially provide relief from the from the use of the entire lot for the building. The strip of land is located on the west side, where it adjoins a concrete passage alongside an older three-story apartment building,

which has three-foot wide fire escapes attached to the outside of its building. The fire escapes will effectively be about three feet from the west façade of the proposed building.

SITE PLAN REVIEW

4. Circulation and Parking Regulations

4.1. **Minimum Parking Requirement.** Per §2.1.B.3, one parking space is required per dwelling unit. For mixed-use developments, shared parking may be provided for convenience retail uses. The plan proposes 250 dwelling units and 250 parking spaces. The plan complies as shown in Table 2.o, below.

Table 2.o: Parking Requirements §2.1.B.3				
Proposed Use	Standard	Units / SF proposed	Parking Required	Parking Proposed
Multi-Family Residential	1 parking space per dwelling unit	250 units	250	250
Convenience Retail	Shared parking may be provided for convenience retail	682 sf.	0	0
Total			250	250
(V) Variance Required				

4.2. **Parking Sufficiency.** The plan complies with off-street parking requirements but requires a waiver of RSIS parking requirements. The plan proposes 250 residential units of which 96 are studio dwelling units, 97 are one-bedroom dwelling units, and 57 are two-bedroom dwelling units. **We note the proximity of the 22nd Street station of the Hudson-Bergen Light Rail system and that under N.J.A.C. 5:21-4-14(c), alternative parking standards may be approved that better reflect local conditions.**

4.3. **Parking Stall Dimensions.** The applicant is proposing three types of parking stalls: standard, compact and barrier free.

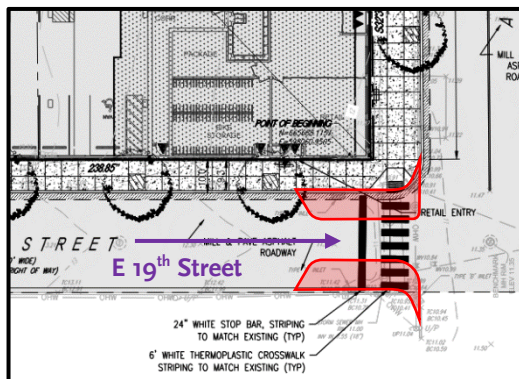
4.3.1. Per §2.1.B.3.ii.1, standard parking stalls are required to be a minimum of 8.5 feet wide and 18 feet deep. The applicant is proposing 214 standard parking stalls, all of which are 8.5 feet wide and 18 feet deep. The plan complies.

4.3.2. Per §2.1.B.3.ii.2, compact parking stalls are required to be a minimum of 7-feet 4-inches feet wide and 16 feet deep. The applicant is proposing 28 compact parking stalls, all of which are 8 feet by 16 feet. The plan complies.

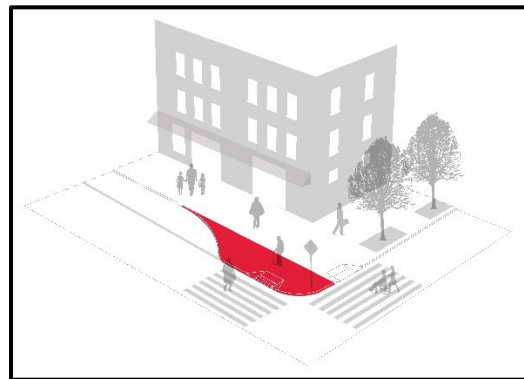
4.3.3. Per the Barrier Free Sub-Code, the applicant is required to provide 7 barrier free spaces for the number of total spaces, of which two spaces are required to be van

accessible. The applicant proposes 8 barrier free spaces of which two will be van accessible. The plan complies.

- 4.4. **Compact Parking Space Ratio.** Per §2.1.B.3.ii.1, the maximum percentage of parking spaces that may be compact-sized is 35%. The site plan cover sheet notes that 23% of parking spaces will be sized for compact car spaces, but with 28 compact spaces the percentage would be 11.2%. **The plans should be revised to indicate the correct percentage.**
- 4.5. **Minimum Parking Aisle Width Within Parking Area.** Per §2.1.B.3.iii the minimum parking aisle width is 22 feet for a two-way parking aisle within a parking area. A 22-foot parking aisle is proposed. The plan complies.
- 4.6. **Bicycle Parking.** Per 2.1.B.3.i, 0.5 bicycle spaces per residential unit are required. The plan proposes a bicycle storage room on the first floor, accessed from E 19th Street, with a capacity of 125 bicycles. The plan complies. **Testimony and/or details regarding access to the bicycle storage room are requested. A timed, automated door may be recommended.**
- 4.7. **Parallel Parking.** No parallel parking spaces are shown on the plans, whereas existing spaces are located on E 19th Street and Avenue E. **Existing and proposed parallel parking spaces should be drawn on the plans and striped as necessary in accordance with City standards.**
- 4.8. **Traffic Calming.** Per 2.1.C.2.3, all streetscape improvements shall be designed in accordance with Section 15 (Traffic Calming) of the NJDOT Roadway Design Manual.¹ In lieu of the standard one-way stop bar and crosswalk proposed at the intersection of E 19th Street and E Avenue, a curb extension into the right-of-way, also known as a bump out or a neckdown, may be warranted consider the high level of residential density in the neighborhood and observed foot traffic. This would shorten the length of the crosswalk for pedestrians and also makes the crosswalk itself more visible. On-street parking within 25 feet of the crosswalk would be replaced by a curbed island that may have various kinds of street furniture built into the design, depending on need. **This concept will need to be discussed with the Department of Public Works and the City Engineer to determine policy.**



Proposed Striping on E 19th Street and Recommended Curb Extensions (Red)



Curb Extension Graphic from NYCDOT Street Design Guide²

¹ <https://www.state.nj.us/transportation/eng/documents/RDM/documents/2015RoadwayDesigManual20230324.pdf>

² <https://www.nycstreetdesign.info/geometry/curb-extension>

- 4.9. **Electric Vehicle Parking.** Pursuant to *N.J.S.A. 40:55D-66.20*, there is a statutory requirement that a minimum number of parking spaces be developed as electric vehicle parking spaces in order to obtain preliminary site plan approval. Pursuant to *N.J.S.A. 40:55D-66.20.a(1)(a)*, the applicant is required to prepare at least 15% of the required off-street parking spaces as electric vehicle spaces, of which one-third must have electric vehicle supply equipment installed and the other two-thirds may be Make-Ready spaces. **No electric vehicle parking is indicated on the plans. Since this is a mandatory requirement, the architectural plans must be revised.**
- 4.10. **EV Spaces Count as Two Spaces.** Pursuant to *N.J.S.A. 40:55D-66.20*, a parking space prepared with electric vehicle supply equipment or Make-Ready equipment shall count as at least two parking spaces for the purpose of complying with a minimum parking spaces requirement. **As noted in 4.9, no electric vehicle parking is indicated on the plans.**

5. Architectural and Streetscape Standards

- 5.1. **Building Frontage on Public Streets.** Per 2.I.C.I.i, 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.
- 5.1.1. **Retail Frontage:** The proposed retail space is located at the corner of East 19th Street and Avenue E. We note that no restroom facility is depicted on the floor plan or in the lobby area for use by the tenant or patrons. This office recommends that ground floor windows remain unobstructed by refrigerator units or other furnishings that are generally unsightly from the street. **Testimony on these issues and the interior layout of the retail space is requested.**
- 5.1.2. **Retail Window Opening into Sidewalk Space:** If windows are operable and/or functional as entrances, the applicant should provide a dimensioned detail sheet or inset plan showing the windows in open and closed position. **Any projection into public R.O.W. requires approval from City Council and should be required as condition of approval.**
- 5.2. **Main Entrances on Public Streets.** Per 2.I.C.I.ii, all buildings shall provide a main entrance onto a public street, and other entrances may be provided as necessary. The plan proposes entrances on Avenue E and East 19th Street. The plan complies. **The architectural plans should be revised to show doors on the elevation drawings and the plans should clarify which street(s) will have retail entrances.** As drawn the retail space on Sheet A01 of the architectural plan set shows an entrance from 19th Street.
- 5.3. **Attractive and Functional Entrances.** Per 2.I.C.I.iii, entrances shall be designed to be attractive and functional. Awnings, changes in sidewalk paving materials, changes in height incorporating stairs, or other indicators consistent with the design, proportions, material and character of the adjacent areas shall be encouraged. The plan proposes a suspended metal canopy above the residential lobby on Avenue E. **The metal canopy should be dimensioned and shown on the site plan to illustrate the projected distance into public right of way. Doors should be shown on the architectural elevations.**



- 5.4. **Lobby Location:** Per 2.1.C.2.2, a residential lobby is permitted on the corner of Avenue E & 19th Street or the corner of Avenue E & Standard Place. The plan proposes a lobby on Avenue E but not at a street corner. The proposed corners compose the retail space and a transformer vault room accessed from Standard Place. As the Redevelopment Plan does not state that a corner lobby is required, the plan complies.
- 5.5. **Streetscape.** Per 2.1.C.2.3, several requirements apply to the proposed streetscape:
- 5.5.1. Reconstruction of existing sidewalks, curbs, and parallel parking on the westerly sides of the street is required. The plan proposes new, ADA-compliant sidewalks, curbs, and crosswalk on all lot frontage on E 19th Street and Avenue E. The plan complies.
- 5.5.2. **Streetscape Components:** The streetscape shall include street trees, ornamental lighting, and street furniture, and shall be aesthetically consistent with the adjoining area. The plan proposes street trees and wall-mounted light fixtures with a traditional design. The sidewalk width and materials are consistent with the adjoining streetscape. However, no street furniture is proposed. **A variance is required. Planters, flowerboxes, benches, or other street furniture are recommended to achieve compliance and enhance the streetscape. If bump outs eventually are approved, this would be another location for street furniture.**
- 5.6. **Building Ventilation.** The architectural elevations show 2.5' by 4.5' panels on the residential building façade that appear to be louvred. **A label on the plans should indicate if these components are mechanical or aesthetic, and the applicant should provide testimony as to how the building is to be ventilated. A detail should be shown and colors indicated to determine how noticeable these are if they are in fact ventilation ducts.**
- 5.7. **Utilities.** Comments relating to utilities are deferred to the Board Engineer.

6. Traffic Signals, Public Improvements, and Remediation

- 6.1. **Standard Place.** The right-of-way of Standard Place, which is 21 feet, is substandard as a driveway entrance with two-way traffic. Standard Place also provides access to one of the Bayonne Housing Authority's apartment buildings. Turning movements into the garage entrance as designed will necessitate passenger vehicles crossing over into the opposite lane, representing a safety concern. The garage entrance will likely need to be wider so that the turning movements can start within the actual garage itself. **The applicant's engineer should be prepared to address this issue in testimony.**
- 6.2. **Additional Comments.** Other comments relating to traffic signals, public improvements and site remediation are deferred to the Board Engineer.

7. Lighting

- 7.1. **Lighting Height.** Per 2.1.C.7, all free-standing light fixtures shall be no higher than 20 feet above grade. The plan proposes lights to be mounted on the building wall at 19 feet above grade. The plan complies.



- 7.2. **Lighting at Property Lines.** Per 2.1.C.7, maximum illumination of 1.0 footcandles at all property lines is permitted. The plan proposes maximum illumination of 3.9 footcandles at two spots in E. 19th Street and 3.0 footcandles at the applicant's property line at the retail store entrance, but does not exceed 1.0 footcandle at property lines abutting any other lot. **The applicant's engineer should provide testimony for the rationale behind the excessive illumination. A design exception is required.**
- 7.3. **Lighting Type.** Per 2.1.C.7, light fixtures shall be shielded and utilize metal halide, LED or other white light source. The plan proposes a wall-mounted LED light fixture with a bell shade and color temperature of 3000°K, which is acceptable. The plan complies.
- 7.4. **Lighting on Standard Place.** No lighting is proposed on the rear of the building on Standard Place, where an existing streetlight at the end of the alleyway is proposed to remain. However, lighting calculations of 0.0 are proposed along the rear of the building. **Lighting of doorways and parking garage entrances along Standard Place is recommended to maintain safety and security in the alleyway.**

8. Trash and Recycling

- 8.1. **Trash/Recycling.** Per §2.1.C.8, all trash, recycling and refuse storage shall be fully enclosed within the building or, if outside, screened by a six-foot masonry wall. Trash and waste storage is proposed in an enclosed room accessed from Standard Place. The plan complies. **The applicant should testify as to the process for waste storage and removal. Given the proposed arrangement, our assumption is that garbage collection will be by private trash hauler. The applicant should confirm this understanding.**

9. Open Space and Recreation

- 9.1. **Open Space and Recreation Requirement.** Per §2.1.C.10, a minimum of 7,500 square feet of open space and recreation facilities are required in the Redevelopment Area. Per the Redevelopment Plan, the open space requirement may be met by terracing, roof top gardens, water features, green walls, landscape areas, and art exhibit space open to the public. The plan proposes 11,529 square feet of recreation area on the fourth floor rooftop and thirteenth floor rooftop comprising a swimming pool, a dog run, lounge areas, table games, and landscaping.

10. Signs

- 10.1. **Proposed Multi-Family Sign.** Per §2.1.C.12.i, signage for multi-family dwellings shall be limited to one principal architectural wall sign affixed to the elevation fronting Avenue E, Standard Place, or East 19th Street. Maximum sign area shall be no more than 100 square feet. The plan proposes one façade sign above the lobby entrance with an area of 50 square feet. The plan complies.
- 10.2. **Proposed Address Sign.** Per §2.1.C.12.ii, secondary signage for multi-family dwellings shall have a maximum sign area of 40 feet. The plan proposes one 15-square-foot secondary sign measuring 1'9" by 7'4" and depicting the street address number near the lobby entrance on Avenue E. While the Redevelopment Plan does not specify sign requirements for



address signs, sign requirements apply to street signs exceeding eight inches by twelve inches per §35-25.2.a.1 of the City Code. The plan complies.

- 10.3. **Proposed Retail Sign.** Per §2.1.C.12.iii, all nonresidential permitted uses and tenants shall be limited to one wall, window, or awning sign per frontage, with a maximum of 25 square feet per frontage. The plan proposes one retail sign on Avenue E, measuring 1'9" by 15', or 26.25 square feet. **A variance is required for sign area. Given the scale of the building and the size of the sign to its architectural elements, we have no objection to the slightly larger sign area.**
- 10.4. **Proposed Signs, Design.** Per §2.1.C.12.iii, design of all commercial signs shall be coordinated and of a similar design as to type, size, materials, illumination, design and appearance. **While only one commercial sign type is proposed, testimony to the general design details of both residential and nonresidential signs is recommended.**
- 10.5. **Vehicular and Parking Signage.** The applicant should provide details and dimensions of all vehicular signs and parking signs.

11. Landscaping

- 11.1. **Proposed Street Tree Species.** The plan proposes six street trees on E 19th Street consisting of Eastern Hop Hornbeam (*Ostrya virginiana*) and two serviceberry trees (*Amelanchier canadensis* 'Robin Hill') on Avenue E. **Serviceberry is a fruit-producing tree, which is not ideal for highly trafficked pedestrian areas such as public sidewalks. The applicant could consider *Acer campestre* (Hedge Maple) or *Gleditsia tricanthos x inermis* "Shademaster".**

12. Development Fees for Affordable Housing

- 12.1. **Development Fee:** The applicant is responsible for development fees to be paid to the City's housing trust fund. **The applicant will be required to pay these fees per the requirements of the development impact fee ordinance of the City of Bayonne and §2.1.E of the Redevelopment Plan as a condition of approval.**

13. Consideration of the "C" Variance

- 13.1. **Overall Comment.** 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.
- 13.2. **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.

13.3. **Consideration of the Negative Criteria.** Should the applicant satisfy the positive criteria, it must also be demonstrated that 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.

SUMMARY

14. Applicant / Owner / Consultants

- 14.1. **Applicant.** 197 Avenue E Urban Renewal, LLC. 3799 Route 46 East, Suite 104, Parsippany, NJ 07054. Tel: 917-361-7121.
- 14.2. **Owner:** Fulton Bayonne, LLC; Anak Bayonne 197 E, LLC. 3799 Route 46 East, Suite 104, Parsippany, NJ 07054. Email: shai@anakdevelopment.com. Tel: 917-361-7121.
- 14.3. **Attorney.** Michael Miceli, Esq. Prime & Tuvel, 1 University Plaza, Suite 500, Hackensack, NJ 07601. Email: mike@primelaw.com. Tel: 201.883.1010.
- 14.4. **Engineer.** Craig Peregoy, PE, Dynamic Traffic. 245 Main Street, Suite 110, Chester, NJ 07930. Email: cperegoy@dynamictraffic.com. Tel: 908.879.0222.
- 14.5. **Planner.** Charles Heydt, PP, Dresdner Robin. 1 Evertrust Plaza, Suite 901, Jersey City, NJ 07302. Email: mneuls@dresdnerrobin.com. Tel: 201.217.9200. Facsimile: 201.217.9607.
- 14.6. **Architect.** Bruce Stieve, AIA, Marchetto Higgins Stieve. 1225 Willow Avenue, Hoboken, NJ 07030. Email: bstieve@mhsarchitects.com. Tel: 201.795.1905.

15. Materials Reviewed

- 15.1. *City of Bayonne Application for Development Form*, with attachments, dated November 10, 2022.
- 15.2. *Statement of the Applicant*, undated.



- 15.3. City of Bayonne Resolution P-18-008.
- 15.4. *Traffic Impact Study*, prepared by Dynamic Traffic, LLC, dated October 7, 2022.
- 15.5. *Stormwater Management & Engineers Report*, prepared by Dresdner Robin, dated September 2022.
- 15.6. *Preliminary/Final Site Plan for The Standard*, 15 sheets, prepared by Matthew J. Neuls, PE, Dresdner Robin, dated November 2, 2022.
- 15.7. *Architectural Drawings for Peninsula Lofts*, 14 sheets, prepared by Marchetto Higgins Stieve, dated November 2, 2022.
- 15.8. *Topographic & Location Survey*, one sheet, prepared by James Kuhn, Clearpoint Services LLC, dated March 16, 2022.

16. Relief Required

16.1. Variances:

- §2.1.B.1.iii Minimum Lot Width
- §2.1.B.1.v Maximum Lot Coverage
- §2.1.B.2.i Maximum Building Height (Feet)
- §2.1.C.2.3 Street Furniture
- §2.1.C.12.iii Sign Area (Retail)

16.2. Design and Performance Exceptions:

- §2.1.C.7 Maximum Illumination in excess of 1.0 Footcandle

16.3. Conditions of Approval:

- Revised plan to meet electric vehicle mandatory requirements.
- Lighting of Standard Place to an average of 1.0 footcandle.
- Details of all traffic pavement markings and signs.
- Payment of development fees to the City's housing trust fund.
- Approval from City Council for any retail window projection into public ROW
- Coordination with City Engineer, City Planner and the Department of Public Works for bump outs, if approved.
- Replacement for Serviceberry tree.

Note that additional variances and exceptions may be identified by the Board or the other professionals employed by the Board. The same applies to the conditions of approval.

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

