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**Sam
Schwartz**

APPLICATION REVIEW

VIA EMAIL

August 15, 2019
September 17, 2019 (update)

Attn: Rosiland McLean

Zoning Board of Adjustment
818 Teaneck Road
Teaneck, NJ 07666

**RE: Review of Application ZB2019-17 for Preliminary and Final Major Site Plan Approval
Proposed 15-story multi-family residential building with commercial space
189 The Plaza LLC (the "Applicant")
Block 5005, Lots 1, 2, & 11 (the "Property")
189 The Plaza & 168-174 State Street, Teaneck, Bergen County, New Jersey, 07666
SSC Contract No. 19-02-4160**

Dear Board Members:

Sam Schwartz Consulting, L.L.C. ("Sam Schwartz") is pleased to submit this updated traffic and parking review of the Application for the above referenced development proposed for Block 5005, Lots 1, 2, and 11 within the Township of Teaneck.

1. DOCUMENTS REVIEWED

The following documents were examined as part of this review:

- Traffic Impact Study ("Traffic Study") prepared by Maser Consulting ("traffic consultant"), last revised July 22, 2019; and
- Preliminary & Final Major Site Plan ("Architectural Plans") prepared by Nastasi Architects ("Architect") and last revised April 25, 2019.
- Preliminary & Final Major Site Plan ("Latest Architectural Plans") prepared by Nastasi Architects ("Architect") and last revised August 30, 2019, received by Sam Schwartz via FedEx on September 16, 2019.

2. PROPOSED PROJECT

The Applicant seeks to redevelop Block 5005, Lots 1, 2, and 11 located at 189 The Plaza (see **Figure 1** on next page) in the B-1 Business Retail District. The proposed development consists of a 15-story 147-unit multifamily residential building with 5,700 square feet (SF) of commercial space on the second and third levels. The 147 residential units proposed consist of 56 one-bedroom units, 69 two-bedroom units, and 22 three-bedroom units. The commercial space would be on the northerly side of the proposed building with pedestrian access to the commercial lobby on the second level from State Street or from inside the parking garage.

The parking garage would consist of a lower basement level and levels (floors) 1-3. Within the garage, 6 parking stalls designated for ADA accessibility are proposed, as well as 14 tandem spaces (7 striped bays) and 47 stacked parking stalls.

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Based upon our review of the updated documents, the fundamental characteristics of the proposed development remain the same as per the August 15, 2019 review letter except for the following changes:

- The commercial space on levels 2-3 is now proposed as 5,700 SF (was 5,900);
- The number of stacked parking spaces is now proposed as 47 (was 45);
- A curbside loading turnout has been added on The Plaza westbound;
- Trash removal and loading has been removed from the garage interior; and,
- Various plan changes, also affecting parking space layout and numbering within garage.

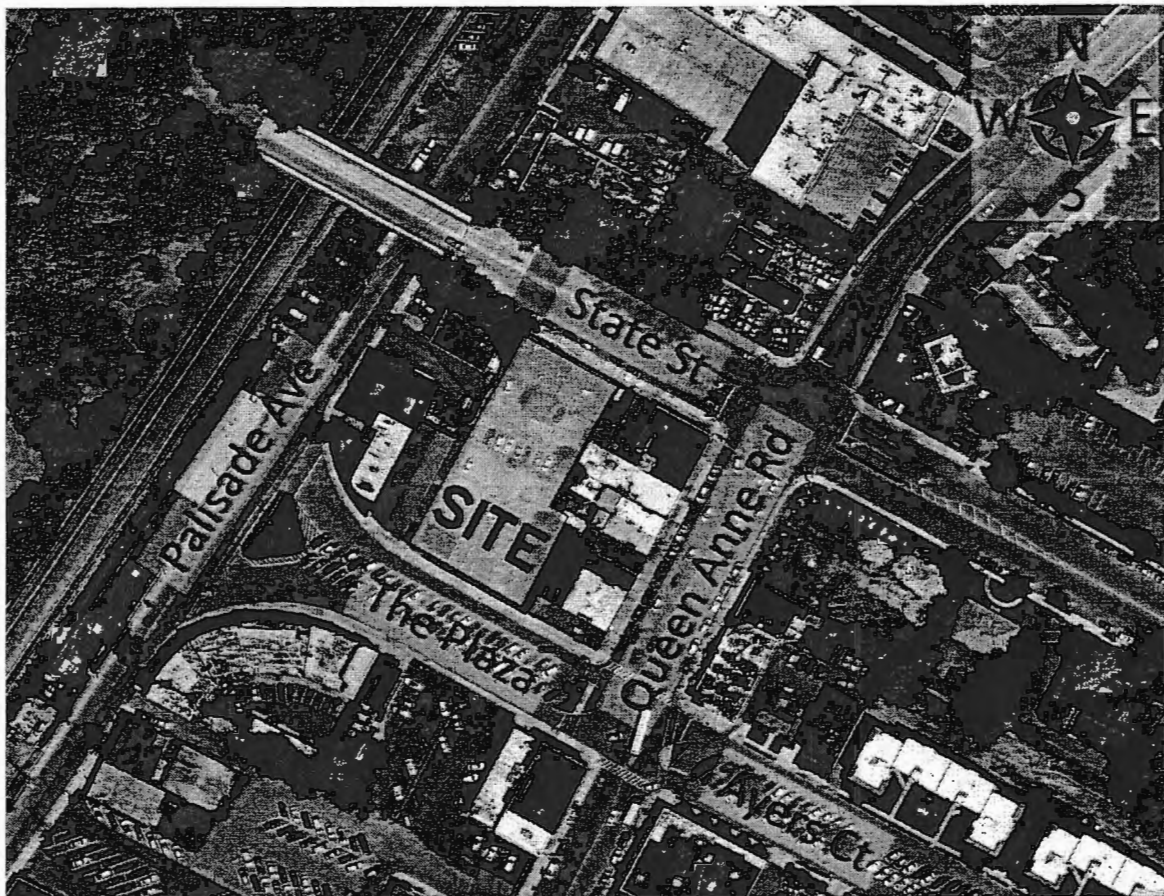


Figure 1: Site Location Map (NearMap Aerial background taken July 1, 2019)

3. PARKING / TRAFFIC COMMENTS (FROM AUGUST 15TH REVIEW)

A detailed review of the Latest Architectural Plans was performed and compared to the original August 15, 2019 review based on the previous plan revision. Note that no other updated materials have been provided to Sam Schwartz for review. The original comments are shown in *italics* and the current review status is shown in standard blue font.

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3.1 Parking Requirements per Ordinance

According to the Architectural Plans in the Parking Breakdown table on Sheet G101, 177 parking stalls are proposed as a result of a calculation apparently based on RSIS. The table indicates that 0 parking spaces are required per ordinance. The Applicant should revise this table to reflect the correct number of parking stalls required per ordinance.

It is now understood that the project site is located in an area excluded from minimum off-street parking requirements as per Teaneck Zoning Ordinance Article V Section 33-28(b)(1)a.2. Comment addressed.

3.2 Americans with Disabilities Act of 2010 (ADA) Requirements

The Applicant is proposing 6 ADA accessible parking spaces. According to ADA Section 208.2, 6 accessible parking spaces are required for parking facilities of 151-200 spaces overall with at least 1 van accessible space as per ADA Section 208.2.4. The Architectural plans comply with this requirement.

No further comment.

3.3 Tandem Parking Spaces

The Architectural Plans depict 14 tandem parking spaces. The Applicant should provide data or testimony to advise on how these spaces will be operated and utilized.

The plans have been satisfactorily revised to depict the tandem parking spaces assigned as requested. Sam Schwartz recommends that it remain a condition of approval that the Applicant shall commit to assigning the tandem parking spaces to tenants such that the use of each tandem stall containing up to two parked cars shall be limited to one specific dwelling unit, not to be divided, rented, or sold to any other parties not currently residing within the assigned dwelling unit on-site.

3.4 Stacked Parking Spaces

The Architectural Plans depict 45 stacked parking spaces. The Applicant should provide data or testimony to advise on how these spaces will be operated and utilized.

It should be noted that the Latest Architectural Plans depict 47 stacked parking spaces. The plans have been satisfactorily revised to depict the stacked parking spaces assigned as requested. Sam Schwartz recommends that it remain a condition of approval that the Applicant shall commit to assigning the stacked parking spaces to tenants such that the use of each stacked parking space shall be designated to one specific dwelling unit, not to be rented, used, or sold to any other parties not currently residing within the assigned dwelling unit.

3.5 Use of On-Street Parking

Applicant should provide data or testimony for the use of on-street parking in their available parking calculation.

This comment has not yet been addressed by the Applicant and additional information or testimony should be provided.

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3.6 Direction Arrows on Architectural Plans

The directional arrows indicating the path of travel for vehicles within the parking garage are facing the wrong direction in numerous instances on Sheets A101, A102, and A103. The Architect should revise the plans to indicate driving on the right-hand side and show proposed pavement markings accordingly.

The Latest Architectural Plans have been revised satisfactorily.

3.7 Slope of Internal Garage Ramps

The slope of internal garage ramps should be shown for all ramps and for all facilities that must comply with ADA requirements. The Architect should revise the plans accordingly.

The Latest Architectural Plans have been revised to include labels of the proposed grade of the internal ramps; however, the grades depicted on the plans do not appear to be correct and should be checked. For example, on Sheet A100 in the basement level, the south side of the garage is identified as elevation 74.0' and the north side of the garage (near the stackers) has a proposed elevation of 67.0'. Scaling the plans to obtain the ramp length (and by counting nine 9'-wide parking stalls) the ramp appears to be 81' long. With a 7.0' vertical change in elevation over a horizontal distance of 81', the correct grade of the ramp is approximately 8.64% ($7.0' \div 81' = 8.64\%$), whereas the ramp is labelled as "6% Down". This error appears to occur in other ramp locations. The Applicant should check or revise all ramp grade calculations and labels accordingly and clearly show the ramp limits on the plans. Further testimony or information should be provided by the Applicant on this matter.

3.8 Operation of Loading Vehicles & Deliveries

The Applicant should provide vehicle turning templates showing how the proposed loading dock inside the first floor of the garage can be accessed. Data or testimony should be provided by the Applicant indicating the design vehicle, size, and expected frequency of deliveries.

At the August 21, 2019 meeting, the Applicant agreed to modify the location of the loading operations by providing a recessed curb turnout for loading and curbside pick-up / drop-off activities. A minimum dimension of 40 lineal feet along site frontage on The Plaza westbound was discussed at the meeting. The Latest Architectural Plans depict this change by showing the new loading area along The Plaza for 40 lineal feet with cross hatch pavement markings on Sheet A101. The specifications of the pavement striping should be indicated on the plans (color, thickness, material) and proper signage should be proposed to prohibit parking in this area.

3.9 Trash Removal

According to the Architectural Plans on Sheet A101, a trash room will be located inside the first floor of the garage. Applicant should provide data or testimony indicating how (and how often) trash will be removed from the Property. If applicable, a vehicle turning template should be provided indicating the design vehicle size and turning maneuvers required.

At the August 21, 2019 meeting, the Applicant agreed to modify the location of the trash removal operation by providing a recessed curb turnout for loading and curbside pick-up / drop-off activities. A minimum dimension of 40 lineal feet along site frontage on The Plaza westbound was discussed at the meeting. The Latest Architectural Plans depict this change by showing the new loading area along The Plaza for 40 lineal feet with cross hatch pavement markings on Sheet A101. The specifications of the pavement striping should be indicated on the plans (color, thickness, material) and proper signage should be proposed to prohibit parking in this area. The Applicant should provide information or testimony regarding the proposed trash removal operation.

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3.10 Dead-End Spaces

Parking spaces depicted on the Architectural Plans as numbers 126, 135, 165, and 175 appear to be dead end spaces, that is, when an approaching vehicle has an obstructed view of the above-listed spaces and then discovers them to be occupied, that driver may need to backup to continue searching for an open space. Applicant should provide data or testimony for the operation of the parking spaces within the garage, specifically discussing if stalls will be numbered and assigned / reserved or how a vehicle would maneuver in a dead-end space scenario.

The parking space numbering has changed from the previously reviewed plan set; therefore, the specific space numbers listed previously no longer apply. While several dead-end spaces are now depicted as assigned parking, parking spaces numbered 130 and 138 on the Latest Architectural Plans (Sheet A102) remain unassigned dead-end spaces. The plan should be revised such that all dead-end spaces are assigned.

3.11 Garage Door / Gate Operation

The Architectural Plans appear to show a gate or garage door near the street entrance on Sheet A101. It is unclear from the plans what how this gate or door would operate and what materials it would consist of. The Applicant should provide construction details on the Architectural Plans if a gate or garage door is proposed and the Applicant should provide data or testimony regarding the operation.

The proposed garage door has been identified on the Latest Architectural Plans; however, the Applicant has yet to provide construction details for the garage door. The Applicant should provide these details and provide information or testimony describing how emergency services would access the garage.

3.12 Peak Hour Traffic

The peak hours were identified in the Traffic Study as 8 – 9 AM and 5 – 6 PM; while these seem reasonable, they do represent the last hour counted during the 7 – 9 AM and 4 – 6 PM manual turning movement counts conducted for the project. The Applicant should provide data or testimony to verify that the true peak hour did not occur outside the time periods studied.

This comment has not yet been addressed by the Applicant and additional information or testimony should be provided.

3.13 New Site Trip Generation Estimates for Residential Component

We agree with the Applicant's traffic consultant regarding the future site trip generation estimate of 54 and 59 vehicle trips in the AM and PM peak hours, respectively, due to the residential component of the project; however, the Applicant should provide data or testimony to classify the 5,900 SF proposed commercial area listed in the Project Data Summary table on Architectural Plan Sheet G101 as per ITE land uses so that the potential for traffic generated by the commercial component may be assessed.

This comment has not yet been addressed by the Applicant; however, we note that the commercial component has been changed to 5,700 SF.

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3.14 Trip Distribution and Assignment

The Traffic Study indicates that 50% of the entering traffic would access the site from Queen Anne Road southbound and 50% from northbound, but that only 25% of vehicles exiting the site would return to Queen Anne Road southbound and 25% to northbound, and that the remaining 50% of exiting vehicles would travel north (25%) and south (25%) on Palisade Avenue. The Applicant should provide data or testimony indicating why this distribution was used in future site trip projections.

This comment has not yet been addressed by the Applicant and additional information or testimony should be provided.

3.15 U-Turn from The Plaza to Access Queen Anne Road

According to the Traffic Study, 50% of the site trips exiting would turn left out of The Plaza westbound and then immediately turn back into The Plaza to access Queen Anne Road. The Applicant should provide data or testimony indicating why this traffic was assigned to this route and attest to the potential safety implications at the intersection of The Plaza and Palisade Avenue.

This comment has not yet been addressed by the Applicant and additional information or testimony should be provided.

3.16 Traffic Impacts

The Traffic Study indicates that there will be impacts to the Levels of Service (LOS) at the Queen Anne Road & The Plaza / Ayers Court intersection. Specifically, The Plaza eastbound approach will go from LOS E with 38.1 seconds delay in the No-Build to LOS F with 50.5 seconds of delay in the Build during the AM peak hour, representing a 33% increase in delay. Similarly, the same approach would go from LOS F with 66.4 seconds of delay to LOS F with 105.0 seconds of delay—a 58% increase in delay for the movement. The Applicant should provide data or testimony addressing how these impacts will be mitigated.

This comment has not yet been addressed by the Applicant and additional information or testimony should be provided.

3.17 Right-In / Right-Out Driveway Signage

The Applicant should revise the Architectural Plans to include MUTCD compliant signage and / or pavement markings enforcing the right-in / right-out turn restrictions on or near The Plaza site driveway, including the use an R1-1 "STOP" sign at an appropriate location on the driveway egress.

The Latest Architectural Plans show a note on Sheet A101 near the driveway at The Plaza that is labelled as "MUTCD pavement compliant signage". The plan should be revised to show the proper use of and locations of proposed signage and pavement markings as per the MUTCD. An R3-2 'No Left Turn' sign should be installed in addition to the R1-1 "STOP" sign.

3.18 Parking Stall Dimensions

A number of parking stalls appear to deviate from the 9' x 18' dimensions set forth in N.J.A.C. 5:21-4.15. The Applicant should revise Architectural Plans as necessary to satisfy the requirements or seek a waiver and provide data / testimony justifying the deviation.

The Application should identify all parking spaces that deviate from the 9' x 18' dimensions on the plans and additional information or testimony should be provided justifying the need for the deviation.

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3.19 Drive Aisles

The Architectural Plans must dimension the drive aisles throughout the parking garage and provide a minimum of 24 feet as per N.J.A.C. 5:21-4.16(c).

This comment has not yet been addressed by the Applicant and additional information or testimony should be provided.

3.20 Number of Ingress/Egress Driveways

According to N.J.A.C. 5:21-4.16(e), a parking lot of 177 parking stalls shall provide a minimum of two ingress / egress points. The Architectural Plans should be revised accordingly.

As per the August 21, 2019 meeting with Zoning officials and the Applicant, the Applicant should seek a design waiver and provide testimony or information for justification.

4. PARKING / TRAFFIC COMMENTS (NEW COMMENTS)

4.1 Vehicle Turning Radii

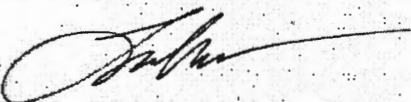
As per the September 4, 2019 meeting with Zoning officials and the Applicant, it was determined that the Applicant and Sam Schwartz would perform AutoTURN analysis for the AASHTO passenger (P) design vehicle within the garage to ensure no obstacle or vehicle path encroachments would occur in the proposed garage design. Sam Schwartz provided this analysis on September 5, 2019 to the Applicant via email (see **Attachment A**). The latest plan iteration received on September 16, 2016 shows a vehicle path that is inconsistent with the turning capabilities of the AASHTO P vehicle. The Applicant should revise the plans accordingly to facilitate a path that is safe and free of obstacles for the maneuvering of two-way passenger vehicle traffic throughout the garage.

4.2 Sidewalk Ramps at Site Driveway

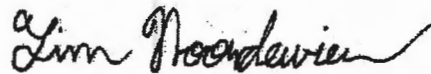
There is an existing sidewalk that runs along The Plaza westbound. The Latest Architectural Plans show curb for the site driveway entrance but do not show ADA compliant ramps or indicate how the proposed sidewalk along site frontage would connect to the existing sidewalk west of the property limits. The Applicant should revise the plans accordingly.

Please contact us if you have any questions related to this review.

Sincerely,



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Senior Traffic + Civil Engineer
Transportation Engineering
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Cc: Jason R. Tuvel, Esq

Attachments: Attachment A – Sam Schwartz email and attachments with vehicle turning analysis, dated September 5, 2019

ATTACHMENT A

Tim Noordewier

From: Tim Noordewier
Sent: Thursday, September 5, 2019 2:25 PM
To: Gregory Yakimik
Cc: dmelfi@teanecknj.gov; jvince@halsengineering.com; dhals@halsengineering.com; Lou Luglio; Jason Tuvel; mbriehof@maserconsulting.com; grgjripe@optonline.net; Benjamin Wine; Sally La; kathryn@gregoryassociatesllc.com; Jonathan Vogel; Steven yenowitz; Juan Rodriguez; John Nastasi
Subject: RE: 189 The Plaza - Revision 2 Set
Attachments: 189ZO-Basement_AutoTURN.pdf; 189ZO-Plaza_AutoTURN.pdf

Gregory:

I've attached the vehicle turn templates for the AASHTO P vehicle in the garage. It appears that there would be some encroachment in the basement. On the first level, the two-way vehicle paths would overlap in the drive aisle going to the basement ramp. The steep grades at these locations may also pose an issue. Please examine these turn exhibits and revise plans as necessary to accommodate the movements.

Thanks,

Tim

From: Gregory Yakimik <gregory@nastasiarchitects.com>
Sent: Thursday, September 5, 2019 10:10 AM
To: Tim Noordewier <tnoordewier@samschwartz.com>
Cc: dmelfi@teanecknj.gov; jvince@halsengineering.com; dhals@halsengineering.com; Lou Luglio <luglio@samschwartz.com>; Jason Tuvel <jason@primelaw.com>; mbriehof@maserconsulting.com; grgjripe@optonline.net; Benjamin Wine <ben@primelaw.com>; Sally La <sally@primelaw.com>; kathryn@gregoryassociatesllc.com; Jonathan Vogel <jvogel@solomonb.com>; Steven yenowitz <steven@solomonb.com>; Juan Rodriguez <juan@nastasiarchitects.com>; John Nastasi <nastasi.j@gmail.com>
Subject: Re: 189 The Plaza - Revision 2 Set

Tim,

See attached for parking plans in CAD format.

Please let me know if you have any questions or would like any other information,

On Thu, Sep 5, 2019 at 9:40 AM Tim Noordewier <tnoordewier@samschwartz.com> wrote:

Attn: Nastasi Architects

Lou briefed me on the meeting yesterday that I was unable to personally attend due to schedule conflict. For *Sam Schwartz* to perform vehicle turn analysis for an AASHTO Passenger (P) vehicle, we require AutoCAD plans of the basement, ground, and all levels containing the parking garage. Please provide these as soon as possible and we will work expeditiously to perform our analysis so that results can be shared well in advance of the September 19th meeting.

