

APPLICATION REVIEW

VIA EMAIL

August 15, 2019

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 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.

2. PROPOSED PROJECT

Based upon our review of the above referenced documents, we understand that 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 5,900 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, though it is worth noting that the Architectural Plans depict both the basement level and level 1 on two different plan sheets but label each as "First Floor." Within the garage, 6 parking stalls designated for ADA accessibility are proposed, as well as 14 tandem spaces (7 striped bays) and 45 stacked parking stalls.

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

3. PARKING / TRAFFIC COMMENTS

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.

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.

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.

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.

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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.

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.

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.

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.

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.

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.

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.

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.

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.

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

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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.

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.

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.

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.

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.

3.19 Drive Aisles

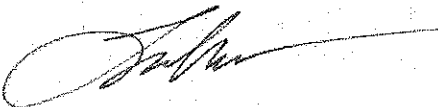
The Architectural Plans must dimension the drive aisles throughout the parking garage and provide a minimum of 24 feet as per N.J.A.C. 5:21-4.16(c).

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.

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

Sincerely,



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