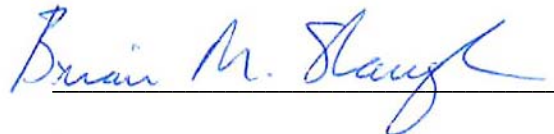


Review 2

Mahalaxmi Bayonne Urban Renewal, LLC
General Development Plan Amendment

Application P-23-017
Harbor Station South Redevelopment Area (HS-2 District)
One Flagship Street
Block 751, Lots 1.11, 1.14, and 1.15

Prepared for the City of Bayonne by:



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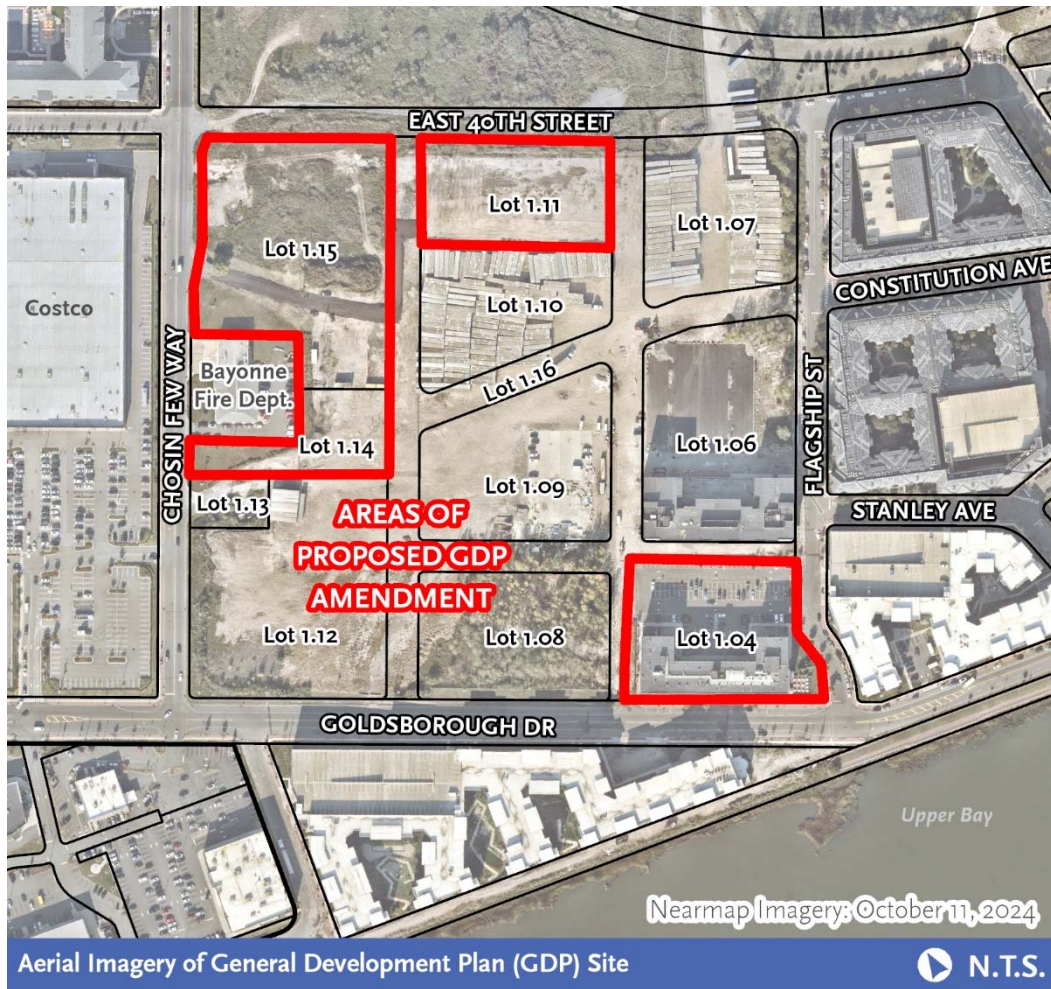
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1. GDP SUMMARY AND BACKGROUND

1.1. **Summary of Proposal.** The applicant is proposing an amendment to a previously approved General Development Plan (GDP) within the Harbor Station South Redevelopment Area (HS-2 District). The site is bound by East 40th Street to the north, Goldsbrough Drive to the south, Flagship Street to the east, and Chosin Few Way to the west. The approved GDP was established by *Planning Board Resolution P-19-022*, adopted on September 23, 2019, for Mahalaxmi Bayonne Urban Renewal, LLC. The GDP encompassed 27.44 acres of Block 751; Lots 1.04, and 1.06-1.16. The proposed GDP amendment is limited to 6.24 acres on Lots 1.04, 1.11, 1.14, and 1.15. The remaining area of the original GDP approval is proposed to be modified in a separate application by Shree Lakshmi Vardayini Urban Renewal, LLC (Application No. P-24-003). The applicant proposes that 7 buildings be constructed in 7 phases, comprising a total of 4,900 dwelling units, 5,380 off-street parking spaces, 218 hotel rooms, and 48,615 square feet of open space. A public park is proposed on Lot 1.14. Lot 1.04 contains an existing building with 97 dwelling units and surface parking, which constitutes the first of two phases on the property.

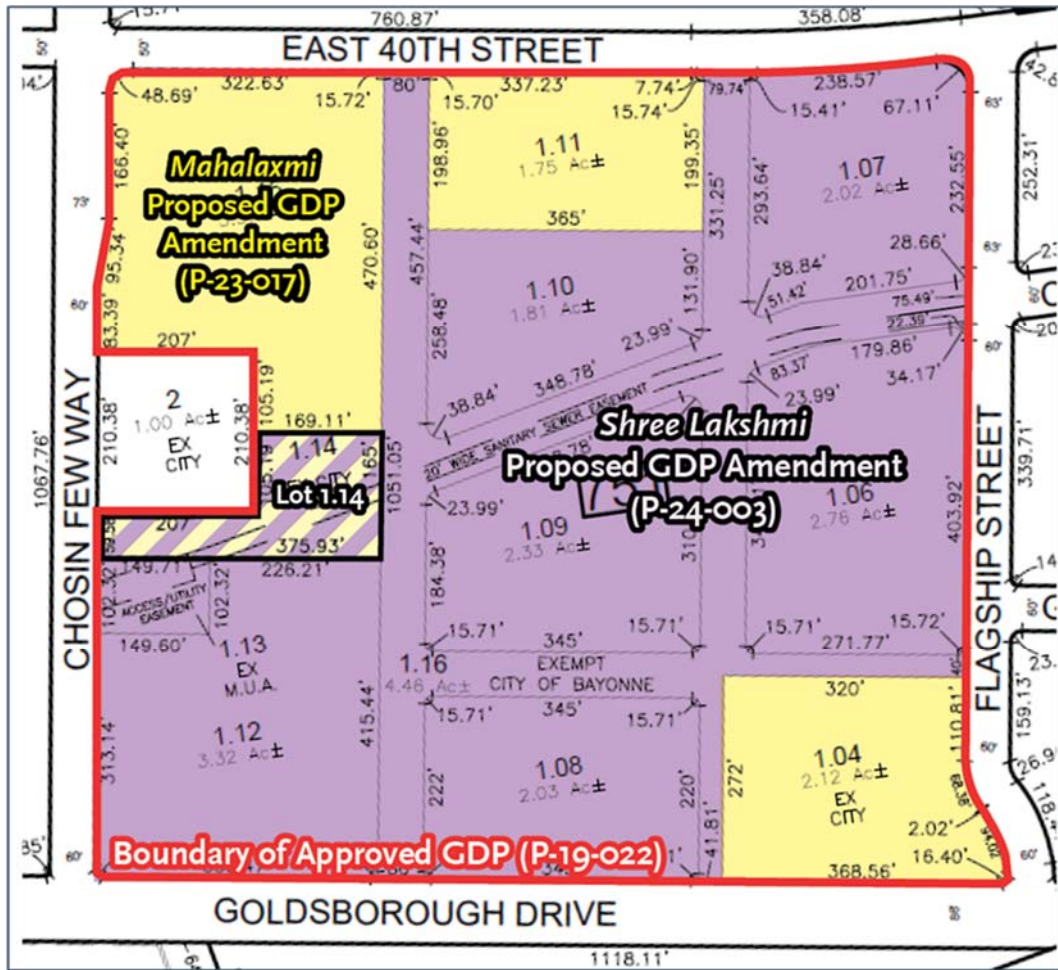
Figure 1. Aerial Imagery of Mahalaxmi Bayonne UR, LLC, Tract



- 1.2. Prior GDP Approval.** As noted, the Planning Board previously granted approval of a GDP to Mahalaxmi Bayonne Urban Renewal, LLC, on September 23, 2019, as memorialized in *Planning Board Resolution P-19-022*. The approved GDP permits 25 buildings containing 4,500 dwelling units, 74,985 sf. of retail floor area, a hotel containing 218 rooms, and building heights between 5 and 25 stories. The original GDP was granted vesting rights for 15 years from the date of approval, or through September 23, 2034. The boundary of the approved GDP is shown in red on Figure 2.
- 1.3. Concurrent GDP Application.** A separate GDP amendment application has been submitted by Shree Lakshmi Bayonne Urban Renewal, LLC (P-24-003), for Lots 1.04 and 1.06-1.16. The area of the GDP amendment requested by Shree Lakshmi is 19.65 acres and shaded purple in Figure 2. The Shree Lakshmi GDP amendment application proposes 17 buildings to be constructed in 14 phases, consisting of 11,900 dwelling units, 499,600 square feet of ground floor retail space, 500 hotel rooms, 13,054 off-street parking spaces, 135 on-street parking spaces, and 86,660 square feet of open space and/or building amenity space. The application includes the proposed street network (Lot 1.16) and open space (Lots 1.13 and 1.14). Elements of the Shree Lakshmi application are included within this report to better understand the full extent of changes and impacts of amendments to the approved GDP.
- 1.4. Application Procedural Issues.** The following procedural issues must be addressed before proceeding with any hearing or addressed during its hearing:
- 1.4.1. Lot 1.13 and Lot 2 are Not included in Either GDP Amendment.** Both lots are City-owned. Lot 1.13 was originally intended for utility use and Lot 2 is where the fire station is located. Since what is proposed are amendments, it means that what is being amended is the large majority of the original GDP, but not its entirety. **Any conditions, terms, obligations, bonding, phasing or other responsibilities with respect to these two lots from the original GDP will need to remain in full force and effect with any approved amendment.**
 - 1.4.2. Lot 1.14 is Double Counted.** Both applications for GDP amendment include Lot 1.14 in their open space calculations. The lot is owned by the City of Bayonne. **Lot 1.14 should be removed from this application unless it is removed from the Shree Lakshmi GDP application (P-24-003).**
 - 1.4.3. Lot 1.14 Owner’s Consent.** From an application standpoint, the appropriate City official must sign a consent form for the application to be considered by the Planning Board since these are owned by the municipality and included in the GDP amendment. Without this consent, the application may not proceed.



Figure 2. GDP Application Diagram



- 1.5. **Redevelopment Plan Amendments.** The site is located within the HS-2 Block of the Harbor Station South Redevelopment Plan, which was adopted as a separate subset of the Peninsula at Bayonne Harbor Redevelopment Plan in 2015 and subsequently amended in 2017, 2018, and 2024. The approved 2019 GDP was determined by the Planning Board to be consistent with the Redevelopment Plan as amended through 2018. In 2024, the Redevelopment Plan was amended to modify the redevelopment standards within the HS-2 District to expand the High-Rise sub-district to the entirety of the HS-2 District and permit maximum building heights of 625 feet and 50 stories.
- 1.6. **Constructed Development in the Existing GDP.** Development of the first phase of Lot 1.04 is complete and contains a five-story mixed-use building containing 97 dwelling units, ground-floor commercial uses, and 97 off-street surface parking spaces. Development of the southern portion of Lot 1.06 is under construction. Known as “Aquaview”, it is a six-story building that will house 159 dwelling units, 42 parking garage spaces, 120 surface parking spaces, and ground floor retail. Development is proposed on the north portion of the lot (Building E) as a part of this application.

1.7. **Other Approved Development in the Existing GDP.** Application P-22-018 submitted by Om Ganeesh Bayonne, LLC (an affiliated company of Mahalaxmi Bayonne Urban Renewal) proposed development on Lot 1.15 in the northwest corner of the tract at the intersection of Chosin Few Way and the extension of E. 40th Street. While the application showed eventual phasing for four towers on a six-story podium containing parking, non-residential space and residential amenities, only the first phase was requested in the application. This first phase consists of a single 26-story tower at the corner containing 281 apartments, no more than 8,000 sf. of retail space, and associated parking. The Planning Board approval on February 23, 2023 was contingent on approval of a revised GDP since this part of the tract was slated for the hotel and structured parking on the land use plan.

1.7.1. **Site Plan Approval and Conditions Relating to the GDP.** The Planning Board granted site plan approval to Om Ganesh, LLC, as memorialized by *Resolution P-22-018* for development of Lot 1.15. The Resolution approving the site plan indicated the following:

- *...The Applicant is proposing a new GDP relating exclusively to Lots 1.11, 1.14 and 1.15. No development is proposed for Lots 1.11 and 1.14 at this time.*¹
- *The Applicant has agreed to the following conditions of approval...Submittal of an updated General Development Plan phasing plan that reflects the conditions of the Site Plan application and all prior/future anticipated development.*²

2. GDP SUBMISSION REQUIREMENTS

Notwithstanding the issuance of a determination of completeness for the general development plan submission, there remain a number of deficiencies in the applicant’s submission in comparison to the standards found in §33-11.12 of the Bayonne City Code. In our experience in reviewing other general development plans and in crafting general development plan ordinances for municipalities, such information is necessary to properly vet the application so the impacts of development may be assessed and subsequently addressed by the applicant to forestall future problems created by the development. A summation of the submission follows:

2.1. **General Land Use Plan:** Pursuant to §33-11.12.b.1, *a general land use plan indicating the tract area and general locations of the land uses to be included in the Planned Development, shall be provided. The total number of dwelling units and amount of nonresidential floor area to be provided and proposed land area to be devoted to residential and nonresidential use shall be set forth. In addition, the proposed types of nonresidential uses to be included in the Planned Development shall be set forth, and the land area to be occupied by each proposed use shall be estimated. The density and intensity of use of the entire Planned Development shall be set forth, and a residential density and a nonresidential floor area ratio shall be provided.*

The submitted plans indicate the proposed general locations and types of land uses, the total number of dwelling units, and amount of nonresidential floor area. **However,**

¹ - *The City of Bayonne Planning Board Resolution P-22-018* adopted on February 22, 2023. Item 4 on page 2 of the resolution.

² - *ibid.*, Item 12.f on page 10 of the resolution in Schedule A.

calculations of nonresidential floor area ratio and residential density are not provided. The plans will need to be revised to provide this information.

- 2.2. **Circulation Plan:** Pursuant to §33-II.12.b.2, a circulation plan showing the general location and types of transportation facilities, including facilities for pedestrian access within the Planned Development and any proposed improvements to the existing transportation system outside the Planned Development shall be provided.

The Circulation and Zoning Plan (Sheet A0.02B) contains several overlapping line types that do not clearly indicate the boundary of sidewalks, open space areas, curblines, and lot lines. The plans should be revised for clarity.

No off-tract transportation improvements appear to be proposed. This is a rather critical issue for this development. The original Peninsula at Bayonne Harbor plan envisioned about 6,700 housing units in total for the redevelopment of the former Military Ocean Terminal. The near tripling of this number of housing units on HS-2, as well as the existing development in Harbor Pointe, Bayonne Bay, Bay 151, the Breton, and the anticipated Boraie development would likely put 20,000 housing units on the Peninsula. The applicant's traffic impact memo (which relies partly on the report prepared by Dol & Dean for the Shree Lakshmi application) paints an optimistic picture of the traffic impacts, but makes several assumptions, some that we question:

- 2.2.1. **Ferry Service.** The report points to the start of ferry service in 2025 and compares it to the Harborside ferry service in Jersey City. However, the ferry service in Jersey City operates eight boats and the service in Bayonne will only have one boat.
- 2.2.2. **Trip Generation.** The report utilizes the KRE development, Bay 151, and counted AM and PM peak hour traffic generated from the first two phases of the development, totaling 413 units (the third phase has 212 units). This is appropriate when there are unusual local circumstances and with this development catercorner to HS-2, well situated to serve as a test bed for the proposed development. The study hypothesizes that the unusually low traffic generated was its proximity to the 34th and 45th Street light rail stations, increased work-from-home opportunities since COVID-19 and consequently less passenger vehicle use for commuting.
- 2.2.3. **Commercial Space.** The observation that more workers are work-from-home than ever before suggests weak demand for office use, when then means that the commercial space will be retail sales and services (which includes food and beverage services). The 500,000 sf. in the traffic report is not accounted for, the applicant's traffic consultants reasoning that this space will be for the residents of the peninsula. This size does not include the already existing retail sales and services such as the Costo, Lidl, fitness center and ancillary services, nor those planned in other development blocks. This is equivalent to a regional shopping center in size or a larger power center. In an urban area, it will have a market area that is a minimum of 5 miles from the site, or the whole of Bayonne, Jersey City, Weehawken, parts of Newark and Elizabeth, even if Staten Island is not viewed as plausible. While a demographic analysis of the bedroom mix of existing



apartments built already has not been undertaken, the median household size should on the order of 1.8 persons per household, with an estimated population of around 36,000 people. Since the 5 mile radius from HS-2 encompasses, say, 600,000 people, stating that this amount of commercial development will only be for the people living on the former military base does not seem credible. To support this level of commercial space, it will have to have destination shopping, food and beverage sales to be viable and the traffic study should reflect outside trips onto the redevelopment area and contributing to trip generation.

2.2.4. Phased GDP Approval. The level of traffic generated by the Peninsula at Bayonne Harbor redevelopment is contractually limited by the Highway Access Management Permit (HAMP) issued by NJDOT to the City. The traffic impact report makes no mention of this important document. The proposed level of development in the GDP is several times the permitted level in the HAMP. What improvements may be required by NJDOT to Rt 440, or to other state roads is not stated or obvious. The unknowns represented by the GDP application in terms of circulation are sufficient, in our view, for the Planning Board, should it determine to approve the application, to prudently grant GDP approval in steps, and not to grant the entirety of the application before it. The Planning Board has this authority conveyed by the general development statute in the Municipal Land Use Law. The ability to pursue the next phase of development could be tied to the HAMP without first preemptively granting GDP rights – which are significant - first.

2.2.5. Proposed Improvements. The traffic report notes with approval the proposed Costco right turn in and right turn out directly from Rt. 440, but the right turn out does not meet the technical requirements for distance from the 40th Street Bridge abutment. A Plan B thus would appear to be necessary for some of the schematic improvements proposed for intersection striping and signalization.

2.3. Open Space Plan: Pursuant to §33-11.12.b.3, *an open space plan showing the proposed land area and general location of parks and any other land areas to be set aside for conservation and recreational purposes and a general description of improvements proposed to be made thereon, including a plan for the operation and maintenance of parks and recreational lands, shall be provided. [emphasis added]*

An open space plan has not been provided, although proposed open space is indicated on the plans. The plans propose approximately 48,615 sf., or 1.1 acres, of open space to be provided within areas between buildings and a public park on Lot 1.14. Other open space areas are proposed along street frontages and on narrow strips of land between buildings. **The plans do not include a general description of proposed open space improvements or plans for their operation and maintenance. The plans should be revised to indicate this information. If the City of Bayonne is to own, operate, and/or maintain any of the proposed open spaces, a letter from the public works director indicating provisional acceptance of this proposal shall be required. As discussed elsewhere in this report, the development of Lot 1.14 as a park in both GDP amendment applications shall be addressed. Any proposed**



open space shall be appropriately phased to coincide with the phasing of housing units so the recreation and open spaces needs of residents can be addressed.

- 2.4. **Utility Plan:** Pursuant to §33-II.12.b.4, a utility plan indicating the need for and showing the proposed location of sewage and waterlines, any drainage facilities necessitated by the physical characteristics of the site, proposed methods for handling solid waste disposal, and a plan for the operation and maintenance of proposed utilities, shall be provided.

A utility plan has not been submitted. This office defers to the Redevelopment/Waterfront Engineer regarding utilities. However, we note that sanitary sewerage conveyance is presently constrained in this area, and that water supply will be with the level of development represented by the two GDP amendments. One of the purposes of a GDP is to propose a feasible and phased approach to address these issues prior to the submittal of any site plan applications, so that the necessary infrastructure is preplanned and delays in development minimized. We also note that every other GDP that we have reviewed for other jurisdictions would have basic sizing of the underground utilities as well as of the utilities it was connecting to, in addition to a report that explained the rationale of the system, anticipated water and sanitary sewer demands, and what the existing capacities of the City were to supply such water or provide such conveyance and treatment. What has been provided is simply inadequate in comparison to typical standards of review for GDPs.

- 2.5. **Stormwater Management Plan:** Pursuant to §33-II.12.b.4, a stormwater management plan setting forth the proposed method of controlling and managing stormwater on the site, shall be provided.

A stormwater management plan has not been submitted. This office defers to the City Engineer regarding stormwater management. This requirement should be treated similarly to our comments on utility plans noted above.

- 2.6. **Environmental Inventory:** Pursuant to §33-II.12.b.6, an environmental inventory including a general description of the vegetation, soils, topography, geology, surface hydrology, climate and cultural resources of the site, existing man-made structures or features and the probable impacts of the development on the environmental attributes of the site.

An Environmental Impact Assessment has not been submitted. However, this office notes that the site has generally been prepared for redevelopment and has received prior GDP approvals.

- 2.7. **Community Facility Plan:** Pursuant to §33-II.12.b.7, a community facility plan indicating the scope and type of supporting community facilities which may include, but not be limited to, educational or cultural facilities, historic sites, libraries, hospitals, firehouses and police stations, shall be provided.

A Community Facilities Plan (C500) has not been provided. We believe this is shortsighted given the need to educate a portion of the population of about 36,000. Civic uses were built into the original redevelopment plans for this purpose. Since this will be by far the largest part of the repurposing in the military ocean terminal, it would be an appropriate



location to consider for a school in conjunction with the Bayonne Board of Education, or jointly providing space with the other redevelopment entity.

- 2.8. **Housing Plan:** Pursuant to §33-II.12.b.8, *a housing plan outlining the number of housing units to be provided and the extent to which any housing obligation assigned to the municipality pursuant to P.L. 1985, c. 222 (N.J.S.A. 52:27D-301 et seq.) will be fulfilled by the development, shall be provided.*

The number of proposed dwelling units is indicated on the plans. We note that §2.I.4 of the Redevelopment Plan specifically excludes the Redevelopment Area from the City's affordable housing ordinances and any obligation to construct affordable housing or make payments in lieu of construction.

- 2.9. **Local Services Plan:** Pursuant to §33-II.12.b.9, *a local service plan indicating those public services which the applicant proposes to provide and which may include, but not be limited to, water, sewer, cable and solid waste disposal, shall be provided.*

As previously noted, a utility services plan has not been provided. This office defers to the City Engineer regarding utilities and other local services.

- 2.10. **Fiscal Report:** Pursuant to §33-II.12.b.10, *a fiscal report describing the anticipated demand on municipal services to be generated by the Planned Development and any other financial impacts to be faced by the municipality or school districts as a result of the completion of the Planned Development, shall be provided. The fiscal report shall also include a detailed projection of property tax revenues which will accrue to the county, municipality and school district according to the timing schedule provided under paragraph 11 below, and following the completion of the Planned Development in its entirety.*

A fiscal report has been submitted. The report provides a projection of total revenue and per capita costs to municipal services. The report indicates that a payment-in-lieu-of-taxes (PILOT) is proposed. However, the fiscal impact analysis only shows net costs when the project is completed, not the revenue streams on a year-to-year basis as required by the ordinance.

- 2.11. **Phasing Schedule:** Pursuant to §33-II.12.b.II, *a proposed timing schedule in the case of a Planned Development whose construction is contemplated over a period of years, including any terms or conditions which are intended to protect the interests of the public and of the residents who occupy any section of the Planned Development prior to the completion of the development in its entirety, shall be provided.*

A phasing schedule has been provided on the plans in addition to cumulative phasing plan sheets. **The plans indicate the order and duration (36 months) of each phase, but do not indicate whether phases will be completed simultaneously or in sequence. The plans will need to be revised to provide this information. In addition, the information provided on the cumulative phasing plan drawings is minimal and difficult to discern. The lack of color variation, phase boundaries, and labels does not clearly distinguish each phase from earlier**

“completed” phases. An additional sheet showing all proposed buildings, improvements, and phase boundaries is required to be provided by ordinance.

- 2.12. **Municipal Development Agreement:** Pursuant to §33-II.12.b.12, a municipal development agreement, which shall mean a written agreement between the municipality and a developer relating to the Planned Development or in the case of an "area in need of redevelopment" designated in accordance with the Local Redevelopment and Housing Law. N.J.S.A. 40A:12A-1 et seq., a redevelopment agreement between the designated redeveloper and the redevelopment entity, shall be provided.

A municipal and/or redevelopment agreement was not included in the application submission, even in draft form.

3. REVIEW OF PROPOSED GDP AMENDMENTS

- 3.1. **Proposed GDP Development.** The proposed GDP plan for this application is shown in Figure 3. Total quantifiable amendments to the approved GDP are shown in Table 1. In summary, the two applications propose a total of 524,332 square feet of commercial floor area, 16,800 dwelling units, 718 hotel rooms and 18,434 off-street parking spaces. Of the total, this application proposes 8 buildings to be constructed in 6 phases, consisting of 4,900 dwelling units, 5,380 off-street parking spaces, 218 hotel rooms, and 48,615 square feet of open space.

Table 1. Summary of Approved GDP and Proposed Amendments							
GDP / Application	Building Height (feet)	Building Height (stories)	Commercial Floor Area (Gross sf.)	Residential Floor Area (Gross sf.)	Dwelling Units	Hotel Rooms	Off-Street Parking Spaces
Approved GDP (P-19-022)	300	25	74,985	Not specified	4,500	218	5,248
Mahalaxmi Proposed GDP Amendment (P-23-017)	Not specified	50	24,732	Not specified	4,900	218	5,380
Shree Lakshmi Proposed GDP Amendment (P-24-003)	650*	50	499,600	9,617,217	11,900	500	13,054
Total of Proposed Amended GDP's	650 (+350)	50 (+25)	524,332 (+449,347)	Unknown	16,800 (+12,300)	718 (+500)	18,434 (+13,186)

* Variance from Redevelopment Plan Standard

Figure 3. Proposed GDP



3.2. **Proposed Phasing.** Proposed phasing of the GDP is indicated in Table 2. The GDP indicates that there will be 7 phases of development, whereas the approved GDP contained 6 phases. Each phase includes a specified number of residential units, off-street parking spaces, hotel rooms (phase 5 only) and the duration for completion. At this time is unclear if these phases will occur concurrently or sequentially. In accordance with City ordinance at §33-II.12 a.3:

Approval of a General Development Plan, which shall specify land use types, density ranges and other pertinent site data for the entire tract, confers upon the applicant and the City such rights as set forth in N.J.S.A. 40:55D-45.1 et seq. for a period not to exceed 20 years from the date upon which the developer receives final approval of the first section of the Planned Development with the following provisions:

- (a) The approved General Development Plan shall not be changed with regard to the maximum total dwelling units, density ranges and uses unless approved by the Planning Board as provided herein.
- (b) The general location and specifications for the approved major collector roads shall not be changed, unless approved by the Planning Board as provided herein.
- (c) The General Development Plan shall set forth the permitted number of dwelling units, the amount of nonresidential floor space, the residential density and the nonresidential floor area ratio for the Planned Development, in its entirety, according to a schedule which sets forth the timing of the various sections of the development, prototypical concept plans of each housing type and site constraints. Except as otherwise provided for by the applicable redevelopment plan, Municipal Land Use Law or any statute or regulation or ordinance adopted pursuant thereto, following the effective date of the approval, the Planned Development shall be developed in accordance with the General Development Plan approved by the Planning Board. [emphasis added]

We have quoted this provision because whereby the Municipal Land Use Law posits these as discretionary contents of an ordinance, the City’s adoption of their general development plan requirements mandates these items for an application to be considered a GDP application – otherwise it is definitionally something else. Each of the underlined items above needs to be submitted before the Board may act on the application as a GDP.

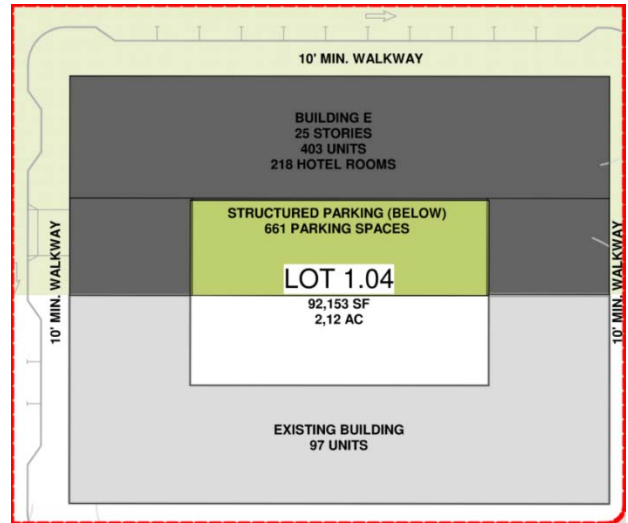
Table 2: Proposed Phasing of GDP

Phase	Lot(s)	Residential Units	Off-Street Parking	Hotel Rooms	Commercial Space (sf.)	Phase Duration
1	1.15	281	1,210	0	Unspecified	36 Months
2	1.15 1.14 ⁽¹⁾	819	0	0	Unspecified	36 Months
3	1.15	820	1,804	0	Unspecified	36 Months
4	1.15	820	0	0	Unspecified	36 Months
5	1.04	403	661 ⁽²⁾	218	Unspecified	36 Months
6	1.11	830	1,826	0	Unspecified	36 Months
7	1.11	830	0	0	Unspecified	36 Months
Total		4,900	5,380	218	27,732 sf. ⁽³⁾	252 months, or 21 years⁽⁴⁾

- (1) Development on 1.14 consists of a public park and does not include residential units, parking spaces, or commercial space.
- (2) The plans do not indicate whether the existing surface parking spaces for the existing 97-unit building are to be replaced by the proposed parking structure.
- (3) Proposed commercial space is not indicated in the phasing plan.
- (4) It is not indicated whether phases will occur concurrently or sequentially.

3.3. Changes to the Proposed GDP. The GDP submitted by the applicant includes the following changes. A summary of changes to this application and the concurrent GDP amendment application is provided in Table 1.

3.3.1. Lot 1.04. Lot 1.04 is the only parcel within the GDP that has been developed. An existing five story building with 97 units and 97 parking spaces³ was developed pursuant to a prior Board approval. Next to the building at its rear, “Building E” is indicated for future development, containing a 25-story building with 403 residential units and 218 hotel rooms, served by 661 parking spaces, that would be attached to the existing building to create one larger structure. Lastly, 3,120 sf. of commercial space is either proposed, existing, or would be a combination of both conditions. This is a change

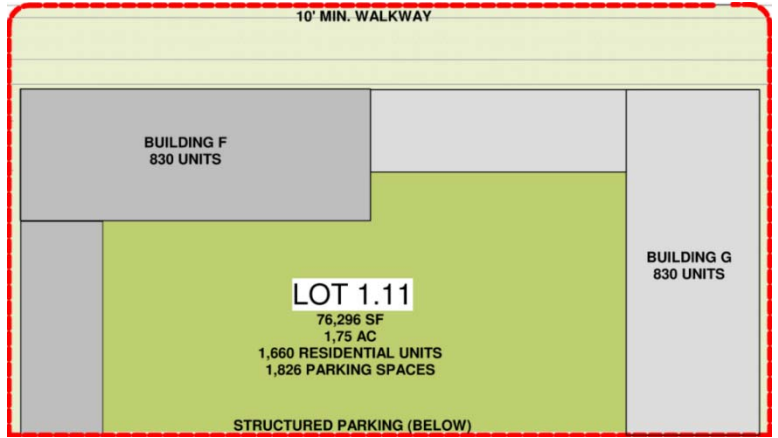


Lot 1.04 as indicated in the proposed amended GDP. The light gray area of the building has been developed.

from the original GDP. The original GDP included the 97-unit building, but the rear portion was originally indicated as “Building A2” and was intended to contain 12 stories with 272 residential units and 107 parking spaces. Additionally, this parcel was slated for 12,769 sf. of commercial space. **It is unclear from the GDP how the proposed amendment will affect the existing surface parking lot and the area between the existing building and proposed Building E.**

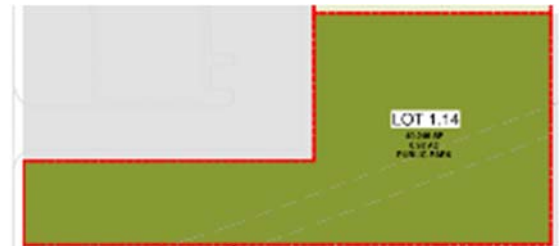
³ - This office has not reviewed the Resolution approving development on Lot 1.04 and is relying on application materials for existing unit and parking space counts.

3.3.2. **Lot 1.11.** Two buildings and structured parking are proposed on Lot 1.11. It consists of Buildings F and G, both of which are 50-story towers containing 830 residential units (for a total of 1,660 residential units). A parking structure is also proposed containing 1,826 parking spaces. The “Commercial Area Summary” table located on sheet 3 of the GDP indicates that Lot 1.11 will contain 6,229 sf. of commercial space. This is a change from the original GDP. The original GDP included a 10-story building labeled “Building D3” with 207 residential units on Lot 1.11. Additionally, a 76,296 sf. parking structure was proposed.



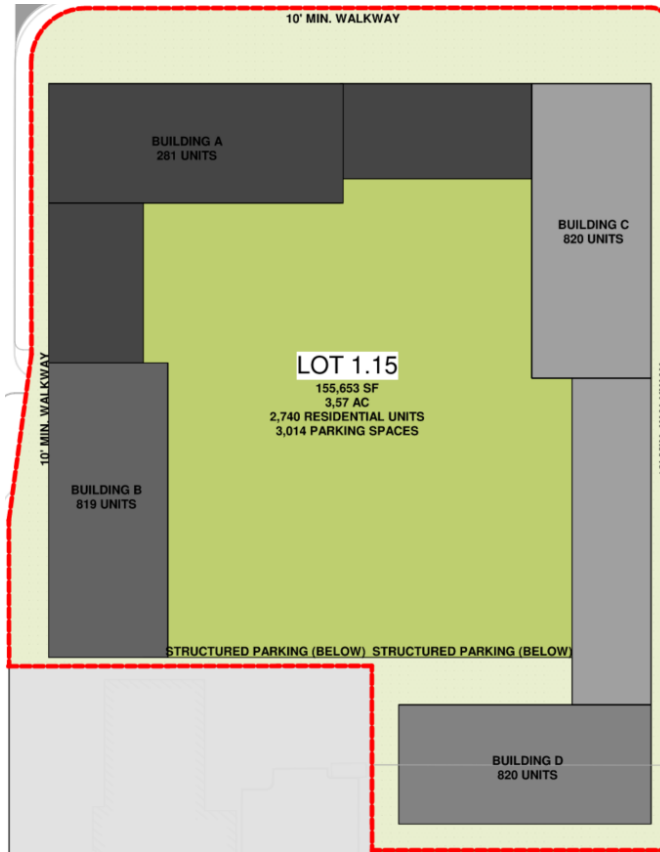
Lot 1.11 (above) and Lot 1.14 (below) as indicated in the proposed GDP.

3.3.3. **Lot 1.14.** Lot 1.14 is proposed to contain a public park encompassing the entirety of the parcel totaling 0.92 acre (40,246 sf.). This appears to be in line with the original GDP which was indicated as a “Park Lot” and encompassed the same area. **This lot is included in another application as noted elsewhere in this report.**



3.3.4. **Lot 1.15.** Lot 1.15 is proposed to contain four buildings, indicated as Buildings A, B, C, and D. the size of the lot is 3.57 acres. Building A was the subject of an approved site plan application in 2023. Building A is 26 stories and has 281 residential units. Building B is 50 stories and 819 units. Building C is 50 stories with 820 residential units, and Building D is 50 stories and contains 820 residential units. The total number of proposed residential units is 2,740. The GDP indicates there will be 3,014 total parking spaces in structured parking, though the configuration of the parking is unknown outside of the already approved Building A. The “Commercial Area Summary” table located on sheet 3 of the GDP plan indicates that Lot 1.15 will contain 15,383 sf. of commercial space.

This is a change from the original GDP. As detailed at the time of site plan application for Building A, the GDP previously contained a 10-story hotel with 218 rooms, two eight-story buildings with 91 residential units and 117 residential units, a six-story parking garage with 567 parking spaces, and a surface parking lot with 89 parking spaces.



Lot 1.15 as indicated in the proposed GDP. Building A (dark gray) received site plan approval.

- 3.4. **Consistency With Site Plan Approval.** The proposed GDP complies with condition 12.f of Resolution P-22-018 which required a new GDP be submitted which reflects the site plan approval (see 2.1.4 which includes Building A) and all prior (see 2.1.1. regarding Lot 1.04) and future development. The resolution also stated as a fact that this is a new GDP relating exclusively to Lots 1.04, 1.11, 1.14, and 1.15. **However, aside from the fiscal report and traffic impact assessment, this GDP application does not indicate the future development of the overall HS-2 District and how the modifications in this application affect the other, approved parts of the GDP, both visually and functionally, such as phasing, building orientation, open space, and circulation. It also does not address the continued ownership of Lot 1.14 by the City.**

4. COMPLIANCE WITH REDEVELOPMENT PLAN

4.1. **Compliance with Redevelopment Plan Standards.** Table 3 indicates the application’s compliance with the development standards of the Harbor Station South Redevelopment Plan (HS-2 District) in comparison to the previously approved GDP. The plans indicate that 50 stories are proposed for each building. **Maximum proposed building height in feet is not provided.** The plans should be revised. In addition, the “Zoning Compliance” tables on the plans indicate conformance with the 2015 Harbor Station South Redevelopment Plan but contradict other tables on the plans that utilize the amended standards of the Redevelopment Plan, as adopted in 2024, that expanded maximum building height. **The plans shall be revised to resolve these conflicting standards.**

Standard	Required	Approved (P-19-022)	Proposed	Complies?
General Development Area (acres)	-	27.44	5.61	-
Max. Building Height (feet)	625	300	Unspecified	Unknown
Max. Building Height (stories)	50	25	50	Yes
Max. Impervious Coverage	90%	90%	90%	Yes
Min. Open Space Coverage (net land area)	15%	15% ⁽¹⁾	Unspecified⁽²⁾	Unknown
(1) 147,865 sf. open space was approved on net land area of 22.63 acres (2) The plans indicate that the minimum required (48,615 sf.) will be provided via Lot 1.14 as open space. However, Lot 1.14 is included within the concurrent application (Shree Lakshmi, P-24-003)				

4.2. **Additional Standards Applying to the HS-2 Block.** Section §2.6.2.1 of the Harbor Station South Redevelopment Plan establishes design requirements for tower-on-podium buildings in the HS-2 District. **It is unclear from the plans whether the proposed buildings comply with the design standards for high rise buildings. At this time it is not possible to determine if the requested GDP submittal meets these standards.**

4.3. **Proposed Buildings.** Tables 4 and 5 include a summary of proposed development by building and lot for Mahalaxmi (this application) and Shree Lakshmi (P-24-003), respectively. Table 6 provides the total number of dwelling units, parking spaces, and floor area estimates for the entirety of the GDP and HS-2 District.

4.4. **Proposed Open Space.** Pursuant to §2.6.3 of the Redevelopment, 15% of the net land area (excluding roadways, the firehouse, and pump station) must be reserved for open space. The GDP proposes open space of 17.6% (150,271 square feet, or 3.43 acres) of the 19.65-acre site, excluding any amenity space within buildings. **The inclusion of Lot 1.14 in both GDP amendment applications must be rectified to accurately calculate the total proposed**

open space coverage. Testimony is recommended regarding the narrow areas indicated as open space between proposed buildings, which do not appear to meet the definition of open space in the redevelopment plan based on the information provided in the application.

- 4.5. **Bicycle Facilities.** While the Harbor Station South Redevelopment Plan encourages bicycle facilities and bicycle parking on the Hudson River Waterfront Walkway, there is no requirement that the applicant provide bicycle facilities within the HS-2 District. However, the proposed total increase in density (12,300 additional units / +350%) is significant and warrants the consideration of bicycle facilities to mitigate the impact of increased vehicular traffic on the Peninsula. **This office recommends the submitted traffic studies be revised to consider bicycle facility improvements. Parallel parking-protected bike lanes, standard striped bike lanes, and off-street bike paths are strongly encouraged to provide bicycle connections between the proposed greenway, existing Hudson River Waterfront Walkway, and off-tract destinations.**

Table 4. Proposed Building Summary (Mahalaxmi, P-23-017)

Existing Lot	Proposed Buildings / "Parcels"	Proposed Max. Building Height (Stories)	Proposed Commercial Floor Area (Gross sf.)	Proposed Residential Floor Area (Gross sf.)	Proposed Dwelling Units	Proposed Hotel Rooms	Proposed Off-Street Parking Spaces
1.04	E	50	unknown	Not	403	218	443
	Existing Building	5	unknown	unknown	97	0	97 (surface)
	Lot Total	50	3,120	unknown	500	218	540
1.11	F	50	unknown	unknown	830	0	1,826
	G	50	unknown	unknown	830	0	0
	Lot Total	50	6,229	unknown	1,660	0	1,826
1.15	A	26	unknown	unknown	281	0	1,210
	B	50	unknown	unknown	819	0	0
	C	50	unknown	unknown	820	0	1,804
	D	50	unknown	unknown	820	0	0
	Lot Total	50	15,383	unknown	2,740	0	3,014
Mahalaxmi Total		50	24,732	unknown	4,900	218	5,380

Table 5. Proposed Building Summary (Shree Lakshmi, P-24-003)

Existing Lot	Proposed Buildings / "Parcels"	Proposed Building Height (Stories)	Proposed Commercial Floor Area (Gross sf.)	Proposed Residential Floor Area (Gross sf.)	Proposed Dwelling Units	Proposed Hotel Rooms	Proposed Off-Street Parking Spaces
1.06	B1	6	8,745	184,227	159	0	46
	B2	50	29,800	863,086	1,053	0	0
	B3	50	18,250	871,758	1,040	0	945
	Lot Total	50	56,795	1,919,071	2,252	0	991
1.07	C1	45	17,400	639,257	761	0	0
	C2	40	20,100	619,647	803	0	0
	C3	20	28,100	200,305	261	0	1,437
	Lot Total	45	65,600	1,459,209	1,825	0	1,437
1.10	D1	50	27,675	830,093	982	0	1,784
	D2	25	37,900	263,784	307	0	0
	Lot Total	50	65,575	1,093,877	1,289	0	1,784
1.09	F1	50	43,200	760,564	910	0	1,158
	F2	35	73,480	848,536	992	0	0
	Lot Total	50	116,680	1,620,437	1,902	0	1,158
1.08	G1	50	33,200	752,898	919	0	2,964
	G2	35	52,600	702,728	886	0	0
	Lot Total	50	85,800	1,455,626	1,805	0	2,964
1.12	H1	50	47,450	768,941	1,163	0	3,646
	H2	45	23,850	875,219	1,039	0	1,074
	H3	35	0	89,742	100	0	0
	H4	40	37,850	346,432	525	0	0
	H5	20	0	0	0	500	0
	Lot Total	50	109,150	2,080,334	2,807	500	4,720
Shree Lakshmi Total		50	499,600	9,617,217	11,900	500	13,054

Table 6. Proposed Building Summary (GDP Total, Shree Lakshmi and Mahalaxmi)						
	Proposed Max. Building Height (Stories)	Proposed Commercial Floor Area (Gross sf.)	Proposed Residential Floor Area (Gross sf.)	Proposed Dwelling Units	Proposed Hotel Rooms	Proposed Off-Street Parking Spaces
GDP TOTAL	50	524,332	unknown	16,800	718	18,434

5. SUMMARY

5.1. Impediments to Approval. The applicant is proposing a significant increase in development within the HS-2 District than what was approved in the original GDP. This office has numerous comments related to the information required to be submitted in a GDP application. Due to the wording of the City ordinance, without these submission items, the application is not, by definition, a GDP application (see Sections 2 and 3.2 of this report). Several components are necessary to fully understand the relationship and impacts of the proposed GDP amendments of the concurrent application requesting amendment to the previously approved GDP.

5.2. Original GDP. We are in agreement with the Redevelopment Engineer that the original GDP must be rescinded, and with it the Om Ganeesh site plan approval, which is dependent on it. The only other means of addressing the issue is for one applicant to be designated the master redeveloper and the other entity a subordinate redeveloper.

6. MATERIALS REVIEWED

- 6.1. *Application Form* and related documents, dated August 11, 2023.
- 6.2. *City of Bayonne Planning Board Resolution P-22-018*, adopted February 22, 2023 (Site Plan Resolution).
- 6.3. *City of Bayonne Planning Board Resolution P-19-022*, adopted September 23, 2019 (Original GDP Resolution).
- 6.4. *Narrative Statement*, undated.
- 6.5. *General Development Plan for harbor Station South*, 12 sheets, prepared by Jorge Mastropietro and Ahmed A. Emara, Mastropietro + Emara, dated September 20, 2024.
- 6.6. *Preliminary/Final Site Plan for Development Block E, Chosin Few Way*, 16 sheets, prepared by Matthew J. Neuls, PE, Dresdner Robin, dated October 28, 2022, revised to July 28, 2023.

7. OWNERS/APPLICANT/PROFESSIONALS

7.1. Applicant. Mahalaxmi Urban Renewal Bayonne, LLC, 109 Walnut Street, Roselle Park, NJ 07204. Tel: 908.245.6264.

- 7.2. **Owner.** Ramani Group. 109 Walnut Street, Roselle Park, NJ 07204. Tel: 908.245.6264. Email: hiren@rmanigroup.net
- 7.3. **Attorney.** Donald M. Pepe, Esq. Scarinci | Hollenbeck. 331 Newman Springs Road, Building 3, Suite 310, Red Bank, NJ. Tel: 732.568.8370. Email: dpepe@sh-law.com
- 7.4. **Engineer.** Matthew J. Neuls, PE. Dresdner Robin. 1 Evertrust Plaza, Suite 901, Jersey City, NJ. Tel: 201.297.4205. Email: mneuls@dresdnerrobin.com
- 7.5. **Planner.** Charles Heydt, PP. Dresdner Robin. 1 Evertrust Plaza, Suite 901, Jersey City, NJ. Tel: 973.384.1071. Email: cheydt@dresdnerrobin.com
- 7.6. **Surveyor.** Insite Surveying, LLC. 1955 Route 34, Suite 1A, Wall, NJ. Tel: 732.531.7100.

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