

MidAtlantic Engineering Partners

December 12, 2019

EEQ-191

Via Fed Ex

Town of Harrison
Planning Department
318 Harrison Avenue
Harrison, NJ 07029

Attention: Ms. Mary Gaines, Planning Board Secretary

Reference: First Amendment to Preliminary and Final Major Site Plan
Accordia Harrison Urban Renewal, LLC.
Harrison Yards, Phase II
700 Frank E. Rodgers
Boulevard Block 133,
Lots 1.03 & 1.05
First Engineering Review

Ms. Gaines:

In support of Amended Preliminary & Final Major Site Plan approval for the above referenced project, please find the following items enclosed:

- Eighteen (18) full size copies of the “Amended Preliminary/Final Major Site Plan,” prepared by MidAtlantic Engineering Partners, dated 09/26/19, last revised 12/05/19;
- Eighteen (18) copies of the Stormwater Management Narrative, prepared by MidAtlantic Engineering Partners, dated 09/26/19, last revised 12/05/19;
- Eighteen (18) copies of the Sanitary Sewer Engineer’s Report, prepared by MidAtlantic Engineering Partners, dated 09/26/19, last revised 11/26/19;
- Eighteen (18) copies of the Engineer’s Report for Water Service Connection, prepared by MidAtlantic Engineering Partners, dated 09/26/19, last revised 12/05/19;
- Eighteen (18) copies of the Project Narrative.

We are in receipt of the Harrison Planning Board Subdivision and Site Plan Review Committee review letter dated 10/15/2019, and offer the itemized responses below:

Information Submitted:

1. *Amended Preliminary and Final Major Site Plan entitled “Harrison Yards – Phase II, Block 133; Lot 1.03 & 1.05,” consisting of twenty (20) sheets as prepared by Kevin E. Shelly, P.E. of MidAtlantic Engineering Partners, LLC, and dated September 26, 2019.*
2. *Topographic Survey entitled “ALTA/NSPS Land Title Survey, Lots 1.03, 1.04 & 1.05; Block 133, 600-798 Frank E. Rodgers Boulevard,” consisting of one (1) sheet as prepared by Suzanne E. Warren, P.L.S. of MidAtlantic Engineering Partners, LLC, dated February 14, 2018 and last revised October 19, 2018.*
3. *Architectural Plans entitled “Proposed Mixed Use Development, Harrison Yards – Phase II, Block 133; Lot 1.03 & 1.05 – Harrison, New Jersey,” consisting of ten (10) sheets as prepared by Conrad Roncati, Jr., R.A. of Architectura and dated September 26, 2019.*

Gateway 195 Centre ♦ 5 Commerce Way - Suite 200 ♦ Hamilton, NJ 08691

Phone: 609.910.4450 ♦ Web: www.midatlanticeng.com

4. *Traffic Impact Study entitled "Proposed Harrison Yards – Phase 2, 700 Frank E. Rodgers Boulevard South, Town of Harrison, Hudson County, New Jersey," consisting of seventy-two (72) pages as prepared by Charles D. Olivio, PE, PP, PTOE and Matthew J. Seckler, PE, PP, PTOE of Stonefield Engineering & Design, LLC and dated September 30, 2019.*
5. *Application and associated information.*

Sheet Number	Sheet Title	Dated	Revised
1 of 20	Title sheet	09/26/2019	
2 of 20	Existing Conditions Plan	09/26/2019	
3 of 20	Phasing Plan	09/26/2019	
4 of 20	Overall Layout Plan	09/26/2019	
5 of 20	Geometry, Signage & Striping Plan	09/26/2019	
6 of 20	Geometry, Signage & Striping Plan	09/26/2019	
7 of 20	Grading Plan	09/26/2019	
8 of 20	Grading Plan	09/26/2019	
9 of 20	Utility Plan	09/26/2019	
10 of 20	Utility Plan	09/26/2019	
11 of 20	Profiles	09/26/2019	
12 of 20	Lighting Plan	09/26/2019	
13 of 20	Lighting Plan	09/26/2019	
14 of 20	Landscaping Plan	09/26/2019	
15 of 20	Landscaping Plan	09/26/2019	
16 of 20	Lighting & Landscaping Details	09/26/2019	
17 of 20	Soil Erosion & Sediment Control Plan	09/26/2019	
18 of 20	Soil Erosion & Sediment Control Details	09/26/2019	
19 of 20	Construction Details	09/26/2019	
20 of 20	Construction Details	09/26/2019	

Project Description and Background:

The Applicant seeks to amend the previously approved Preliminary & Final Major Site Plan approval, as prepared by a different applicant, to complete Phase II of the site plan which included Buildings B & E. The proposed changes in this amended set of plans retain the original footprint and general layout of the previously approved site plan, however; this amended set of plans provides new building heights, as well as revised building usage and configurations. The most recently approved application included 431 residential units, 8,106 SF of retail space and 444 parking spaces located within a garage, which conformed to the Harrison Waterfront Redevelopment plan. The applicant is now proposing to increase the number of residential units from 431 to 884 units (453-unit increase), increase the number of parking spaces from 444.

to 1,307 parking spaces (increase of 863 spaces) and an increase in the size of the retail space from 8,106 SF to 146,921 SF (increase of 138,815 SF) between the two proposed buildings. Additionally, the Applicant is proposing to include a 200-room hotel and 64,737 SF commercial/sports space within the previously approved floor plan. Also proposed is a 40,784 SF park located at the rear of the site.

The proposed mixed-use buildings will remain within the same approved footprint, however; the proposed building heights will now vary from 7 stories to 26 stories as opposed to the previously approved height of 4 stories.

Based on review of the application, we offer the following comments:

1. Completeness Review:

1.1 Per Section 17-74.2 "Preliminary Major Subdivision and Site Plan Checklist":

- a. Item 4, Plans shall be 24"x36". The Applicant has requested waiver for this item, as they have submitted plans on 30"x42" prints. We have no objection for this waiver to be granted.*
No response required.

2. Site Plan:

2.1 The Applicant should provide a summary memo and testimony regarding the proposed changes in this amended submission, including specific site changes throughout the site.

Testimony to be provided. The Project Narrative describing the proposed changes in this amended submission has been included in the submission.

2.2. Spot grades within the proposed sidewalks are to be included in order to show a maximum 4' wide, 2% cross-slope ADA accessible route.

Spot grades within the proposed sidewalk have been included to show a maximum 4' wide, 2% cross-slope ADA accessible route.

2.3. All proposed handicap ramps shall show detailed grading plans in order to show ADA compliance.

The ADA Ramp Grading Plan (Sheet 9 of 21) has been included in the site plan detailing the proposed handicap ramps in order to show ADA compliance.

2.4. All proposed handicap ramps should show detectable warning surfaces on the plans.

All proposed handicap ramps have been revised to show detectable warning surfaces on the plans.

2.5. All detectable warning surfaces should be installed so that they direct pedestrian traffic in the way of travel, not diagonally, into the crosswalks. The ramps shall be in locations that are perpendicular to the crossings, as recommended by PROWAG. Two ramps will be needed at each corner, rather than one at the center of the curve.

All proposed detectable warning surfaces have been installed so that they direct pedestrian traffic in the way of travel, not diagonally, into the crosswalks. The ramps shall be in locations that are perpendicular to the crossings, as recommended by PROWAG. Two ramps have been proposed at each corner.

2.6. No grading has been provided for the proposed park space at the rear of the site. Spot shots and contours shall be shown for this area in order to show how drainage will be handled for this portion of the site.

The plans have been revised to provide grading for the proposed park space at the rear of the site.

2.7. *The Applicant shall provide testimony regarding the proposed hours and usage of the park space and who will have access to the space, as well as any proposed amenities that will be included in this park space. Is any security proposed at the park (i.e. cameras)? If amenities or furniture is proposed, the plans should be revised to show what is proposed.*

Testimony will be provided.

2.8 *The mix of apartments is as follows:*

Type	Previously Approved (Phase II)	Proposed (Phase II)
Studio/1-Bedroom	322	716
2-Bedroom	109	131
3-Bedroom	N/A	37
Total Units	431	884

3. Traffic & Parking

3.1 *The Applicant has proposed a total of 1,324 spaces including 27 Compact Spaces (8'x15' to 9'x18') and 6 Electric vehicle spaces. Per the Harrison Waterfront Redevelopment Plan, the required parking for Phase II is as follows:*

1. *1 space/residential unit x 884 residential units = 884 spaces required 1 space/1,000 SF of retail space x 146,921 SF = 148 spaces required*
2. *1 space/hotel room x 200 rooms + 1 space/1,000 SF of hotel space x 7,969 SF = 208 spaces required.*
3. *1 space/1,000 SF of sports hub x 64,737 SF = 65 spaces required Total = 1,305 spaces required*
4. *Total spaces provided = 1,324*

3.2 *The plans call out 115 parking spaces in lot 1.05, however; we count 114. Please confirm and revise as necessary.*

The plans have been revised to show 114 surface parking spaces in Lot 1.05

3.3 *Per RSIS Standards, for Phase II, the site requires a minimum of 814 parking spaces for the residential units. The Applicant proposes 1,324 parking spaces to be used for the entire mixed development. Applicant to discuss the proposed parking usage through the day.*

Testimony to be provided.

3.4 *On-street parking spaces should be called "surface parking spaces," as they are not located within a right-of-way.*

On-street parking spaces have been revised to be called "surface parking spaces".

3.5 *Per RSIS standards, the applicant will require a de minimus exception for the parking space sizes. Each space should be a minimum of 9'x18', where smaller spaces (8.5'x18') are proposed.*

No response required.

3.6 *The Applicant has proposed 27 compact spaces which is below the 20% maximum allowable.*

No response required.

3.7 All proposed ADA spaces shall be clearly shown on the plans in order to ensure proper ADA ramp locations and number of spaces.
All required ADA spaces are included in the automated parking proposed inside the buildings. Testimony to be provided.

3.8 The Applicant shall provide testimony regarding how the mixed-use nature of the site will have an effect on peak hour trips.
Testimony will be provided.

3.9 The Applicant shall provide testimony regarding the automated parking facility. It is unclear how the system will operate and how potential vehicle backups will have an effect on adjacent streets. The process and the time it takes shall be discussed, as well as the staffing needed to manage the parking. Are the garages proposed to have generator backup?
Testimony will be provided.

3.10 Per the Traffic Impact Study, the proposed development would increase the peak hour traffic by approximately 813 trips, however this does not include reductions taking into account the site's proximity to the PATH Station and other mass transit availability. The number of anticipated trips during the peak hour, taking the credit is 411 trips. Testimony should be provided to discuss the anticipated trips during the peak hour and explain the need for credits.
Testimony will be provided.

3.11 Additionally, because of the type of development, the Applicant anticipates 34% of the trips generated at the site during the peak to be "pass-by" traffic. The Applicant should discuss the anticipated use at the site and how "pass-by" traffic affects the overall traffic in the area.
Testimony will be provided.

3.12 Most of the movements in the streets in the vicinity of the project are not expected to increase the delay times at the intersections, however there are some movements that do increase the delay times considerably, including:

- 3.12.1. FER Blvd @ Bergen St – westbound turning left – Increasing from a Level of Service (LOS) E with 70.9 seconds delay in the morning peak, to a LOS F 95 second delay. In the evening peak, the increase of delay is 55.1 seconds to 118.3 seconds.
- 3.12.2. FER @ Bergen – northbound turning left – morning peak form LOS E 61.6 second delay to LOS F 123.6 second delay.
- 3.12.3. FER @ Angelo Cifelli – eastbound turning right – morning peak from LOS D 38.3 second delay to LOS E 56.5 second delay. Evening peak shows a similar increase.
- 3.12.4. FER @ Angelo Cifelli – northbound through – evening peak form LOS B 18.8 second delay to LOS F 113.5 second delay
- 3.12.5. FER @ Angelo Cifelli – southbound through/right – evening peak from LOS C 21 second delay to LOS E 79.6 second delay.

Testimony will be provided.

3.13. The Applicant has provided a Traffic Impact Study. This study references the potential for retiming the traffic signals on Frank E. Rodgers Boulevard to mitigate the increase in movement delays. Testimony shall be provided to explain the proposed timing changes and how they will

help mitigate the increased times. Frank E Rodgers is a County road and the signals are operated by the County, therefore, this will need to be coordinated with Hudson County Engineering. Testimony will be provided.

4. Utilities

4.1 In accordance with NJAC 7:14A-22.4,(b).1.ii "Projects involving additional flow through an existing sewer line of 8,000 GPD or more require a treatment works approval for the conveyance aspects only and may be considered under the provisions of NJAC 7:14A- 22.6." Because the projected flows exceed 8,000 gpd (gallons per day), a Treatment Works Approval from NJDEP will be required.

A Treatment Works Approval from NJDEP will be acquired prior to construction.

4.2 In accordance with NJAC 7:14A-23.3, the following sanitary sewer flows are noted

716-1 Bedroom/Studio Residential Units	$716 \text{ units} \times 150 \text{ gpd} = 107,400 \text{ gpd}$
131-2 Bedroom Residential Units	$131 \text{ units} \times 225 \text{ gpd} = 29,475 \text{ gpd}$
37-3 Bedroom Residential Units	$37 \text{ units} \times 300 \text{ gpd} = 11,100 \text{ gpd}$
146,921 SF Retail Space	$146,921 \text{ SF} \times 0.1 \text{ gpd} = 14,692 \text{ gpd}$
200-Room Hotel	$200 \text{ rooms} \times 75 \text{ gpd} = 15,000 \text{ gpd}$
64,737 SF Retail/Sports	$64,737 \text{ SF} \times 0.1 \text{ gpd} = 6,474 \text{ gpd}$
$\text{TOTAL} = 184,141 \text{ gpd}$	

No response required.

4.3 The amended site plan results in an increase in sanitary sewer flow of around 75% since the last approval.

No response required.

4.4 Do any of the recently installed utilities need to be replaced and increased in size to address the increase in expected usage? The Applicant shall provide calculations regarding existing and proposed pipe sizing.

The last portion of the previously approved 8" PVC sanitary main will be replaced with a 10" PVC sewer main in order to convey the proposed flow from the entire development as seen on the Utility Plan (Sheet 10 of 21). The Sanitary Sewer Engineer's Report included in this submission provides calculations regarding pipe sizing.

4.5 A NJDEP Bureau of Safe Drinking Water permit is required due to the daily demand for the proposed development.

An NJDEP Bureau of Safe Drinking Water permit will be acquired prior to construction.

4.6 The proposed sanitary line at the front of the site runs directly through the newly constructed median between the entrance drive aisles. It is unclear if the whole entrance median will need to be reconstructed or if the contractor will be able to install the sanitary line without disturbing the newly constructed curb and drive aisles.

The proposed sanitary line will cause minimal disturbance to the entrance median as observed on the Soil Erosion & Sediment Control Plan. The disturbance from construction will not require the entire median to be reconstructed.

4.7 *Applicant to provide 'will-serve' letters from all utilities required at the site.*

The applicant will provide 'will-serve' letters from all utilities required at the site as soon as they are attained. New requests for 'will-serve' letters were issued after architectural revisions increased demand on site.

5. **General**

5.1 *The Applicant shall provide a list and/or plan detailing all newly constructed facilities at the site that will need to be modified as a result of the amended site plan.*

The Project Narrative describing the proposed changes in this amended submission has been included in the submission.

5.2 *The Applicant shall provide testimony outlining all proposed changes between the original approval and the proposed changes.*

Testimony will be provided.

6. **Other Agency Approvals**

- *Applicable Town Building Permits.*
- *County Approval*
- *NJDEP Approvals*
 - *Treatment Works Approval*
 - *Bureau of Safe Drinking Water*
 - *Waterfront Development Permit*
- *Passaic Valley Sewerage Commission*
- *Hudson Essex Passaic Soil Conservation District approval*
- *All other agencies having Jurisdiction.*

Should you have any questions please do not hesitate to call me at 609-910-4450 or via email llz@midatlanticeng.com.

Sincerely,



MidAtlantic Engineering Partners, LLC.

Louis Z. Zuegner, IV, P.E. P.P.

CC: Antonios Panagopoulos, P.E., C.M.E., T&M Associates (via fed ex with full submission package)
Accordia Harrison Urban Renewal, LLC (via email)
Chiesa, Shahinian & Giantomaso PC (via email)