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Newport Path Station
Comment Responses

110 Town Square Place, Lot 1, Block 7302.02,
Jersey City, Hudson County, NJ 07310



- JC Comment IV-1 : Need to provide color Photos of site and all structures at grade.
 - KPF Response: See A-030.
- JC Comment IV-4 : Color your shadow different than others or remove other building shadows.
 - KPF Response: This has been updated. See A-060.
- JC Comment IV-5: Is it just the time or time and date clock? In which directions will the large clock/sign be visible? Newport path station is at the south eastern portion of the site – see page 7 – confusing sentence. Mitigation statement should be added regarding the clock/sign.
 - KPF Response: The clock will only display basic information such as the time, date, temperature, etc. Primarily the clock will be seen from Washington Blvd, south of the site, as shown in the A-000 cover rendering and elevations provided on sheet A-200. The description of the corner has been corrected
- JC Comment V-7: Need to revise Architectural Plans to include: Revision dates, Tax Block, Lot and Address; Graphic Scale; Project Title (Needs to Match Civil Plans).
 - KPF Response: This has been updated.
- JC Comment V-15 : Improve quality of photo samples of materials used on facades (improve quality or provide separate PDF)
 - KPF Response: See supplemental information PDF.
- JC Comment V-18 : No removal path and need refusal removal notes – timing, containers, bins, rolling or bags
 - KPF Response: A-100 has been updated to show bins in the compactor room and the trash removal path.
- JC Comment V-19 : Signage: Lettering, dimensions, location, materials equipment, and lighting.
 - KPF Response: A-202 has been updated to show signage and address locations for the retail, residential, and business spaces. Sign design is to follow the latest Newport Development Plan.
- JC Comment V-25 : Details on LED clock signage. (Detail of LED signage needed. Is this to be a clock or traditional signage? Is this a billboard? Or building name? need specs and notes. Is this to be lite at all hours of the day? Does it get turned off? Add to arch plans in addition to principal points. A site line diagram should be added regarding the sign. When is it visible in JC? Or who is it intended for?).
 - KPF Response: The clock is comprised of LED lights integrated into the vertical supports of the exterior wall system. The vertical supports are 1 foot apart as shown on A-104 and A-105. Primarily the clock will be seen from Washington Blvd, south of the site, as shown in the A-000 cover rendering. The idea of the clock tower is conceived as a modern

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interpretation of the clock from the original rail station on the site (now demolished), which is intended as a visual landmark to identify the current Newport path station below at grade. The clock will be designed to use the least amount of light as necessary to be visible at street level from the surrounding neighborhood during the day and at night. The common unit of measure for light intensity is the *nit*, which equals one candela per square meter. For comparison, daylight outputs approximately 5,000-7,000 *nit*, and modern billboards output approximately 8,000-11,000 *nit*. Based on preliminary information and the southern orientation of the clock, we anticipate a target output of ~8000 *nit* for the display to be visible but not overpowering during the day time. At night this output would be reduced significantly to ~1,000-2,000 *nit*. Other efforts would be made during the design process to ensure the clock is a good neighbor to the surrounding area such as focusing the pitch of the LEDs towards the intended street level viewer to minimize light pollution and will not be used for advertisements of any kind. The clock is visible on the A-000 cover rendering and elevations provided on sheet A-200.

- JC Comment: Add a subterranean section on Sheets A-200 and A-201 to show where PATH station sits in reference to the proposed building.
- KPF Response: A-201 now diagrammatically shows the existing path on both the North/South and East/West sections. KPF has also taken this opportunity to group the elevations on A-200 and the sections on A-201. Elevation and section call outs on all the plans have been updated to reflect this change in order.