

FIRST COMPLIANCE REVIEW – ENGINEERING

OWNER: TOGUS URBAN RENEWAL, LLC. / APPLICANT: 1888 STUDIOS, LLC.

**TEXACO REDEVELOPMENT AREA
PRELIMINARY & FINAL MAJOR SITE PLAN
AND MINOR SUBDIVISION APPLICATION**

**BLOCK 332, LOT 3; BLOCK 360, LOT 2;
BLOCK 390, LOTS 1 & 2; AND BLOCK 391, LOT 1
CITY OF BAYONNE, HUDSON COUNTY, NEW JERSEY**

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Engineering Progress

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MATRIX JOB NO. 13-454-28



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INTRODUCTION

Matrix New World Engineering, Land Surveying and Landscape Architecture, P.C. (Matrix) has performed a review of the Preliminary and Final Major Site Plan and Minor Subdivision application (the “Application”) submitted by 1888 Studios, LLC. (the “Applicant”) and Togus Urban Renewal, LLC. (the “Owner”) for proposed redevelopment of a portion of the property regulated by the Texaco Redevelopment Plan (see Table 1 and Figure 1).

Table 1 : Subject tax parcels

Block	Lot	Street Address	Description	Lot Size (Acres)
332	3	N/A (Water Area)	Riparian Grant (Water)	5.0
360	2	Avenue A		10.9
390	1	Avenue A & West 1 st Street		33.3
390	2	N/A (Water Area)	Newark Bay (Water)	10.7
391	1	Avenue A & West 1 st Street		15.3
Total Approximate Site Area (per Tax Maps)				75
Approximate Water Area				17
Approximate Upland Area				58



The Texaco Redevelopment Plan was initially adopted on September 16, 2015, with subsequent revisions on in June of 2019 and September 2020, which is the latest. The proposed Project involves five of the Redevelopment Plan’s thirteen parcels (the “Project Site”).

The Project Site is vacant and presently undergoing active site remediation and bulk fill activities to elevate its ground surface. The Project Site lies within multiple FEMA-designated Special Flood Hazard Areas (SFHA), including a “Coastal A” designation (subject to wave impacts) across the entire Site. The Applicant proposes to raise the site to eliminate these designations.

The Applicant requests Preliminary and Final Major Site Plan and Minor Subdivision approval to redevelop the vacant Project Site into a production studio complex (the “Studio”) comprised of sound stage buildings with offices, mill/stage production buildings, a post-production office building, as well as a lighting and grip building, a central utility plan, utility yard, refuse and recycling area, and a facilities yard to support the studios.

The proposed main entrance to the Site lies at the intersection of Avenue A and West 1st Street, and will be a boulevard-style roadway that will elevate from the intersection’s existing low elevations (~2-1/2 feet above normal high tide) to an average site elevation of approximately + 26 feet). A secondary entrance that will provide public access to the waterfront will exist at the intersection of Avenue A and the unimproved West 2nd Street.

As noted above, the Studio development will be superelevated above the surrounding neighborhood by as much as 20 feet, providing both flood resiliency and operational separation from the proposed public waterfront walkway and adjoining streets/properties. The transition from existing grades to elevated grades would occur entirely within the Project Site and accomplished with retaining walls around the development’s perimeter. A rendering of the development and its grade changes at the proposed entrance is presented in Figure 2. A rendering of the proposed grade change at the proposed waterfront walkway is illustrated in Figure 3.





Figure 3 : Rendering of elevation at waterfront walkway

In addition to the private, on-site improvements briefly summarized above, the Applicant proposes to construct public improvements around the Site's perimeter, resulting in approximately 3,000 feet of walkway and adjoining public open space improvements. Entry to the Studio will be controlled at manned security gates.

The Applicant has not presented phasing plans, and Matrix understands that the Applicant proposes to construct the Project in a single, uninterrupted phase.

It is noted that the Completeness Certificate issued for this Application had identified a deficiency related to the signed/sealed status of certain submittals. The deficiency has been resolved and the Application is complete, without reservation.

APPLICATION DOCUMENTS

The application package reviewed by Matrix includes the following:

1. City of Bayonne Preliminary and Final Site Plan Application Forms and supporting documents;
2. City of Bayonne Development Application Checklist and supporting documents;
3. Site Plan set, consisting of 52 sheets, entitled "*Application for Preliminary, Final Major Site Plan, and Minor Subdivision Plan, for 1888 Studios, LLC., Block 332, Lot 3; Block 360, Lot 2; Block 390, Lots 1 & 2; Block 391, Lot 1, Bayonne City, Hudson County, New Jersey,*" prepared by Craig P. Hermann, P.E. of Paulus, Sokolowski, and Sartor, LLC., dated November 8, 2021, last revised January 10, 2022;

4. Existing Conditions Plan, entitled “*Existing Conditions and Demolition Plan, Togus Bayonne Studio Complex, Block 390, Lots 1 & RG67; Block 391, Lots 1 & 2, Bayonne City, Hudson County, N.J.*,” prepared by Craig P. Hermann, P.E., of Paulus, Sokolowski, and Sartor, LLC., dated July 16, 2021;
5. Survey Plan sheet, entitled “*Boundary and Topographic Survey, Block 332, Lot 3; Block 360 Lot 2; Block 390, Lots 1 & 2; Block 391, Lot 1, City of Bayonne, Hudson County, New Jersey*,” prepared by Brad Joshnick, P.L.S. of Paulus, Sokolowski, and Sartor, LLC., dated November 10, 2021;
6. Architectural Plan set, consisting of 16 sheets, entitled “*Development Application – Architecture, 1888 Studios, LLC., Block 332, Lot 3; Block 360 Lot 2; Block 390, Lots 1 & 2; Block 391, Lot 1, Bayonne City, Hudson County, New Jersey*,” prepared by Jack L. Paruta, R.A. of Gensler, last revised January 10, 2022;
7. Stormwater Report, entitled “*Storm City water Management Report, prepared for Preliminary and Final Major Site Plan for 1888 Studios, LLC., Block 332, Lot 3; Block 360 Lot 2; Block 390, Lots 1 & 2; Block 391, Lot 1, City of Bayonne, Hudson County, New Jersey*,” prepared by Craig P. Hermann, P.E. of Paulus, Sokolowski, and Sartor, LLC., dated November 2021, last revised January 2022;
8. Overall Landscaping and Lighting Exhibit, entitled “*Overall Site Landscape and Lighting Exhibit, 1888 Studios, LLC., Block 332, Lot 3; Block 360 Lot 2; Block 390, Lots 1 & 2; Block 391, Lot 1, City of Bayonne, Hudson County, New Jersey*,” prepared by an unknown author of Paulus, Sokolowski, and Sartor, LLC., dated December 21, 2021, last revised January 10, 2022;
9. Landscape Rendering, entitled “*Waterfront Walkway Landscape Rendering, 1888 Studios, LLC., Block 332, Lot 3; Block 360 Lot 2; Block 390, Lots 1 & 2; Block 391, Lot 1, City of Bayonne, Hudson County, New Jersey*,” prepared by an unknown author of Paulus, Sokolowski, and Sartor, LLC., dated November 8, 2021, last revised January 10, 2022;
10. Site Landscaping Plan set, consisting of 3 sheets, entitled “*Landscape Planting Plan, 1888 Studios, LLC., Block 332, Lot 3; Block 360 Lot 2; Block 390, Lots 1 & 2; Block 391, Lot 1, City of Bayonne, Hudson County, New Jersey*,” prepared by Ian R. Hampson, L.L.A. of Melk Urban Design, LLC., dated January 6, 2022, last revised January 10, 2022;
11. Site Lighting Plan sheet, entitled “*Lighting Site Plan, 1888 Studios, LLC., Block 332, Lot 3; Block 360 Lot 2; Block 390, Lots 1 & 2; Block 391, Lot 1, City of Bayonne, Hudson County, New Jersey*,” prepared by an unknown author at Tillotson Design Associates, dated December 12, 2021, last revised December 13, 2021;
12. Environmental Impact Report, entitled “*Environmental Impact Statement, Submitted Pursuant to the Planning and Development Ordinance of the City of Bayonne, Article IV §33-4.9, for 1888 Studios, LLC., Block 332, Lot 3; Block 360 Lot 2; Block 390, Lots 1 & 2; Block 391, Lot 1, City of Bayonne, Hudson County, New Jersey*,” prepared by an unknown author at Paulus, Sokolowski, and Sartor, LLC., dated November 8, 2021, last revised January 7, 2022;
13. Submission cover letter from the Applicant’s Attorney, Matthew P. Posada, of Sills, Cummis & Gross, dated January 14, 2022;

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14. Exhibit Sketch of Walkway Terminus, entitled “SK-1, Waterfront Walkway Northern Terminus, 1888 Studios, LLC., City of Bayonne, Hudson County, N.J.,” prepared by an unknown author of Paulus, Sokolowski, and Sartor, LLC., dated January 10, 2022;
15. Flood Mitigation Improvements Sketch, entitled “SK-2, Avenue A Flood Resiliency Exhibit, 1888 Studios, LLC., City of Bayonne, Hudson County, New Jersey,” prepared by an unknown author at Paulus, Sokolowski, and Sartor, LLC., dated January 10, 2022;
16. Traffic Report, entitled “Traffic Impact Study, for 1888 Studios, LLC., Avenue A and West 1st Street, City of Bayonne, Hudson County, New Jersey,” prepared by Karl A. Pehnke, P.E., P.T.O.E. and Kerry A. Pehnke, P.E., both of Langan Engineering and Environmental Services, Inc., dated November 3, 2021, last revised December 27, 2021;
17. Predicted Site Noise Level Assessment, prepared by David Legenhausen, of Cerami & Associates, dated January 11, 2022;
18. Conceptual Signage Renderings, consisting of 12 drawings, prepared by Gensler, dated December 7, 2021;
19. Site Photos Memorandum (reproduced site photos from the Environmental Impact Statement), dated November 8, 2021, last revised January 10, 2022;
20. Deed Notices:
 - a. Deed Book 9379, Page 585; and
 - b. Deed Book 9379, Page 644.
21. Grants of Utility Easements:
 - a. Deed Book 3326, Page 288;
 - b. Deed Book 8919, Page 675; and
 - c. Deed Book 9168, Page 577.
22. Riparian Grants:
 - a. Deed Book 963, Page 218;
 - b. Deed Book 1031, Page 117;
 - c. Deed Book 1031, Page 120;
 - d. Deed Book 1034, Page 72;
 - e. Deed Book 1244, Page 506;
 - f. Deed Book 1745, Page 139;
 - g. Deed Book 2065, Page 317;
 - h. Deed Book 2151, Page 614;
 - i. Deed Book 2325, Page 344; and
 - j. Deed Book 2940, Page 828.
23. Termination of Deed Notice (Deed Book 9379, Page 573); and
24. Proof of taxes paid from the City.

Matrix offers the following comments concerning the application materials:

STATEMENT OF APPLICATION FOR PRELIMINARY AND FINAL MAJOR SITE PLAN

- No comments

STATEMENT OF APPLICATION FOR PRELIMINARY AND FINAL MINOR SUBDIVISION

- The minor subdivision application proposes to consolidate the subject parcels into one lot. As a condition of approval, the Applicant shall submit the proposed deed to the Board Engineer & City Attorney for review prior to recording.

ENGINEERING REVIEW – SITE/CIVIL PLANS (PS&S)

General Site Plan Comments

Parking

The Applicant proposes to provide parking in both surface lots and parking garages that is in excess of the Redevelopment Plan’s requirements. Table 2 itemizes the proposed parking and its compliance with the Redevelopment Plan.

Table 2 : Summary of proposed parking

Parking Provided				
Parking Facility	Standard Space	ADA Standard Space	ADA Van Space	Total Parking Provided
At-Grade	385	7	2	394
Garages P1 – P4	1,671	29	13	1,713
Public Access	20	0	0	20
Total	2,056	36	15	2,127
Parking Requirements and Compliance				
Site Use	Req’d. Parking	Site Area	Parking Required	
Sound Stages	1 space/2,500 SF	508,840 SF	204	
Production Support	1 space/600 SF	413,966 SF	690	
Back Lot Support / Mill / Lighting & Grip / Trash	1 space/5,000 SF	345,178 SF	70	
Creative (Accessory) Office	1 space/600 SF	204,010 SF	341	
Post-Production	1 space/600 SF	56,020 SF	94	
Public Access	n/a	n/a	20	
Total Parking Spaces Required				1,399
Total Parking Spaces Provided (Complies)				2,107
Electric Vehicle (EV) Requirement	4% of Surface Parking Spaces	394 spaces	16	

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- The Applicant shall provide testimony concerning the number of parking spaces. The proposed number of spaces (2,127) substantially exceeds the amount required by the Redevelopment Plan and also substantially exceeds the Traffic Impact Report's projection of the number of trips anticipated to occur in the peak hour (<1,200 peak hour trips).
- Applicant shall provide testimony demonstrating that the proposed EV parking spaces satisfy the requirements Model Statewide Electric Vehicle Ordinance, published by the DCA on September 1, 2021. This testimony shall address whether the 4% requirement should be applied to only the surface parking (as proposed) or the parking as a whole. Considering the trend toward EV uptake, Matrix believes that the proposed number of EV spaces is unlikely to satisfy future demand and that the Applicant should consider adding EV accommodation beyond the required minimums.
- The Applicant shall provide testimony concerning the adequacy of the proposed twenty public access spaces provided and whether this amount has been discussed with NJDEP. The Applicant shall provide at least one ADA public access parking space at this location. The Applicant shall evaluate the feasibility of parallel parking at the westernmost proposed public access spaces.
- No new parking is provided to access the walkway's eastern entrance, adjacent to the Bayonne Bridge. The Applicant shall provide testimony regarding the adequacy of existing parking and drop-off provisions necessary to service this entrance.
- The Applicant shall address parking comments made by the Consulting Board Planner.
- The Applicant shall provide testimony concerning safety provisions for pedestrian crossings at all garage entrances.

Street Frontage

- The Applicant has proposed no streetscape improvements along its frontage with Avenue A and West 1st Street. Architectural renderings (see Figure 2) represent that the frontage will be developed with a robust streetscape. The Applicant shall revise the plans to include streetscape improvements along the entirety of its public frontage that include sidewalks, street trees, decorative lighting and street furniture as necessary to accommodate the pedestrian and bicycle traffic anticipated to be generated by the proposed development. These improvements are mandated by Section B.6 of the Redevelopment Plan.

Public Open Space

- The Applicant should testify to the potential for a connection between the Project Site and Collins Park, underneath the Bayonne Bridge.

- The proposed 10 foot wide sidewalk that originates at West 1st Street and provides access to the waterfront public open space is a narrow passageway constrained by a 20 foot high retaining wall on the Studio side and the Bayonne Bridge's security fence on the other. This passageway presents both security and emergency access concerns, as well as a generally difficult means of pedestrian and bicycle access to the only portion of the public open space that is intended to accommodate an active use. The Applicant shall provide testimony concerning these matters.
- The Applicant has reserved a proposed open space near the northeast corner of the Site for Studio (private) open space and a future helipad that will be elevated above the adjoining waterfront walkway (see Figure 3). The Applicant should consider revising the layout and retaining wall location to make this part of the public open space attached to the walkway.

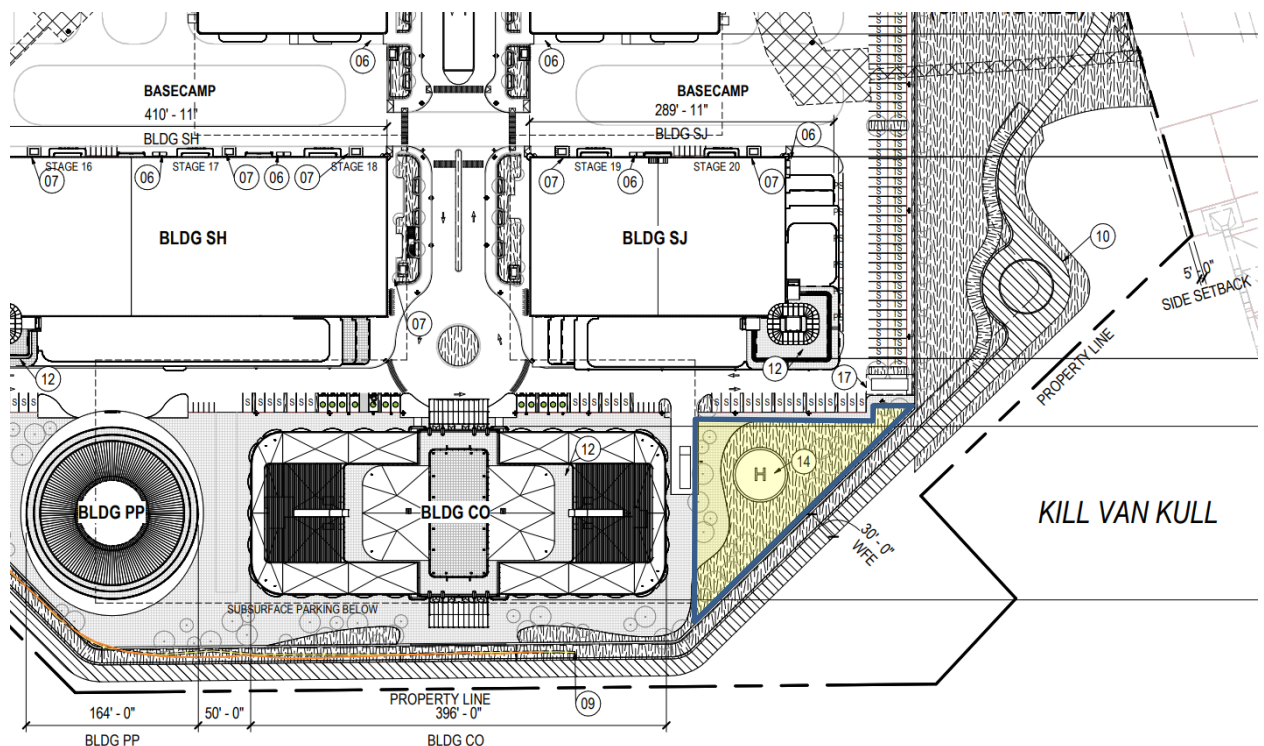


Figure 4 : Area of proposed private open space and potential future helipad.

- The Applicant has proposed active programming of the open space located near the Bayonne Bridge to consist of exercise equipment installations. The Applicant shall consult with the Board Professionals and the Director of Public Works to develop a park program that serves the needs of the community and considers the unique vantage points available from the property.

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- The Applicant has designed the public open spaces at a lower grade than the adjoining Studio development to create a physical separation and to preserve the connectivity of the waterfront experience. Matrix supports this approach. A consequence of this approach is that the public waterfront spaces will be periodically flooded and subject to wave forces. The Applicant shall provide testimony concerning the flood resiliency of the waterfront design, and the ability of the improvements to withstand the 1% annual chance storm event. This testimony shall include evidence that the electrical components associated with site lighting are floodproofed or elevated above the floodplain elevation.
- The Applicant shall provide testimony regarding the safe operation of the walkway and how it intends to patrol the walkway and park for public safety purposes, including any proposed limitations on hours of operation. Testimony shall consider any limits on restrictions that may be imposed by NJDEP.
- Matrix assumes that the walkway and public open spaces will be privately owned, operated and maintained by the Applicant. Matrix recommends that this responsibility be codified in the Redevelopment Agreement.
- The Applicant shall execute a public access easement in favor of the City across all elements of the public open spaces, including the access road and parking spaces. The access easement shall be in a form acceptable to the City Attorney.
- The Applicant shall address the potential for future development of a pier and ferry service in the location of the former industrial pier located on Newark Bay. The applicant shall confirm that the proposed development plan does not preclude the opportunity for pier development.
- The Applicant has submitted an exhibit illustrating the potential transition of the waterfront walkway to potential future development of the adjoining property to the north (“Caschem”). Matrix has no objection to this approach. However, the Site Plan shall be modified to incorporate the existing condition (e.g. use of retaining walls, fencing, etc.) in the event that development of the Caschem redevelopment has not occurred at the time of implementation of the Studio Project.

Flooding Improvements

Access to the Studio relies upon the flood-vulnerable intersection of Avenue A and West 1st Street. Roadway elevations at this intersection are as low as 2 feet above normal high water and experience regular flooding that is anticipated to worsen with projected sea level rise and increased intensity/frequency of storm events.

In response to Matrix’s concerns regarding this condition, the Applicant has provided a conceptual “Avenue A Flood Resiliency Plan” to mitigate the flooding problem. The conceptual plan

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contemplates a combination of road elevation, retaining walls, improved conveyance infrastructure, and stormwater pumps to mitigate the flooding risk. The proposed improvements are conceptual only, and represent a good faith effort to solve the issue. However, the proposed road raising presents potential access issues for the adjoining commercial establishments that have previously objected to similar solutions. In recognition of these challenges, Matrix offers the following conclusions based upon our evaluation of the engineering facts:

1. Mitigation of flooding at the Intersection is achievable, and multiple solutions are available.
2. The nature and extent of an engineering solution to flooding requires collaboration between the City, the Applicant and adjoining commercial uses.

Considering these circumstances, Matrix recommends the following conditions of approval (should approval be granted):

Applicant, in collaboration with the City Engineer and in consultation with the adjoining commercial property owners, shall develop the scope, design and contract documents for a flood mitigation improvement in the area of Avenue A and West 1st Street that is mutually beneficial to all parties to the extent practicable, and provides reasonable assurance that regular access to the Redevelopment Project will not be hindered by flooding.

The City professionals' efforts in this matter shall be funded by an escrow account that has already been established with the City under the Escrow Agreement between Togus Urban Renewal LLC, as Redeveloper, and the City of Bayonne dated March 21, 2021 (the "Escrow Agreement"), which Escrow Agreement covers "Reimbursable City Costs" (as defined in the Escrow Agreement), including for the City Engineer's design services on this matter.

The Redeveloper's obligations relative to the flood mitigation improvement, including their fair share contribution for its construction, operation and maintenance shall be as set forth in the Project's Redevelopment Agreement.

Traffic

- The proposed development will generate >1,100 peak hour trips. The Applicant's Traffic Impact Study anticipates that the proposed development can accommodate the increased traffic, with a recommendation that a) a traffic signal be installed at the intersection of Avenue A and West 1st Street, and b) adjustments to existing traffic signals on Avenue A and JFK Boulevard be made.

Matrix recommends that the City consider the Applicant's traffic recommendations in concert with other development that has occurred / is proposed to occur along the Avenue

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A / JFK Boulevard corridor to determine the scope of necessary improvements for a functional traffic corridor. The results of the evaluation should serve as the basis for determining the fair share contribution of both the Studio Applicant and other parties that are implicated. At a minimum, the Applicant shall be responsible for 100% of the costs associated with the recommended signal at the Avenue A / West 1st Street Intersection.

- The Applicant shall provide testimony concerning the truck traffic anticipated to occur in support of the Studio Operation, and shall confirm that the proposed buildings will not be permitted to be utilized for any purpose other than those specified in the application. Specifically, that the buildings will not be used as warehouse/distribution facilities.
- The Applicant shall provide testimony concerning the potential for security gate queues to back up into the adjoining roadways and how the potential encroachments would be mitigated.
- The above-referenced queuing concerns are also relevant to exiting vehicles, where queuing distances are less than 100 feet.
- The Applicant shall provide testimony concerning the potential to offer jitney service to nearby bus and light rail mass transit opportunities. Matrix strongly encourages provision of this service.

Pedestrian & Bicycle Circulation, Safety and ADA Compliance

The Studio use is unique and does not facilitate traditional internal traffic and pedestrian movements. The Applicant shall provide testimony concerning the adequacy of provisions for pedestrian and bicycle safety within the property, despite the lack of traditional safety provisions (e.g. sidewalks, crosswalks, etc.), inclusive of providing evidence of ADA compliance. The Applicant shall provide testimony on whether the slope of the main entrance to the Site (the “Paseo”) is accessible.

Flex Use

The Site Plan identifies certain building spaces as “Flex”. The Applicant shall provide testimony concerning the potential uses of this space.

“Central Plant”

The Site Plan identifies a “Central Plant” near the Site’s entry. The Applicant shall provide testimony concerning the contents of the Central Plant, its noise and emission characteristics, and any other characteristics that would affect the public.

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Conrail

The plan appears to require work on the adjoining Conrail Property (Block 511, Lot 6). The Applicant shall provide testimony concerning any coordination with Conrail and implications that the Site Plan would have upon the property.

Perimeter Retaining Wall

The Site's perimeter retaining wall will reach heights of up to 20 feet and is critical to the development's flood resiliency. However, the wall represents an aesthetic challenge. The Applicant has provided aesthetic relief along the entirety of the waterfront walkway, using landscaping improvements (see Figure 3). The submitted architectural renderings suggest that an attractive wall treatment will be implemented at the Project's entrance; however, the only retaining wall detail provided on the Site Plan is an unattractive modular block wall. The Applicant shall provide testimony concerning the aesthetic characteristics of the wall. Matrix recommends that the Applicant be required to provide an architectural masonry wall along the entirety of its frontage with public rights of way and along its entire length adjacent to the proposed public access roadway.



Figure 5 : Architectural rendering of proposed retaining wall at Studio Entrance.

Internal Streets and Utilities

Matrix assumes that all proposed streets and associated utilities will be private. Matrix further assumes that the waterfront access road will be a private street, with full public access. The Applicant shall provide a public access easement for the access roadway in a form acceptable to the City Attorney.

The Redevelopment Plan requires that the Applicant enter into a stormwater system operation and maintenance agreement with the City that requires the redeveloper to operate and maintain the storm water system in perpetuity and grants the City rights of access for inspection and right of

remedy in the event that the Owner does not perform. The agreement shall be recorded with the Hudson County Register.

The Redevelopment Plan requires that the Applicant collect and consolidate all wastewater flows for conveyance to appropriate City interceptors. Previous applications for redevelopment of the property have raised issues concerning the offsite sewer system and its capacity to handle sewer demand. The Applicant's Engineer, who was involved in the prior project, shall testify to this condition and advise how it will be resolved.

The Redevelopment Plan requires that the Applicant pay a pro-rata fair share contribution for off-site stormwater and wastewater infrastructure improvements to address potential drainage and sanitary impacts. Matrix recommends that this condition be memorialized in the Redevelopment Agreement.

The Applicant proposes to construct 60 foot tall light towers within the Studio property. This height requires a design variance, as the underlying City Ordinance governs and has a maximum height regulation of 30 feet.

Sustainability

The Applicant proposes to construct over 2.2M gross square feet of building space on the property. The Applicant shall provide testimony concerning the sustainability of building design and construction, including adherence to sustainable design rating criteria (if any).

SHEET-SPECIFIC SITE PLAN COMMENTS

Sheet C-1 – Cover Sheet

1. The Zoning Table indicates at least one of the proposed buildings will be 12 stories tall which does not correspond with the architectural plans. The Applicant shall revise the plans accordingly and provide testimony to clarify the discrepancy.
2. Erroneous references to HTMUA shall be eliminated.

Sheet C-6 – Overall Site Plan

1. Applicant shall be required to submit structural designs for approval for all site plan elements that require evidence of structural design (e.g., HRWW and associated shoreline/revetment improvements, retaining walls over four feet in height, large sign foundations, etc.).
2. The Applicant shall submit complete plans to the City of Bayonne Fire Department and/or Fire Official, as required. Matrix defers to the appropriate fire official for matters regarding fire apparatus circulation, fire lane striping and signage, hydrant locations and testing, etc. The Applicant shall provide proof of such coordination with the appropriate fire official.
3. All street designations identified as Avenues (e.g. “Avenue A”) shall be revised so as not to conflict with existing street names within the City of Bayonne. All street names are ultimately subject to approval by the City Council.

Sheet C-7 – Site Plan (Section A)

1. The public access parallel parking spaces do not satisfy the Redevelopment Plan requirements that all spaces be 9 feet wide. Applicant shall redesign or request a design waiver.
2. The 28-foot dimension at Sta. 5+00 appears to be mislabeled and shall be revised.
3. The Applicant shall revise the plans to provide stop bars, “STOP” text, and stop signs at both ingress-egress driveways.
4. There are multiple instances of ADA curb ramps directing pedestrians into traffic lanes with no signage or striping. The Applicant shall provide testimony concerning these instances and whether cross-walk striping, signage or other indicators are required.
5. There are multiple instances of two-way roads having a cartway width of only 20 feet. The Applicant shall provide testimony concerning the adequacy of this width.

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6. There are multiple instances of generator installations that occupy the entirety of the space between the cartway and the building (informal sidewalk). The Applicant shall provide testimony concerning the implications of this condition upon pedestrian safety.
7. The Applicant shall revise the plans to depict the required sight triangles for both the truck and car driveway access points to demonstrate that adequate sight distance is provided. The Applicant shall ensure that the proposed retaining walls, fencing, transformers, and any other site elements will not adversely impact sight distance. Specifically related to the wall and fence, the Redevelopment Plan requires that neither of these improvements impede safe sight distance.
8. The Applicant shall provide testimony as to the intended circulation for vehicles parking in one of the 20 spaces along the northern property line to access the HRWW. Specifically, it is unclear where the roadway (e.g. vehicular traffic) ends and the HRWW walkway (e.g. pedestrian traffic) begins. At a minimum, this area requires directional signage for public interpretation.
9. The Applicant shall provide signage identifying the proposed public access spaces as such and shall design signage text in accordance with NJDEP regulations.
10. The Applicant shall provide testimony concerning recommendations, if any, for provisions of vehicular passage bollards at the entry to the waterfront walkway.
11. The Applicant shall provide signage identify the public waterfront walkway and any regulations regarding use of the walkway (hours of operation, etc.).
12. The Site Plan shall be revised to include improvements at the property's boundary with the adjoining "Caschem" property to accommodate the anticipated interim condition that will occur if the Caschem property is not developed according to the assumptions assumed by the Applicant (e.g. retaining walls, fencing, etc.).
13. The Site Plan shall be revised to incorporate striping and directional/information signage to control the entry/exit to the P1 parking garage.

Sheet C-8 – Site Plan (Section B)

1. The Applicant's Traffic Impact Study indicates that the intersection of Avenue A, West 1st Street, and the proposed main site entrance will be a signalized intersection under proposed conditions. However, no such improvements are noted on the plans. The Applicant shall provide testimony regarding improvements to this intersection and revise the plans to depict the same.

2. The Applicant shall provide testimony and/or revise the plans to clarify any dedicated or restricted turn movements from both of the northbound egress lanes. In addition, Avenue A narrows down just north of West 1st Street, and parking is permitted on the east side of the street. The Applicant shall provide testimony to confirm if Avenue is capable of receiving two full travel lanes from the site or if vehicles will need to merge, where such merge would occur, and whether the Conrail Property is required by the right of way improvements and/or the driveway entrance across Conrail Property.
3. As noted above, the Applicant shall provide streetscape improvements along the entirety of the Site's frontage along Avenue A and West 1st Street.
4. The Applicant shall provide signage at the entrance to the Waterfront Walkway that clearly identifies the walkway and its use regulations.
5. The Applicant shall improve and restripe the West 1st Street right of way to provide a drop-off area for the Waterfront Walkway Entrance. The Applicant's garage parking entrance presents challenges for providing drop-off directly at the Walkway Entrance; therefore, the Applicant shall coordinate with the City Engineer to site its location.
6. The Applicant shall specify, and provide testimony, concerning proposed improvements necessary to address the conflicts inherent at driveway entrance to the P4 parking garage, which crosses the public sidewalk. Improvements shall be specified on Streetscape Plans that are required pursuant to the comments above.
7. The Applicant shall identify the designation for the proposed sign at approximate 2nd Street Sta. 7+60 at the end of the curb island. Additional signage and/or striping may be needed to more clearly direct vehicles as to which roadways are one-way and prohibited circulation movements (e.g., Do Not Enter, Keep Left, etc.). All proposed vehicular and pedestrian traffic control and safety signage (e.g., MUTCD designations) shall be clearly indicated on the Site Plans.
8. The plan indicates that pavement at the intersection of Avenue A and West 2nd Street is to be sawcut at the proposed project driveway. This plan (and the other site plans) shall be revised to indicate that any roadway or intersection into which the proposed development will connect shall be repaved from curb-to-curb.
9. The plan depicts a significant amount of proposed concrete curbing outside the project limits and limit of disturbance. The plan shall be revised to clarify the limit of curbing, or otherwise revise the limit of disturbance to encompass the additional curbing (e.g., east side of Avenue A, south side of West 2nd Street, north side of West 1st Street, etc.).

10. The proposed Stop sign, stop bar, and stop text at the southern end of the one-way driveway southeast of Proposed Building LG shall be removed and relocated to the northwestern end of the driveway northwest of the Utility Yard at Building LG.
11. The site plan should be revised to provide either concrete bumper blocks or curbing along the front of the angled parking east of Building LG to prevent errant vehicles from impacting the building.
12. The 25-foot dimension north of Building LG needs to be revised as it does not dimension anything depicted.
13. The proposed ADA parking space northeast of Proposed Building SF is located such that maneuvering into and out of this space may be difficult given the building and roadway configuration. Sheet C-52 – Passenger Vehicle Circulation Plan shall be revised to demonstrate maneuverability for this parking space. If such cannot be provided, this parking space shall be relocated or reconfigured accordingly.
14. The proposed bike racks north of Building SL appear to be in conflict with the driveway around this building. The bike racks shall be relocated to provide a minimum of 12 to 15 feet clear for vehicular access.
15. The Site has two entrances that serve different purposes. Adequate signage shall be provided to provide direction to vehicles approaching the Site. This signage shall prominently identify the availability of public access to the waterfront and shall direct truck traffic to the West 2nd Street driveway to the maximum extent practicable.

Sheet C-9 – Site Plan (Section C)

1. The plan shall be revised to label provide additional information regarding the proposed generator west of Building SC (within the triangular island area), including dimensions, bollards, fencing, etc.
2. The stop bars north and south of Building SB shall have “STOP” text added.
3. The Applicant shall confirm the southerly building line for Building MB (Workshop & Storage), as the hatching for the building appears to extend beyond the building line.
4. The proposed ADA parking stalls at Buildings SA and SB are located such that exiting vehicles will be backing-up into an intersection. Consideration shall be given to rotating or otherwise relocating these parking spaces such that they are accessed from the western drive aisle, as opposed to Studio B Street, and out of the intersection.

Sheet C-10 – Site Plan (Section D)

1. The Applicant shall provide sight triangles at the intersection of Avenue A and Studio A Street to demonstrate that adequate sight distances are provided. Site features, including but not limited to, the proposed water tower, landscaping, hardscaping, topography, walls, etc. shall be considered when determining adequacy of sight distance.

Sheet C-11 – Site Plan (Section E)

1. The Applicant shall provide additional signage (e.g., one way, do not enter, etc.) and striping (e.g., arrows) to alert drivers to the one-way circulation south of Building SA.
2. The plan shall be revised to provide more detailed information regarding the proposed roundabout southwest of Building SH, including but not limited to, identification of materials, curbs (e.g., standard, flush, mountable, etc.), striping, signage, etc.
3. There is a traffic sign in the northeast corner of the aforementioned roundabout which is in the travel-way and shall be relocated (and identified).

Sheet C-12 – Site Plan (Section F)

1. The loading area east of Building CO shall be modified to provide a crosswalk to connect the to ADA curb ramps, with the stop bar being relocated five feet south of the crosswalk.
2. The Applicant proposes to provide tandem (double-stacked) parking stalls in the southeast corner of the site. Testimony shall be provided regarding the intended use and operation of these tandem stalls.
3. The dimensions of the parking lot east of Building SJ do not align with the objects they are dimensioning and shall be revised accordingly.
4. The plan shall be revised to label / provide additional information regarding the proposed generator southeast of Building SJ (within landscaped area).
5. The Applicant shall revise the title of the drawing to coincide with the Overall Site Plan layout (e.g. this should be Section F not Section E).

General Grading Comments

1. The enlarged grading plans shall be revised to depict the locations and elevation information for all inlets or drainage features for review.
2. All ADA-accessible parking stalls and loading areas, curb ramps, building ramps and accessible routes shall be provided with additional spot elevations, contours, etc. to demonstrate compliance with all applicable ADA regulations.
3. The grading plans shall be revised to include detailed spot elevations along the Hudson River Waterfront Walkway, including but not limited to edges of walkway, top of bank, etc.
4. Additional critical spot elevations shall be added to proposed roadways, including but not limited to, bottom and top of curb, edge of pavement (or edge of traveled way), high points, low points, grade breaks, roadway centerlines (and intersections thereof), etc.
5. The Applicant shall be advised that there are multiple instances where only approximately six (6) inches of freeboard distance is provided between the finished floor of the various structures and the adjacent surrounding pavement grades. The Applicant shall ensure that there is adequate overland relief for runoff which may exceed inlet or pipe capacity such that it does not adversely impact any building or facility on-site.

Sheet C-13 – Grading Plan (Section A)

1. The closed 26-foot contours east of Building SD are at the same elevation as the grate for the associated inlets, which will result in ponding adjacent to the inlets and shall be revised accordingly.

Sheet C-14 – Grading Plan (Section B)

1. The Applicant proposes to regrade a portion of Avenue A such that the crown will be removed and ultimately sloped towards the east side of the roadway. The Applicant shall review the existing (and proposed) grading and drainage conditions within this portion of Avenue A to ensure that there is adequate pitch towards either existing or proposed inlets, and that there is adequate gutter and pipe flow capacity to accommodate this change to the drainage pattern.
2. The Applicant proposes to regrade the area east of the perimeter wall, along the west side of Avenue A. Per the City of Bayonne tax maps, this is a separate parcel (Block 511, Lot 5, now or formerly owned by Conrail). This parcel is not listed on the application, however these improvements appear to be necessary. The Applicant shall provide testimony and supporting documentation that such grading activities are authorized by the current owner of Block 511, Lot 5.

General Utility Comments

1. The Applicant shall provide testimony regarding whether the proposed water tower is decorative or functional.
2. The Applicant shall provide testimony and supporting engineering reports to demonstrate that the proposed water supply and sanitary sewer mains and laterals, as well as the downstream receiving line(s) have adequate capacity with which to support the proposed development. The Applicant shall also provide testimony regarding availability of other utilities necessary to service the development.
3. The proposed PVC sanitary sewer mains are proposed to be constructed at depths in excess of 20 feet. The Applicant shall confirm that PVC is appropriate given the excessive depth and on-site soil conditions.
4. Where conflicts exist, the proposed water lines should be relocated to avoid site and building features, including but not limited to, curb lines, curb ramps, building ramps, etc.
5. The Applicant shall provide an overall plan view of the proposed domestic and fire water mains and fire hydrant radius map; such shall be provided to the City of Bayonne Fire Department for review and comment as well. This may be provided on an overall utility plan for the entire site.
6. The utility plans shall be supplemented to depict proposed grading. Alternatively, stormwater inlets may be depicted on the proposed grading plans
7. The utility plans shall be revised to depict the proposed roof drainage connections (e.g., gutters with downspouts, internally plumbed roof drainage, etc.). Said connections shall be made directly to a drainage structure; no blind stormwater connections will be permitted.
8. The rim and grate elevations for multiple structures are incorrect based on the grading plans. The Applicant shall review all manhole and inlet casting elevations and revise accordingly.
9. The Applicant shall review all proposed storm structures and storm sewer piping crossing and within the walkway area (or otherwise below the flood hazard elevation) to ensure that buoyancy is accounted for, given the tidal influence and the proposed backflow preventers.
- 10.** Matrix recommends that the Applicant consider in-line backflow preventers, installed at the first upstream structure, in lieu of the proposed end-of-pipe solutions. This suggestion is made in the interest of maintenance considerations.

Sheet C-19 – Utility Plan (Section A)

1. The proposed 12” PVC sanitary main between SSMH-40 and SSMH-41 is in conflict with the proposed transformer, just south of Building SD and shall be revised. The Applicant should consider shifting this entire sanitary main along 1st Street to the center of the proposed roadway.
2. The proposed fire hydrant northwest of Buildings SC and SD is in conflict with the adjacent ADA parking stalls. The hydrants shall be shifted such that there are no vehicles parked within 10 feet of the hydrant.

Sheet C-20 – Utility Plan (Section B)

1. Proposed improvements are located within the Conrail Property.
2. The proposed 36” HDPE storm pipe between MH-B04 and MH-B07 is in conflict with the proposed watermain along 1st Street.

Sheet C-21 – Utility Plan (Section C)

1. The proposed domestic and fire water lines are in conflict with MH-C06 and shall be revised.
2. The rim elevations for SSMH-52, MH-D02, and MH-D01 are inconsistent with the proposed grading and shall be revised.

Sheet C-22 – Utility Plan (Section D)

1. The proposed 12” PVC sanitary sewer upstream of SSMH-56 appears to dead-end at a cap, which is unacceptable. Additionally, SSMH-56 is also in conflict with a fire hydrant lateral and is also located within a crosswalk. The plan shall be revised to relocate this manhole to the upstream end of the system in lieu of the cap, and the cleanout shall be removed.
2. The proposed 18” HDPE pipe between MH-510A and DI-510 is in conflict with the proposed water tower at the intersection of Avenue A and Studio A Street and shall be revised.
3. The proposed domestic and fire water mains in Studio A Street are in conflict with both the 15” and 24” HDPE storm pipes and associated structures near Avenue A.
4. The two proposed 24” HDPE storm pipes east of Building SK are in conflict with the transformer areas, domestic water line, fire water line, and fire hydrant and shall be revised.

Sheet C-23 – Utility Plan (Section E)

1. Proposed curb inlet DI-905 appears to be in conflict with the curb ramp northwest of Building SH and shall be revised.

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2. The proposed domestic and fire water lines are in conflict with the 18” HDPE pipe between and including MH-D06 and MH-D05 and shall be revised.
3. The proposed 18” HDPE along the north side of Building SH appears to be in conflict with the bollards and potentially other features for the transformer areas and shall be revised (continues on to Sheet C-24).
4. The rim elevations for MH-D02, MH-D03, and MH-D04 are incorrect and shall be revised.

Sheet C-24 – Utility Plan (Section F)

1. The proposed 18” HDPE along the north side of Building SJ appears to be in conflict with the bollards and potentially other features for the transformer areas and shall be revised.
2. The proposed 18” HDPE between DI-E06 and MH-E08 as well as the domestic and fire water lines are in conflict with the proposed generator and shall be revised.
3. Proposed MH-E07 appears to be in conflict with the proposed curb and sidewalk. This manhole shall be relocated into the adjacent pavement area.
4. The proposed fire hydrant located southeast of Building SJ is located in front of a row of parking spaces which is not acceptable. The plan shall be revised to restrict parking within 10 feet of the hydrant or relocate the hydrant along the roadway.
5. The proposed transformer area located near the northeast corner of Building SJ is depicted within the building. Please confirm.

Overall Landscape and Lighting Comments

1. There are multiple locations where there are light poles which are either in conflict with, or within immediate proximity of the proposed stormwater pipes and structures just upstream of the headwalls, and shall be revised.
2. The Applicant shall provide testimony evidencing that all proposed landscaping utilizes species that are tolerant of the maritime environment and associated salt-spray, including resiliency against periodic flooding.

Sheet C-25 – Landscape and Lighting Plan (Section A)

1. Inadequate illumination of the walkway between Avenue A and the Waterfront Walkway is provided.

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2. The plan shall be revised to shift the proposed light pole and tree plantings away from the 24” DIP and outfall at HW-108.
3. The plan shall be revised to rectify the conflict between proposed tree plantings and MH-216 and MH-313.

Sheet C-26 – Landscape and Lighting Plan (Section B)

1. The Applicant does not propose any lighting improvements at the intersection of Avenue A and West 1st Street, including at the entrance to Underground Parking Structure P4. The Applicant shall provide lighting along its entire public right of way frontage as part of a streetscape package (see earlier comments).

Sheet C-32 – Soil Erosion & Sediment Control Plan (Section B)

1. The limit of disturbance line shall be revised to include all proposed soil disturbance (e.g., grading). Specifically, the Applicant depicts proposed contours in the Conrail R.O.W. parallel to Avenue A (between West 1st and West 2nd Streets), as well as within Avenue A and West 1st Street, though these areas are depicted outside the limit of disturbance.
2. The Applicant shall extend the silt fence along the eastern side of the retaining wall and toe grading between Building LG and Avenue A.

Sheet C-37 – North Entrance Plan & Profile (West 2nd Street)

1. The Applicant shall indicate the design speed utilized to design the vertical curve geometry.

Sheet C-38 – Main Entrance Plan & Profile (Avenue A)

1. The proposed centerline profile depicts areas with a longitudinal (running) slope as low as 0.3% (which is extremely flat). The Applicant shall confirm that a minimum of one percent (1%) pitch is provided to all surface inlets. If such cannot be confirmed, the plans shall be revised accordingly.

Sheet C-39 – Site Details (I)

1. The concrete sidewalk detail depicts a slope of one-quarter inch per foot (1/4” / foot) which equates to 2.08%. The Applicant shall revise the plans to indicate that sidewalks shall be ADA compliant with a maximum cross-slope of 2.00%
2. The proposed gravity wall system will be subject to inundation and wave forces. The Engineering shall provide a certification that the wall has been designed to withstand the FEMA-designated 1% annual chance storm event identified on the Preliminary Flood Insurance Rate Map as part of the structural engineering submittals required for the wall’s construction.

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3. As noted previously, the proposed retaining walls shall have architectural finishes along the public right of way frontage and the waterfront access roadway.
4. The proposed cable concrete system is insufficient for stabilization of the shoreline's revetment slope and shall be replaced with a solution that is stable against the attack of wave forces and has a design life sufficient to minimize future maintenance, considering the limited accessibility of the walkway. The proposed solutions' cable system is dependent upon the long-term robustness of the cables, which are subject corrosion and damage.

Sheet C-41 – Stormwater Details (1)

1. The “Tideflex Valve at Basin Outfalls” shall be revised to indicate that they shall be installed at all conveyance system outfalls (as there are no proposed basins).
2. The Diverter Structure detail shall be revised to provide man access to both sides of the weir wall for inspection and maintenance purposes.
3. The Pipe Trench and Concrete Headwall details appear to be missing text and information.

Sheet C-44 – Utility Details (2)

1. The Standard Precast Sanitary Manhole detail shall be revised, or supplemented, to account for sanitary sewers with 20- to 25-foot depths.
2. Many of the proposed fire hydrants will be located in pavement areas with no protection from curbing. As such, the Hydrant Assembly detail shall be revised to include the installation of two steel pipe bollards at each fire hydrant. The location of these bollards shall be depicted on the site plans and the configuration of the same shall be reviewed and approved by the City of Bayonne Fire Department.

Sheet C-45 – Soil Erosion & Sediment Control Details

1. The floating turbidity barrier detail shall be revised to note that a Type III barrier will be needed, due to the location within Newark Bay and the Kill Van Kull.

Sheet C-49 – Vehicle Circulation Plan (WB-67)

1. The Applicant shall either testify that the WB-67 vehicle is not required to circulate along the following areas, or revise the plan to depict them: (1) roundabout southwest of Building SA, (2) roundabout in front of Building CO, and (3) loading area east of Building CO.

Sheet C-50 – Vehicle Circulation Plan (Fire Truck)

1. The Applicant indicates that an “E-One HP100 Aerial” fire truck was modeled and has provided a depiction of the vehicle. In accordance with the manufacturer's specifications, this

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vehicle is larger than that which is depicted in the lower left corner of the plan. The Applicant shall revise the model and plan accordingly to accurately depict the specified fire apparatus. Lastly, the Applicant shall confirm with the City of Bayonne Fire Department that the aforementioned truck is the appropriate largest vehicle that would respond to an emergency at this site.

2. The Applicant shall confirm that the modeled fire truck can safely circulate through the one-way, 12-foot-wide aisle, southwest of Building SA.

Vehicle Circulation Plan (Walkway)

1. The Applicant shall provide circulations plans for the walkway and walkway access road that demonstrates they can accommodate both emergency vehicles, patrol vehicles and vehicles necessary for walkway maintenance and repairs.

STORMWATER MANAGEMENT AND ENGINEER'S REPORT (PS&S)

Stormwater Management Report Comments

1. The Applicant proposes several stormwater conveyance pipes which have design flow rates that exceed the hydraulic capacity of the proposed pipe. The Applicant shall demonstrate that the hydraulic grade line (HGL) is at or below the grate/rim elevation and that such will not result in surcharging.
2. The Applicant shall revise the stormwater conveyance calculations to utilize the Manning's "n" value that corresponds to the proposed pipe material (e.g., HDPE pipe "n" value shall be 0.012).
3. The Applicant shall demonstrate that the proposed Filterra water quality units are designed in accordance with both the contributory area criteria as well as the maximum treatment flow rate (MTFR) criteria for the NJDEP water quality storm.
4. The Applicant shall revise the Inlet Drainage Area Map to clearly indicate the downstream drainage structures into which the roof areas from all of the site buildings will connect, and demonstrate that such area is included in the contributory drainage area for those structures.

ENGINEERING REVIEW – SITE LANDSCAPING PLANS (GENSLER)

1. No Comments.

ENGINEERING REVIEW – SITE LIGHTING PLANS (GENSLER)

1. The Applicant indicates that a portion of the proposed site lighting fixtures will be pole-mounted at a height of sixty (60) feet. The Applicant shall provide construction details for this and all site lighting, including but not limited to, fixtures, poles, foundations, etc. This height,

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which is governed by the underlying City's Planning and Development Regulations (Ch. 33) is in excess of allowable maximums requires a design variance.

2. The Applicant shall review the existing lighting levels at the following locations to ensure adequate illumination: (1) intersection of Avenue A and West 2nd Street; (2) intersection of Avenue A and West 1st Street; and (3) the exit from Garage P4 onto West 1st Street. Any lighting improvements within the City's right-of-way shall be in conformance with City standards and shall be coordinated and approved by PSE&G.

PIER AND SHORELINE IMPROVEMENTS

1. The Applicant has generally indicated that all shoreline stabilization or revetment improvements are shown for presentation purposes at this time. Final design drawings shall be provided for review and approval of the City Engineer prior to construction.

TESTIMONY / DISCUSSION TOPICS

Matrix recommends that the Applicant provide testimony at the Planning Board Hearing with regards to the following topics, in addition to those items specified above.

1. General: The Applicant shall provide testimony concerning all comments referenced above. This may be covered by a blanket statement that the Applicant accepts the comments of the Engineer and Planner or may be addressed on an item-by-item basis.
2. Conformance with the Redevelopment Plan: The Applicant shall provide testimony affirming that all aspects of the proposed redevelopment are consistent with the intent and goals, as well as specific requirements of the Texaco Redevelopment Plan (as amended).
3. Emergency Access: The Applicant shall provide testimony concerning the incorporation of emergency access within the site. In particular, the Applicant shall provide testimony that all proposed fire access routes and associated turning radii comply with the State of New Jersey Fire Access Code.
4. Pedestrian / Bicycle Access: The Applicant shall provide testimony regarding the pedestrian/bicycle access to and within the site.
5. ADA Compliance: The Applicant shall provide testimony regarding the proposed project's ADA compliance.
6. Phasing / Timing: The Applicant shall provide testimony concerning the phasing of the work (if applicable) and estimated construction timeframes, as well as assurance that adequate infrastructure will be developed in each phase to service the proposed improvements.
7. Traffic: The Applicant shall provide testimony concerning internal circulation, emergency vehicle access, parking, and off-site traffic impacts.

RECOMMENDATIONS FOR CONDITIONS OF APPROVAL & OUTSIDE AGENCY APPROVAL

Matrix recommends the following conditions of final approval in addition to those identified in the body of this report. Evidence of compliance shall be provided by the Applicant to the City Engineer and as a condition of building permit issuance and/or certificates of occupancy, as applicable.

1. Satisfaction of all testimony, additional information, agreements and plan revisions recommended herein.
2. Approval of the City of Bayonne Fire Official.
3. Hudson-Essex-Passaic Soil Conservation District Permit.
4. Posting of Performance Guarantees and Inspection Fees in the amount determined by the City Engineer.
5. Review of the sanitary sewer and potable water utilities by the City Engineer and Suez.
6. NJDEP Waterfront Development and Flood Hazard Area Control Act permit.
7. Executed Redeveloper Agreement.
8. Coordination with Bayonne Police Department's Traffic Control Unit and submittal of Maintenance and Protection of Traffic Plans for any proposed road closures or temporary traffic modifications.
9. Application to the City of Bayonne for Title 39 Enforcement of traffic and parking violations on Applicant's property.
10. Payment of fees mandated by the Statewide Non-Residential Development Fee Act (N.J.S.A. 40:55D-8.1 et seq.).
11. All other Federal, State and Local approvals as may be required.
12. In the event that plans are modified to accommodate other regulatory authorities' requirements, the Applicant shall submit revised plans and reports reflecting those changes. The Board and its professionals will make a determination as to how any changes will be reviewed and approval will be processed (e.g., administrative modification or formal site plan modification), which shall be a condition of resolution compliance.

END OF REPORT