

TO: Town of Harrison, Planning Board

CC: Mayor James Fife
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Arthur Pettigrew, Planning Board Chairman
Mary Gaines, Planning Board Secretary

FROM: M. McKinley Mertz, PP, AICP, LEED Green Associate
Lauren Purdom, AICP

RE: Accordia Harrison Urban Renewal LLC
Block 133, Lots 1.03, 1.04 & 1.05
Amended Preliminary/Final Major Site Plan and C Variances

DATE: June 9, 2020

As requested, we have reviewed the following *revised* materials in preparation of our report for this application:

- Town of Harrison Standard Development Application with associated attachments and checklists, dated October 1, 2019;
- 18-page Resubmission Letter, prepared by MidAtlantic Engineering, dated April 14, 2020;
- 5-page Sustainable Building Requirement Checklist, dated April 13, 2020;
- Traffic Impact Study, prepared by Stonefield Engineering & Design, LLC, dated September 30, 2019, revised through June 3, 2020;
- 7-sheet set of architectural drawings of Building B, prepared by Architectura dated September 26, 2019, revised through April 14, 2020;
- 3-sheet set of architectural drawings of Building C, prepared by Architectura dated September 26, 2019, revised through April 14, 2020;
- 2-sheet set of elevation drawings, prepared by Architectura, dated September 26, 2019, revised through April 14, 2020;
- 1-sheet Oculus Perspective drawing, prepared by Architectura, dated September 29, 2019, revised through May 1, 2020;
- 21-sheet set of Amended Preliminary/Final Major Site Plan, prepared by MidAtlantic Engineering, dated September 26, 2019, revised through May 19, 2020; and
- One-sheet set of Plaza Landscape Exhibit, prepared by MidAtlantic Engineering, prepared May 14, 2020; revised through May 22, 2020.

Property Description

The subject property is located on the eastern side of Frank E. Rodgers Boulevard (CR 697) in the Mixed-Use District of the Waterfront Redevelopment Area. This project is proposed on Lot 1.01 of Block 133, which has been subdivided into Lots 1.03, 1.04, and 1.05. However, as of this application, the subdivision is not yet reflected in the tax maps. The triangular-shaped property is approximately 9.73 acres in size, 2.63 acres of which is currently under construction for Phase I of this project. The lot is bounded on the north by railroad tracks and I-280, on the south by the Amtrak Railroad right-of-way, and on the west by Frank E. Rodgers Boulevard. The applicant has indicated that portions of this property are located in Flood Zone AE and X according to FEMA Flood Insurance Maps.

Previous Approvals

This project is split into Phases I and II. Through the previous applicant Heller Urban Renewal, LLC, on January 13, 2016 via Planning Board Resolution 14-08 the project received Preliminary and Final Major Site Plan and Subdivision approval for Phase I, Preliminary Major Site Plan approval for Phase II, and Preliminary and Final Major Subdivision with variance relief and de minimus relief from RSIS to subdivide the site into three lots (Lots 1.03, 1.04, and 1.05) and construct five buildings, Buildings A, B, C, D, and E.

Phase I of the 2016 approval, consisting of Buildings A and D on Lot 1.04, is currently under construction. Phase I includes 209 residential units, 8,495 square feet of retail space and 177 parking spaces. Phase II was approved for the construction of three buildings (Buildings B, C and E) containing a total of 431 residential units, 8,106 square feet of retail and 444 parking spaces within a structured parking garage. Building B on Lot 1.03 was proposed to be five stories with 92 residential units and 8,106 square feet of retail gross floor area. Building C was proposed on Lot 1.03 with five stories containing 52 residential units. Building E was proposed for Lot 1.05 with eleven stories and 287 residential units. At the time of the 2016 approval, the designated redeveloper of the site was Heller Urban Renewal, LLC.

Project Proposal

The current applicant is no longer moving forward with the approvals for Phase II but is instead seeking Amended Preliminary and Major Site Plan approval for Phase II. Development associated with Phase I is not a component of this application. The applicant, now Accordia Harrison Urban Renewal, LLC who took over the property in 2019, is proposing a two-part process for Phase II. The first part of Phase II is proposed for Lot 1.03 (3.42 acres) and entails the construction of a 26-story building ("Building B") consisting of 620 residential units, a 200-room hotel, an automated parking

garage with 648 spaces, and 130,528 square feet of retail/commercial space. The design of Building B is unique in that it is proposed to be bisected by a covered driveway with an oculus. The easterly portion of the building will be an 11-story hotel with a rooftop restaurant. The westerly portion of the building is proposed to contain seven (7) stories of retail space, residential units and automated parking garage, with an additional 19 floors of residential units.

The second part of Phase II is proposed on Lot 1.05 (2.38 acres) and includes the construction of a 17-story building ("Building C") consisting of 278 residential units, an automated parking garage with 571 spaces and 74,183 square feet of retail/commercial space. The applicant is proposing an additional 132 surface parking spaces across both lots (17 on Lot 1.03 and 115 on Lot 1.05). Overall, Phase II consists of 898 residential units, 1,350 parking spaces, 204,709 square feet of retail/commercial space, 40,784 square feet of designated open space, and a 200-room hotel across 5.8 acres.

The applicant is proposing to develop the easternmost corner of the lot as open space. The park is proposed to measure approximately 40,784 square feet in size. This is a positive change from the previously proposed surface parking area. Additionally, the applicant proposes a landscaped plaza north of the existing PATH Station.

The applicant is proposing the following as part of Phase II of development:

- 898 residential units
 - 727 studio or one-bedroom units
 - 134 two-bedroom units
 - 37 three-bedroom units
- 144,084 square feet of commercial space across Buildings B and C
- A 200-room hotel on Lot 1.03 (Building B)
- A 60,625 square foot sports hub in Building C on Lot 1.05
- Two structured parking garages with 1,219 automated parking stalls
- 132 additional surface parking spaces
 - 28 of these are compact spaces
 - Nine (9) parking spaces will be capable of electric vehicle (EV) charging

The applicant appeared before the Harrison Redevelopment Agency in September 2019 and before the Subdivision and Site Plan Review Committee (SSPRC) on March 10, 2020, April 22, 2020, and May 7, 2020.

Aerial Image of Property



Changes since Prior Approval for Phase II

	Previously Approved (2016)	Currently Proposed	Change
Retail/Commercial /Office	8,106 SF	204,709 SF	(+) 196,603 SF
Residential	431 units	898 units	(+) 467 units
Parking	444 spaces	1,350 spaces	(+) 906 spaces
Hotel	-	200 rooms; 7,969 SF conference space	(+) 200 rooms; 7,969 SF conference space
Open Space	-	40,784 SF	(+) 40,784 SF

Zoning

The subject property is located in the Mixed-Use District of the Waterfront Redevelopment Area. All proposed uses are permitted within the Mixed-Use District (residential, commercial, retail, office, parking, restaurants, hotels)

Bulk Standards for Mixed-Use District					
	Required	Proposed Lot 1.03	Variance	Proposed Lot 1.05	Variance
Min. - Max. Setback	0 - 10 feet	>10 feet	YES	>10 feet	YES
Building Height	4-30 stories	26 stories	No	17 stories	No
Min. Retail Depth	40 feet	10.67 feet	YES	187 feet	No
Ground level retail on Frank E. Rogers Blvd frontage	80%	100%	No	N/A	No
Ground level retail/restaurants on frontage in retail corridor (Frank E. Rogers Blvd)	85%	100%	No	N/A	No
Signage Type	<i>No signage proposed at this time</i>				

Bedroom Standards					
	Required	Proposed Lot 1.03	Variance	Proposed Lot 1.05	Variance
Min. Studio / 1-Bed	50%	510 / 81%	No	227 / 78%	No
Max. 2/3-Bed	50%	120 / 19%	No	51 / 18%	No
Max. 3-Bed	10% of the 50%	25 / 21%	YES	12 / 24%	YES

Parking Standards			
	Required	Proposed	Variance
Minimum Parking	<u>Residential</u> 1 space/unit = 898 units = 898 spaces		
	<u>Retail</u> Building B (retail/commercial): 130,526 SF = 132 spaces Building C (retail): 74,183 SF = 75 spaces		
	<u>Hotel</u> 1 space/room, plus 1 space /1,000 SF of conference = 200 rooms + 7,969 SF of conference rooms = 208 spaces		
	TOTAL PARKING REQUIRED = 1,313 spaces	1,350 spaces	No
Parking Stall Dimensions	9' x 18'	8.5' x 18'	RSIS de minimus exception

The applicant is proposing the following breakdown of parking:

- 1,219 automated parking spaces (648 on Lot 1.03 Building B; 571 on Lot 1.05 Building C)
- 132 additional surface parking spaces (17 on Lot 1.03; 115 on Lot 1.05), including:
 - 9 electric vehicle spaces (3 on Lot 1.03; 6 on Lot 1.05)
 - 28 compact spaces (17 on Lot 1.03; 11 on Lot 1.05)

New Jersey Residential Site Improvement Standards (RSIS) for high rise buildings require the following parking ratio:

- 0.8 spaces per studio or one-bedroom units -> 727 units = 582 spaces

- 1.3 space per two-bedroom unit -> 134 units = 174 spaces
- 1.9 space per three-bedroom unit -> 37 units = 70 spaces
- 826 total spaces would be required for the 898 residential units

Pursuant to the Waterfront Redevelopment Plan, residences are required to provide parking at a ratio of one (1.0) space per dwelling unit, which would yield a requirement of 898 spaces.

The applicant is proposing parking stall dimensions of 8.5' x 18' and therefore requires a de minimus exception from RSIS.

Variances Required

1. Maximum Building Setback (page 28) – 10 feet is permitted, where more than 10 feet is proposed for Building B on Lot 1.03.
2. Maximum Building Setback (page 28) – 10 feet is permitted, where more than 10 feet is proposed for Building C on Lot 1.05.
3. Retail Depth (page 29) – The applicant is proposing retail space with a depth of 10'-8" at the closest point for Building B on Lot 1.03, where a minimum of 40 feet in depth is required.
4. Residential: Bedroom mix standards (page 29) – A maximum of 50% of all units must be 2- and 3- bedroom units, a maximum of 10% of which can be 3-bedroom units. The applicant is proposing for Building B on Lot 1.03 to have 21% of the 2- and 3-bedroom units be 3-bedroom units, and for Building C on Lot 1.05 to have 24% of the 2- and 3-bedroom units be 3-bedroom units.

Design Waivers Required

1. Loading Space & Service Areas (page 43) – The applicant is proposing a drop-off/pick-up loading area adjacent to the building lobbies along Angelo Cifelli Drive, where no vehicular access to loading areas is permitted. We understand the intention of this loading area is for ride share services.
2. Streets, Utilities & Mechanical Equipment (page 56) – The applicant is proposing at-grade transformers beyond the building envelopes, where such equipment is not permitted.
3. Concourse / Sidewalk Width (page 21) – The applicant is proposing sidewalk widths of 10 feet along Angelo Cifelli Drive and South 5th Street, where sidewalk widths of 12 feet is required for Angelo Cifelli and 13 feet is required for South 5th Street.

4. Parking & Circulation / Screening of Parking Areas (page 44) – The applicant is proposing 132 permanent surface parking spaces, which are not within structures or screened from street view, as required by the Waterfront Redevelopment Plan. While we understand the parking is somewhat behind the building, this is not considered screened and a waiver is required
5. Architectural Standards / Maximum Building Envelope and Encroachments (page 40) – The applicant is proposing for 76% of the block face to be occupied by building face, where 80% is required.
6. Garden Walls and Fences (page 41) – The applicant is proposing chain link fencing around a portion of the park in the eastern corner of the site where chain link fences are prohibited.
7. Architectural Standards / Residential Window and Doors (page 42) – The applicant is proposing doors which are flush with the trim and do not appear to be constructed of planks or raised panels, which is not permitted by the Waterfront Redevelopment Plan.
8. Architectural Standards / Residential Window and Doors (page 42) – The applicant is proposing doors without concrete, masonry, or exposed steel lintels with a masonry construction, which is not permitted by the Waterfront Redevelopment Plan.
9. Architectural Standards / Roofs (page 42) – The applicant is not proposing projections, such as cornices, beyond the building face on a building with a flat roof, which are required by the Waterfront Redevelopment Plan.

RSIS

The applicant requires a RSIS de minimis exception regarding minimum parking stall width as the applicant is proposing parking stall dimensions of eight and a half (8.5') feet by 18 feet where nine (9') feet by 18 feet is required. The applicant indicates that this dimension is consistent with the prior approvals and Phase I.

Planning Comments

General

1. The proposed development is generally consistent with the standards of the Waterfront Redevelopment Plan. However, relief will be required for various aspects of the proposal. The applicant's testimony should address the need for variance relief regarding these items.

2. Sheet 1 of 20 of the site plan drawings indicates variances are needed for proposed signage. It is our understanding, however, that the applicant removed the previously proposed signage package and is not proposing signage at this time. The applicant should clarify.
3. Sheet 1 of 20 of the site plan drawings indicates a variance is required for loading. The applicant previously indicated that all loading, including for both retail/commercial uses as well as residential, will not be located along Angelo Cifelli Drive and will be located behind each building. The applicant is proposing ride-share drop-off areas along Angelo Cifelli Drive. It is our opinion the ride-share drop-off areas do not constitute a "loading area" and therefore no waiver is required.
4. The applicant should provide general testimony regarding how this application has changed since its previous approval.
5. The Traffic Impact Study prepared by Stonefield Engineering concludes that because of proposed mitigation features at adjacent intersections, the proposed development would not have a significant impact on the traffic operations of adjacent roadways. As part of the overall development plan of this project, Angelo Cifelli Drive will be extended into the subject property to meet the South Fifth Street extension for better access and circulation. The applicant should provide testimony regarding the new traffic pattern. We defer further comments regarding traffic to the Board Engineer.

Site Programing

6. The applicant should provide information regarding the phasing of the project, specifically in terms of parking availability:
 - a. It is our understanding Building B will be constructed first. Building B has a parking requirement of 960 spaces: 132 for retail/commercial; 620 for residential; 208 for the hotel/conference space. However, only 648 garage spaces and 17 surface spaces, for a total of 665, are proposed for this phase of the project. The applicant should provide testimony regarding how parking will work in the interim and should confirm all residential units will have priority for the available parking in Building B.
 - b. Does the applicant anticipate the construction of Building B and Building C to overlap? Or will Building B be fully constructed prior to the start of Building C's construction?

7. It is our understanding that the applicant has entered into an agreement with the Town of Harrison that Lot 1.05 will be utilized as a temporary parking area until construction of Building C begins. The applicant should provide testimony regarding this agreement and its terms:
 - a. Is there a time limit set to this agreement?
 - b. How many temporary surface parking spaces does the applicant anticipate will be available?
 - c. Will the area be paved and striped or will it be gravel?
 - d. Who will have access to the temporary parking? - Residents? Commuters? Patrons?
 - e. Can the Board view a copy of this agreement?

Site Layout

8. It should be noted Building B as well as the plaza adjacent to the PATH Station are elevated from the Frank E. Rodgers sidewalk in the same manner as Building A in Phase I and as the previously 2016 approval for Phase II. The applicant supplied an image of Building A's relationship to the sidewalk to the SSPRC and should provide such image to the Planning Board.
9. The applicant should confirm a minimum sidewalk width of 12 feet (from curb to stairs) is provided along Frank E. Rodgers Boulevard pursuant to the street section found at the end of the Redevelopment Plan. Otherwise an additional design waiver is required.
10. The applicant has indicated that on some portions of the Angelo Cifelli Drive and South 5th Street frontages the sidewalk width is deficient. The applicant should confirm where these deficiencies are located and if there is anything that can be done bring these conditions into conformance. Given the recent health crisis, there is concern about providing sufficient sidewalk widths for all future developments.
11. A component of the Waterfront Redevelopment Plan specifies preferred manufacturers of street furniture. The applicant provided a bench detail showing a Victor Stanley wood and steel bench, consistent with the style specified in the Waterfront Redevelopment Plan.

12. The applicant should confirm the trash and recycling receptacles are supplied by Victor Stanley, Inc. or an equivalent, pursuant to page 59 of the Waterfront Redevelopment Plan as it is not identified on the site plans.
13. The applicant should confirm the locations and numbers of benches, public bicycle parking, and trash and recycling receptacles along all public sidewalks.
 - a. Pursuant to page 59 of the Waterfront Redevelopment Plan, trash and recyclable receptacles are required at a minimum to be located at the corner of all intersections containing commercial activity as well as between all parking areas and entertainment/transportation uses.
 - b. Pursuant to page 59 of the Waterfront Redevelopment Plan, bicycle racks are required along all commercial roadways, adjacent to the PATH Station, and are designed to address projected demand.
 - c. The applicant should confirm the number of public bicycle parking spaces that will be provided.
14. The eastern point of Lot 1.05 is proposed to be developed with an open space amenity with a multi-purpose grass lawn as well as a walking path and vegetation. We appreciate the addition of open space to the site plan as this was not a component of the 2016 approval. The applicant should provide testimony regarding this small park:
 - a. That applicant should confirm access – the drawings indicate a gate on the northwestern end; however, this gate does not line up with the proposed walking path.
 - b. Who will have access to the park? Only tenants or will it be public?
 - c. What security measures will be in place?
 - d. What hours will it be opened?
 - e. While the applicant is proposing an aluminum fence along the western edge, there is an existing chain link fence surrounding the remainder of the park, and the applicant is proposing additional fabric-covered chain link fencing where that existing fencing is lacking. A design waiver is required for the chain link fence.
 - f. The lighting plan indicates no additional lighting is proposed for the park.

- g. The applicant shall confirm the use of best management practices to reduce excessive fertilizer and pesticide application, which may result in runoff.

15. Comments regarding the plaza adjacent to the PATH Station will be addressed separately.

Architecture and Building Operations

16. The applicant should provide general testimony regarding the proposed architecture of the buildings and how it is consistent with the Waterfront Redevelopment Area and the Town of Harrison as a whole. Testimony should include discussion of materials, colors, design choices, massing, etc.

- a. The architectural elevations identify the proposed materials and colors for both buildings. The applicant is proposing a combination of brick, glass, and metal panels throughout the site. The applicant shall provide testimony pertaining to how the proposed façade materials complement the overall intent of the architectural design as well as with the entire Redevelopment Area.

- b. Architectural renderings depicting various points of the proposed site would be beneficial for the Board and the public.

17. It is our understanding that the applicant is working with a design team to develop a large mural for the south-facing façade of Building C. The applicant has not submitted the design as of the writing of this memo. We recommend the applicant submit the design to be reviewed by our office and the Planning Board for the next Planning Board hearing. At that time, the applicant should provide testimony regarding the mural, including:

- c. Proposed design – how it is appropriate for Harrison
- d. Overall dimensions
- e. Confirm the mural will be painted directly onto the brick façade
- f. Confirm how the mural will be maintained
- g. Provide testimony to confirm there is sufficient site lighting to illuminate the mural without specific up or downlighting.

18. The ground floor of Building B appears as two separate buildings, but is actually one building of varying heights, bisected by a covered driveway. The applicant should provide testimony regarding the design of the Building B and how the interior circulation will

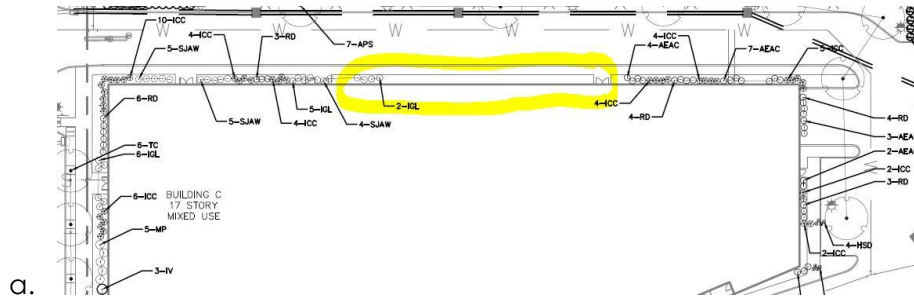
function. The applicant should confirm the height of this covered driveway to confirm an enclosed tunnel feeling will be avoided.

19. The applicant previously referred to the non-residential space in Building C as a potential sports hub. The applicant has now identified the building areas as retail/commercial and testimony will be provided regarding potential uses. The applicant should provide testimony as to whether a sports hub is still a viable use for either of the proposed Buildings.
20. The applicant has indicated that bike storage for tenants will be available within the buildings. Does the applicant have an estimate of how many bikes the storage rooms can hold? We recommend a minimum tenant bike parking ratio of one (1) per 20 required auto spaces.
21. What kind of tenants does the applicant have in mind for the retail/office/commercial spaces? Are any restaurants being considered? Does the applicant have a hotel company they are working with yet? Does the applicant propose to have any staff live on-site?
 - a. We recommend that the commercial uses for Building B fronting on Frank E. Rogers Boulevard be uses that will activate the streetscape, both during the day and the evening, and generate foot traffic along Frank E. Rogers.
22. The applicant should provide testimony regarding the roof-top restaurant that is associated with the proposed hotel. Will be this open for the public or for hotel guests only?

Landscaping and Lighting

23. The applicant is proposing a mix of deciduous trees, deciduous shrubs, evergreen shrubs, evergreen trees, flowering shrubs, flowering trees, perennials, street trees, flowers, grasses, and annuals/perennials. The applicant should provide testimony to confirm that all proposed plantings adhere to the requirements of the Waterfront Redevelopment Plan.
24. The applicant is proposing a landscape island for the median on Angelo Cifelli Drive. The applicant indicated the proposed island is consistent with what was approved in 2016 as part of Phase I. The applicant should provide testimony regarding the landscaped island and remind the Planning Board what was previously approved.

25. The applicant should provide testimony confirming the street trees proposed for Angelo Cifelli Drive and South 5th Street are consistent with what was proposed across the street for Phase I.
26. On the north side of Building C, there appears to be planter beds. However, the shrub plantings stop midway through the block. What is proposed here?



27. The applicant has indicated that the light fixtures are consistent with what was approved in Phase I as well as other areas of the Redevelopment Area. Testimony should be provided to confirm that the height and style of the proposed pole-mounted light fixtures are consistent with the Redevelopment Plan Standards and compatible with the fixtures of the streetlights.

Parking & Circulation

28. The applicant should provide testimony describing how the automated parking garages will operate and the reason for including these over the standard parking garage. In particular, the applicant should address the assignment of parking spaces for each component of the project (e.g., residential, retail, hotel, sports hub), the time and process of operation, any proposed staffing, and how potential vehicle backups will impact adjacent streets. The Board should note this is a change from the previous application. Standard parking garages were approved as part of the 2016 application.
 - a. The applicant should provide specific testimony as to how game days will be handled. Will these garages be open to patrons of the Red Bulls Arena?
29. The applicant is proposing 9 of the surface parking spaces to be electric vehicle charging stations. The applicant indicated at an SSPRC meeting that all of the automated garage parking spaces will have the capacity to charge electric vehicles. The applicant should provide testimony confirming.

30. The applicant is providing designated pick-up / drop-off locations for ridesharing services such as Uber and Lyft. The revised plans identify one location on South 5th Street at Building C's entrance, and two spaces along Angelo Cifelli Drive: one at the residential lobby entrance and one at the hotel entrance. The applicant should confirm that signage will be provided indicating that these areas are for pick-up and drop-off only (i.e. no loading or moving trucks permitted). Anti-idling signs should also be provided at these locations.

Plaza

31. The applicant is proposing a large plaza between Building B and the PATH Station. The applicant should provide testimony regarding the design, landscaping, and lighting proposed for the Plaza.
32. The plaza will require coordination with the Port Authority regarding access between the proposed Plaza and the PATH Station property. The applicant should provide testimony as to whether these discussions have begun/occurred.
33. The applicant should confirm the Plaza can still be built as proposed should an agreement regarding cross-access not be reached with Port Authority or if said negotiations take longer than expected.
34. It should be noted that the site plans show an elevated bridge connecting the PATH Station to Building B; however, it is our understanding this feature is not a component of this application. The applicant will need to come back at a future time to seek approval for this bridge. Significant coordination would also need to occur with Port Authority. It should also be noted our office does not encourage elevated pedestrian bridges in an area like Harrison as it detracts from the public realm below and brings people off the street when it's not needed. Elevated passageways are typically used in areas where safety or weather is an issue, neither of which are problems in Harrison.
35. The applicant should confirm the Plaza can still be built as proposed should the elevated bridge either not come to fruition, or if the negotiations with Port Authority take longer than expected.
36. An at-grade enclosed transformer is proposed in the northern part of the plaza. The applicant proposes to enclose the transformer with an open-air masonry wall with a double swing gate for access. The masonry wall will be 6 feet in height and clad with a brick veneer to match the building.

Utilities

37. In addition to the transformer in the Plaza, several other at-grade transformers are proposed. The applicant should provide information regarding the screening of the other transformers and testimony as to why they cannot be located interior to the buildings or underground, as specified in the Redevelopment Plan.
38. The applicant should provide information regarding how refuse and recycling will be handled. We note there are designated trash rooms located throughout the buildings. The applicant has also indicated that trash pickup is proposed through the building loading bays.
39. The applicant indicates that gas and electric meters will be set in interior rooms and not visible to the public. We assume they will be in the rooms labeled "Mech. & Elec. Rm." The applicant should confirm.

Signage

40. The applicant has not provided a signage package due to the current uncertainty of future tenants.

Miscellaneous

41. The applicant provided a letter dated April 13, 2020 confirming the applicant will comply with all 29 sustainability standards found in the Redevelopment Plan, with the exception of solar panels. As this letter was not provided as part of the Planning Board submission, the applicant should confirm conformance on the record.
42. The applicant should confirm they will comply with the public art standard (as amended through Ordinance 1326), which requires 0.5% of the budgeted construction cost to be deposited into the Town's open space and recreation fund, dedicated to providing open space and recreation within the Redevelopment Area.

Photos of the Site Taken 4-21-2020



Subject property



View from PATH Station toward Frank E. Rogers; subject property on right



View from PATH Station toward subject property; Phase I in background



View of property line between subject property (left) and PATH Station (right); location of proposed access



View of proposed Angelo Cifelli Extension and proposed landscaped median; Phase I on left



View of proposed Angelo Cifelli median and subject property