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February 21, 2012

VIA EMAIL: mvarela@westnewyorknj.org

Board of Adjustment
Town of West New York
428 60th Street
West New York, NJ 07093

Re: Meridia le Boulevard
Block 2, Lots 9 & 10
6609-6615 J.F.K. Boulevard East
Zoning Board Application No. 2012-03
RVA Project No. 0912-Z-013

Dear Board Members:

This office is in receipt of an application for Preliminary and Final Site Plan for the above referenced site. The information considered for this review is as follows:

- a. Plan set titled "Proposed High-Rise Multifamily Dwelling", as follows:
 - CPA Architecture: Sheet T-1, sheets A-100 through A-102, and sheet A-200, dated January 26, 2012, no revisions.
 - Jenne Associates L.L.C.: Sheets C-1 through C-4, dated January 26, 2012, no revisions.
- b. Plan titled "Boundary & Topographic Map", prepared by Del Norte Land Surveying Incorporated, dated November 30, 2011, no revisions.
- c. Plan titled "200' Radius and Usage Map", prepared by Del Norte Land Surveying Incorporated, dated February 1, 2012, no revisions.
- d. Stormwater Management Report prepared by Jenne Associates L.L.C., dsted January 2012, no revisions.
- e. Traffic Impact Statement prepared by Staigar & Peregoy L.L.C., dated January 21, 2012, no revisions.
- f. Planning Report prepared by John McDonough, dated January 31, 2012
- g. Review memorandum from Joseph Layton, Board Planner, to the West New York Zoning Board of Adjustment, dated February 16, 2012.
- h. Application forms.

To: West New York Zoning Board of Adjustment
Re: Meridia le Boulevard.
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I. GENERAL COMMENTS

1. The property is located on the southwesterly corner of 67th Street and J.F.K. Boulevard East in the R-M Residential Medium Density Zone. Lot 9 is currently occupied by a single family dwelling and Lot 10 is currently developed as automobile service station.
2. The applicant proposes to remove all existing structures on the property and construct a 13 story multifamily residential building with an accompanying 3 level parking garage. The application requires both "C" and "D" variances. The application before the Board is for the variances only and does not include an application for site plan approval. Site plan approval will be required prior to the issuance of building permits.
3. A detailed discussion of variances is deferred to the Board Planner, except where they may have engineering issues. This office has made an effort not to duplicate items noted on the Board Planner's report, unless their import warranted further discussion.

II. COMPLETENESS

This office has reviewed the application against the completeness requirements of Ordinance Section 358-9C and finds that the following completeness items, designated as they are in the ordinance, have not been provided:

- (3) The North Arrow has not been provided on the plans. While inconvenient, this office does not take exception to a granting of this completeness waiver with the understanding that the north arrow be added on subsequent revisions.
- (4) The tax map sheet number is not provided. This office does not take exception to a granting of this completeness waiver.
- (23) Test Hole data has not been provided. Since the stormwater detention system does not rely on infiltration to be drained, this office does not take exception to a granting of this completeness waiver.

Based upon the above, and assuming that the Board will grant the required completeness waivers and deem the application complete. This office offers the following technical review.

III. TECHNICAL COMMENTS

1. Sheet A-102 shows that proposed building will encroach into the public right-of-way of J.F.K. Boulevard East. This will require permission from the Owner of the right-of-way which is the County of Hudson. The Planning Board does not have the authority to grant this permission.

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2. Given the historic use of Lot 10 as a gas station, the applicant should indicate if the site has been assessed for contamination. Contamination can have a significant impact on the development cost of the property.
3. North arrows should be provided throughout the plan set to aid in the discussion of the plans.
4. The drawing scale on Sheet C-1 is noted as 1"=20'. However, it appears to be 1"=10'. The applicant should review and revise the plans accordingly.
5. The plans indicate that the lot area is 13,194 square feet, or 0.303 acres. This information is not on the survey provided with the application. The source of this survey information should be provided.
6. The proposed building contains three levels of garage parking. J.F.K. Boulevard East provides ingress and egress for the lower level (Level 1) via two one-way driveways. Ingress and egress for the middle level (level 2) is provided by a single two-way driveway from 67th Street. Ingress and egress for the upper level (level 3) is provided by an additional two-way driveway from 67th Street. It is noted that Ordinance Section 358-36F limits driveway to two per 700 feet of frontage. The applicant proposes 4 driveways in approximately 220 feet of frontage. Currently, there appear to be 5 street parking spaces along the site's 67th Street frontage. The proposed multiple driveways on 67th Street will reduce this number to one. Similarly, there appear to currently be two street parking spaces along the site's J.F.K. Boulevard East frontage that the proposal appears to reduce to one. The applicant should provide details of the impact of public parking loss in the area.
7. Ordinance Section 358-36F requires access driveways to be at least 50 feet from intersecting street line where the applicant proposes a 26 foot distance from the northern driveway on J.F.K. Boulevard East to 67th Street. The separation distance gives drivers more time to react to the various traffic movements that may be occurring over a given length of road.
8. "No Right Turn" signs should be added to the exit driveways to 67th Street and the appropriate construction details provided.
9. The plans should clarify the intent with respect to the driveways to J.F.K. Boulevard East. They are angled as to suggest that "left-out" and "left-in" movements are not anticipated. The applicant should also indicate the status of the application before the Hudson County Planning Board, who has jurisdiction with respect to driveways on J.F.K. Boulevard East. Once the determination of permitted movements is made, the appropriate signage should be shown on the plan and detailed.
10. The applicant has requested a design waiver with respect to Ordinance Section 358-36F to permit a 22 foot wide two-way driveway where 24 feet is required. However, the width of the aisles on Parking Levels 2 & 3, that are parallel to J.F.K. Boulevard East, scale to 21 feet and 19 feet in width. The plans should dimension all aisles and the waiver request adjusted accordingly.

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11. The applicant has not noted a further waiver required to permit one-way driveways of 10.17 feet and 10.5 feet where 12 feet is required Ordinance Section 358-36F. The RSIS requires 24 foot width for two-way traffic, but does not provide a minimum width for one-way aisles with no parking.
12. The two parking aisles on Parking Level 1 end at a dead end. The vehicles that park at the end of the aisles, without needing to turn into a space, are not provided with the means to turn around to leave the garage. As such, these vehicles will need to reverse some 160 feet down the aisle and into the courtyard in the front of the building. This maneuver is very awkward and is exacerbated by the sub-standard aisle width. A similar situation exists on Parking Level 2 for the two spaces that abut the 67th Street wall next to the bicycle storage area.
13. Access to and from the two compact car spaces on Parking Level 3 is very awkward. These spaces are also in the area where the aisle width is 19 feet where 24 feet is required.
14. There are two parking spaces in Parking Level #1 that are located at the intersection of JFK Boulevard East and 67th Street. Due to the structure of the building (see Sheet A-200) vehicles maneuvering in these spaces will be hidden from, and will be unable to see the vehicles using the entrance drive from J.F.K. Boulevard East. These spaces should be reconsidered.
15. Since the applicant is providing the minimum number of parking spaces required by the RSIS, and a number less than that required by Ordinance, this office recommends assigned parking spaces.
16. The Ordinance requires 132 parking spaces for this application. When applying the RSIS to the development, 107 parking spaces are required. The plan provides 107 parking spaces.
17. Code Section 358-36D requires parking spaces to be 9.5' by 20', with compact car spaces measuring 7.5' x 15'. The ordinance allows 15% (16 spaces) to be compact car spaces. The RSIS requires parking spaces to be 9' by 18', but make no accommodation for compact cars. The parking spaces in the proposal are as follows:

9' x 18' 9' x 17' 8' x 18' 8' x 19' 8' x 16'
18. The handicapped parking space on Parking Level 1 is dimensioned to be one foot longer than the space next to it, but the graphics do not support the dimensioning. The parking space length should be clarified.
19. The Americans with Disabilities Act (ADA) requires five handicapped parking spaces for a parking facility of 107 spaces. The applicant has provided three spaces.
20. The aisle areas for the handicapped parking spaces should be dimensioned.
21. The plan should show all abutting curb and sidewalk to be replaced.

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22. The existing topography on Sheet C-1 is printed too light to read effectively, making it very difficult to review how the new driveways will transition into the existing street slopes. This is of particular interest at the 67th Street driveways as the street has a 5% slope. The plans should provide spot elevations to clearly depict the transitions between the driveways and roadways. On 67th Street, the plans currently appear to show that the easterly garage door threshold on Sheet A-100 is two feet higher than the sidewalk at the same location on Sheet C-1. Similarly, the westerly garage door threshold on Sheet A-100 is nine inches lower than the sidewalk at the same location on Sheet C-1.
23. The proposed grading along the J.F.K. Boulevard East frontage is incomplete as the proposed contours from the curblineline end at the property line, rather than continuing onto the site. Although incomplete, the plans seem to indicate that the entrance courtyard is sloped downward toward the building. If this is the case, blowing rain and water dripping from vehicles will flow into the garage where there is no accommodation to capture and dispose of the water.
24. The plans appear to show that the distance between the surfaces of Parking Levels 2 & 3 is nine feet. The architect should comment on the thickness of the parking deck, the depth of the structure holding up the parking deck, and the vertical clearance remaining for automobiles to pass.
25. Trash removal procedures should be explained by the applicant, including an indication of where the trash truck will park as it is being loaded.
26. The Stormwater Management Report (SMR) states that the developed condition will result in lot coverage of 95.5%. This calculates to mean that there will be approximately 700 square feet of pervious area following development. The only pervious areas that were noted on the plan was a 0.5' x 100' strip along the westerly side line and an irregularly shaped planter at the building corner closest to the roadway intersection. Combined, these areas amount of approximately 400 square feet. The pervious area of the developed lot should be clarified.
27. The SMR does not follow Ordinance Section 358-33 with respect to the parameters to be used for such calculations. The applicant should review and revise the SMR accordingly.
28. The OUTLET CHAMBER DETAIL should be fully dimensioned, be provided with all appropriate dimensioning, and be drawn to scale to verify coordination with the design parameters of the SMR. Since the SMR will likely not be used in the field during construction, the plans should contain all required information to build the outlet control structure.
29. The plans indicate a cleanout for the stormwater discharge pipe within the reflecting pool. The cleanout should be relocated.
30. The SMR should justify the use of using the 30 minute IDF Curve.
31. The weir coefficient in the SMR should be 3.30.
32. The plans should clearly show that the method of capping the underground stormwater storage pipe shall be in accordance with the recommendations of the pipe manufacturer.

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33. The following comments relate to construction details:

- a. Curb, curb ramp, and sidewalk details should be revised to meet the RSIS.
- b. A driveway apron detail should be provided.
- c. "No Left Turn" sign detail should be provided.
- d. All trenching details should show all backfill and bedding materials to be NJDOT Dense Graded Aggregate. The re-use of excavated materials will not be permitted.
- e. Note 1 on the OUTLET CHAMBER DETAIL should add the Town Engineer among those reviewing the shop drawings for the chamber.
- f. SECTION VIEW B-2 on the OUTLET CHAMBER DETAIL appears to label the outflow pipe as the inflow pipe.
- g. The OUTLET CHAMBER DETAIL should dimension the access hole size and the make/model number of the manhole casting.
- h. The ADS PARALLEL PIPE INSTALLATION DETAIL provides a method by which the recommended excavation size is determined. The excavation size noted on the plan is smaller than that recommended by the manufacturer. The excavation size should be revised accordingly.
- i. The TREE PLANTING DETAIL should show the tree grate to match those used throughout the Town in similar installations.
- j. Exterior lighting and light installation details should be provided.
- k. Curb stop detail should be provided.

34. The Stabilized Construction Entrance is shown at the intersection of J.F.K. Boulevard East and 67th Street. The entrance should be moved away from the intersection.

35. Sheet C-4 notes that 16,225 square feet of disturbance is proposed for the project. With a lot area of 13,194 square feet, and sidewalk replacement (in the public right-of-way) of approximately 1,900 square feet, there is approximately 1,100 square feet of disturbance that is unaccounted for.

36. The applicant will require approvals/permits from the following agencies:

- a. NJDEP-Treatment Works Approval for sewer extension.
- b. Hudson County Planning Board.

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- c. Hudson, Essex, Passaic Soil Conservation District.
- d. North Hudson Sewage Authority.
- e. United Water.

Should there be any questions or comments, please do not hesitate to contact the undersigned.

Very truly yours:

REMINGTON, VERNICK & ARANGO ENGINEERS



Thomas R. Lemanowicz, P.E., P.P., C.M.E.
Zoning Board of Adjustment Engineer

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