



HRPB-R0711

April 22, 2020

Harrison Planning Board  
Subdivision and Site Plan Review Committee  
318 Harrison Avenue  
Harrison, NJ 07029

Attn: Site Plan Review Committee

Re: **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  
Third Engineering Review**

Dear Board Members:

As requested, we have reviewed the Amendment to the Preliminary & Final Major Site Plans, application, and supplemental information submitted for the referenced project. The plans were reviewed for completeness and engineering related items. **Our most recent comments are in bold type.**

The applicant submitted the following materials:

- 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 Louis Zuegner, P.E. of MidAtlantic Engineering Partners, LLC, dated September 26, 2019 **and last revised on April 14, 2020.**
- 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.
- 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, dated September 26, 2019 and last revised December 7, 2019.
  - **Architectural plans for Building B, Sheets A-101 to A-107 prepared by Architectura, last revised April 14, 2020.**
  - **Architectural plans for Building C, Sheets A-10108 to A-110 prepared by Architectura, last revised April 14, 2020.**
  - **Architectural plans for Building Elevations, Sheets A-201 to A-202 prepared by Architectura, last revised April 14, 2020.**
  - **Architectural plans for Pylon Signs, Sheet B-203 prepared by Architectura, last revised April 14, 2020.**
- 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, dated September 30, 2019 **and last revised March 27, 2020.**



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- Sanitary Sewer Engineer's Report, prepared by MidAtlantic Engineering, dated September 26, 2019 and last revised on November 26, 2019.
- Engineer's Report for Water Service Connection, prepared by MidAtlantic Engineering, dated September 26, 2019 and last revised on December 5, 2019.
- Stormwater Management Narrative, prepared by MidAtlantic Engineering, dated September 26, 2019 and last revised on December 5, 2019.
- **Renderings for the Rooftop Views, prepared by Melillo & Bauer, undated.**
- **Amended Preliminary and Final Major Site Plan entitled "Harrison Yards – Phase II, Block 133; Lot 1.03 & 1.05, Plaza Landscape Exhibit" consisting of one (1) sheet as prepared by Louis Zeugner, P.E. of MidAtlantic Engineering Partners, LLC, dated April 14, 2020.**
- Application and associated information.

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 construct, Phase I of this application, a 26-story building with 620 Residential Units, a 200-room hotel, 58,106 SF of retail space, 72,420 SF of office/commercial space and parking for 648 vehicles in an automated parking garage. As Phase II, the applicant proposes a 17-story building with 278 residential units, 13,558 SF of retail space, a 60,625 SF "sports hub" and parking for 138 parking spaces in a surface parking lot.

The revised changes increase the number of residential units from 431 to **898** units (**467**-unit increase), increase the number of parking spaces from 444 to **1,351** parking spaces (increase of **907** spaces) and increase the size of the retail/office/"**sports hub**" space from 8,106 SF to **204,709** SF (increase of **196,603** SF) between the two proposed buildings, as well as the addition of the 200-room hotel, all within the previously approved building foot print. 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.

**Additionally, the Applicant is proposing a temporary parking lot to be used during Red Bulls Areen events.**

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



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## 1. Completeness Review

Based upon our review we find the application to be technically **complete** from an engineering standpoint.

- 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.

## 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. **A project narrative has been submitted as part of the application.**
- 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. **Comment Addressed.**
- 2.3. All proposed handicap ramps shall show detailed grading plans in order to show ADA compliance. *It is likely that Ramps #5 and #12 will require railings, as they have long runs with more than 6” of grade change between landings that is used as ingress/egress to a building.* **Comment Addressed. Proposed grading is provided on the plans and the Applicant has indicated, in the MidAtlantic response letter, that railings would be provided, if required.**
- 2.4. All proposed handicap ramps should show detectable warning surfaces on the plans. **Comment Addressed.**
- 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. **Comment Addressed.**
- 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. **Comment Addressed.**
- 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 site is located in the section of Town that is currently under construction. Part of the improvements for all the sites include drainage improvements to mitigate existing and newly created impervious areas using new as well as old infrastructure that is being upgraded as each project within the redevelopment area is completed. That said, there seems to be a “choking point” between the new and old piping that creates stormwater backups on Frank E Rogers Boulevard during moderate rain events. It is recommended that the Applicant propose stormwater remediation, such as underground storage with a



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weir system to help slow the flow of the drainage from the site through the older, undersized, stormwater conveyance system. **This comment remains unaddressed. It is recommended that a meeting be held with the Town Engineer, DPW and this office to discuss in more detail the current issue and possible solutions.**

2.9. The mix of apartments is as follows:

Type	Previously Approved (Phase II)	Proposed (Phase II)
Studio/1-Bedroom	322	727
2-Bedroom	109	134
3-Bedroom	N/A	37
Total Units	431	898

**3. Traffic & Parking**

3.1. The Applicant has proposed a total of 1,350 spaces including 28 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 space/residential unit x 898 residential units = **898 spaces required**
- 1 space/1,000 SF of retail space x 71,664 SF = **73 spaces required**
- 1 space/1,000 SF of commercial space x 72,420 = **73 spaces required**
- 1 space/hotel room x 200 rooms + 1 space/1,000 SF of hotel space x 7,969 SF = 208 spaces required.
- 1 space/1,000 SF of sports hub x 60,625 SF = **61 spaces required**
- Total = **1,313 spaces required**

**Total spaces provided = 1,350**

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

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. **Comment Addressed.**

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.

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

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 ADA parking shall be addressed through the automated parking. Testimony to be provided.**



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- 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 to 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 to 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 to 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 to 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, **if no additional mitigation is provided**, 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. **The proposed mitigation would reduce the delay to 101 seconds, should Hudson County Engineering allow the changes.**
  - 3.12.2. FER @ Bergen – northbound turning left – morning peak form LOS E 61.6 second delay to LOS F 123.6 second delay. **The proposed mitigation would reduce the delay to 104 seconds, should Hudson County Engineering allow the changes.**
  - 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 – **morning peak from LOS C 26 second delay to LOS D 37.7 second delay. Mitigation would increase the delay to 41.1**  
**Testimony to 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



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- and the signals are operated by the County, therefore, this will need to be coordinated with Hudson County Engineering. **Testimony to be provided.**
- 3.14. The study make reference to a citing ITE land use Code 495 for Recreational Community Center. The description for this section in the ITE Trip Generation Manual describes it as a “stand-alone public facility similar to and including YMCA’s. These facilities often include classes and clubs for adults and children; a day care or nursery school, meeting rooms, swimming pools and whirlpools; saunas; tennis, racquetball, handball, basketball and volleyball courts; outdoor athletic fields/courts, exercise classes, weightlifting and gymnastics equipment, locker rooms and a restaurant or snack bar.” The engineer should describe the specific use of the dedicated 60,625 square feet, if known. **The Applicant has indicated that the “Sports Hub” designation is no longer part of the application. The Applicant shall discussed anticipated use in the area formerly known as the “sports hub”. Testimony to be provided.**
- 3.15. The engineer should provide a correlation between the 47 percent of residents commuting by other than automobile as stated on Page 9 of the report, and the presumed 30 percent trip reduction credit applied to the estimated trips for a hotel, sports hub and retail. The census data refers only to home-to-work commute. The engineer should explain how the reduction can be applied to hotel and sports hub trips. Also, Census tract 139 is only one of five tracts in Harrison and is surrounded by dozens of other census tracts in nearby towns and communities, many of which may vary on percentage of non-automobile commuting. **Testimony to be provided.**
- 3.16. The procedures in Chapter 6 of the ITE Trip Generation Handbook, state that the capture of internal trips in a mixed-use development are applicable for office, retail, restaurant, residential, hotel and cinema/entertainment uses. The Stonefield report incorporates the “Recreational Community Center” or “Sports Hub” in calculating internal trip capture, however, that category does not apply in the ITE procedures. Thus, internal trip capture should not be applied from the Community Center land use per the ITE guidelines. **Testimony to be provided.**
- 3.17. The worksheets for Internal Trip Capture in the Traffic report assume a vehicle occupancy of 1.0 for all development land uses yet the worksheets for the Infill Trip Generation Calculations show varying vehicle occupancies ranging from 1.0 to 1.33. The engineer should explain why differing vehicle occupancies were utilized in the two calculations. **Testimony to be provided.**
- 3.18. The engineer used credits for both development Infill Trips and also for Transit Trips. In Chapter 6 of the ITE Trip Generation Handbook, one of the characteristics of labeling and Urban Infill Sites includes more transit ridership. If the Urban Infill reduction calculations take transit ridership into account, the engineer should explain why an additional 30 percent reduction is allowed for transit trip reduction as stated in Table 2 of the report. **Testimony to be provided.**
- 3.19. The engineer should clarify the final new trips in the bottom row of Table 2 as they do not equate to the New Site Generation Trips shown in Figure 7. **Testimony to be provided.**



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- 3.20. The engineer should offer testimony on the impacts of new peak hour traffic on the intersections of Harrison Avenue and Fifth Street and also Harrison Avenue and Frank E. Rodgers Boulevard. **Testimony to be provided.**
- 3.21. The engineer should detail the mitigation, i.e. timing and phasing changes at the intersection of Frank E. Rodgers Boulevard and Angelo Cifelli Drive. **Testimony to be provided. Any changes in the signal timing shall be under the jurisdiction of Hudson County Engineering.**
- 3.22. At the intersection of Frank E. Rodgers Boulevard and Bergen Street, mitigation of the signal timing reduces control delay at key approaches, however at the more critical approaches, undesirable LOS of F still exists. **Testimony to be provided.**
- 3.23. **The revised Traffic report is showing that the site is proposing a combined total (ingress and egress) of 464 trips in the morning peak and 933 trips in the evening peak hours. The Applicant is making a case that because of the urban environment and the proposed uses at the site, there are several credits being shown to reduce the expected trips to 343 (26% reduction) in the morning and to 298 (69% reduction) in the afternoon. I do agree that some credits are applicable to this application, but the evening peak reduction seems excessive. The Applicant shall provide testimony to explain the large amount of credits taken for the trip generation calculation.**

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

716-1 Bedroom/Studio Residential Units	727 units x 150 gpd = 109,050 gpd
131-2 Bedroom Residential Units	134 units x 225 gpd = 30,150 gpd
37-3 Bedroom Residential Units	37 units x 300 gpd = 11,100 gpd
146,921 SF Retail Space	146,921 SF x 0.1 gpd = 14,692 gpd
200-Room Hotel	200 rooms x 75 gpd = 15,000 gpd
64,737 SF Retail/Sports	60,625 SF x 0.1 gpd = 6,063 gpd
	<b>TOTAL = 186,055 gpd</b>
- 4.3. The amended site plan results in an increase in sanitary sewer flow of around 75% since the last approval. *The Applicant is proposing to replace a recently installed sewer pipe with a larger size to address the increase of projected sewer flows.* **Comment Addressed.**
- 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. *A sewer report has been provided showing the projected increase of sewer flows. The Applicant is proposing to replace a recently*



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*installed sewer pipe with a larger size to address the increase of projected sewer flows.*  
**Comment Addressed.**

- 4.5. A NJDEP Bureau of Safe Drinking Water permit is required due to the daily demand for the proposed development.
- 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. **Per the Applicant's response letter, minimal disruption is anticipated and will be replaced as needed as part of the restoration.**
- 4.7. Applicant to provide 'will-serve' letters from all utilities required at the 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. **Comment Addressed. One area of sewer pipe will need to be increased in size to handle the expected increased use.**
- 5.2. The Applicant shall provide testimony outlining all proposed changes between the original approval and the proposed changes.
- 5.3. Testimony shall be provided regarding the anticipated uses for the offices and "sports hub". **Per the Applicant's response letter, they indicate that the "sports hub" designation is no longer being proposed as part of this application.**
- 5.4. The Applicant shall discuss their plans to replace the perimeter fence. If fencing is to be replaced, a detail shall be provided. **Per the Applicant's response letter, they indicate that the existing perimeter fencing is not under this site's ownership or control. They offered to work with the appropriate owner to repair or install a new fence. They are proposing new fencing at the eastern-most section of the proposed green space area. The fence surrounding the green area will be 5' high aluminum fencing.**
- 5.5. Applicant shall provide a phasing plan to show the anticipated construction sequencing. Where so these improvements stand in relation to the halted construction of Phase I? IS there an anticipated time frame when Phase I will resume construction and when the work in this application will commence? Will Phase I start populating with tenants before construction starts on Phase II? **Phasing information has been provided on the plans, however, all the road work is shown as Phase 2. It's understood that the road can not be completed until the rest of the project is substantially completed, but it would be helpful to show how tenants of Phase 1 and users of the temporary event parking will access the site. Will emergency egress be available through the construction?**
- 5.6. **The Applicant is proposing a temporary parking lot in the area of the 17-story building at the eastern portion of the site. No additional information or details are offered for this use. Applicant shall provide testimony regarding the logistics and construction details for the proposed parking area.**





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**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 the Board decide to grant approval of the subdivision and site plan application request, same should be conditioned upon: submittal of revised plans addressing the review comments indicated above; payment of all fees, charges, escrows, liens, taxes, etc. as may be owed the Town; posting of performance guarantees; The Applicant's engineer providing an estimate for the cost of improvements to the Town in order that performance guarantees and inspection fees can be calculated; proof of all permits, approvals, and/or waivers of such agencies having jurisdiction thereof and such other terms and conditions as required by the Board.

We reserve the right to present additional comments pending the testimony of the Applicant before the Board and the receipt of the revised plans.

Should you have any questions regarding this matter, please contact this office.

Very truly yours,  
T&M ASSOCIATES

  
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ANTONIOS PANAGOPOULOS, P.E., C.M.E.  
TOWN OF HARRISON  
PLANNING BOARD ENGINEER

AP:RV:RG

cc: Mary Gaines, Planning Board Secretary  
Rocco Russomanno, P.E., Town Engineer  
Susan Gruel, Planning Board Planner  
Michael Pichowicz, Esq., Planning Board Attorney