

# STONEFIELD

September 10, 2024

Lisa Smith  
Planning and Land Use Coordinator  
Borough of Mendham Planning Board  
2 West Main Street  
Mendham, NJ 07945

**RE: Proposed Multi-Family Residential Development  
Block 801, Lot 20  
84-90 East Main Street  
Borough of Mendham, Morris County, New Jersey**

Ms. Smith:

Our office is submitting documents on behalf of the Applicant to address comments contained within the latest Board Professional's review letters and Fire Prevention Review.

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**The following is an itemized response to the comments contained within the J Caldwell & Associates Review Letter dated July 14, 2024. For the sake of brevity, any comments that are statements of fact or have been previously addressed are not included in the response below:**

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## Review of Site Plan, Variances, and Site Plan Design Exceptions

### 7. Use:

- A. *According to § 215-73D, multi-family dwellings for the provision of inclusionary affordable housing, including market-rate and affordable housing up to a maximum of 75 units is a permitted principal use within the EB-AH Zone. The Applicant is proposing a four-story multi-family residential building consisting of 75 dwelling units with a 20% affordable set-aside.*

#### **Acknowledged.**

- B. *According to § 215-73C(3), automotive service stations is a permitted principal use within the EB-AH, East Business – Affordable Housing Zone. The Applicant is proposing a building consisting of premium parking and an automotive service facility. The automotive service station appears to be an accessory to the premium parking which is not a principal permitted use.*
- i. *The definition for automotive service station in § 215-1 is any establishment servicing motor vehicles with gas, oil, lubrication services, lubricants and other service work and vehicle maintenance supplies and parts and equipment not requiring extensive or prolonged mechanical work for installation. Service work regularly offered should be limited to oil changes, lubrication, minor tune-ups, installation of batteries, tires, wiper blades and similar equipment, wheel balancing and alignment and the replacement of minor mechanical parts, such as hoses, spark plugs, ignition wiring, points, alternators, water pumps and similar parts not requiring major engine or drivetrain dismantling.*

**The Applicant previously submitted Planning Report 84-88 East Main Street prepared by Topology and last revised March 8, 2023 in support of an**

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**interpretation request to the Zoning Board, which clarifies the proposed use as permitted. Additionally, the Zoning Board has previously determined that the Applicant's proposed use of this structure, as outlined in the revised Topology report, is a permitted use in the zone.**

- ii. *The Applicant should describe the uses proposed with the automotive service station relative to the definition above to determine if the proposed use is consistent with the definition.*

**See above response. Additionally, testimony will be provided at an upcoming hearing related to the proposed automotive sales/service station.**

- iii. *Further, the Applicant should describe the premium parking and how it fits into the automotive service station as it appears to be accessory to the premium parking use. The premium parking facility is not a principal permitted use.*

**Testimony will be provided at an upcoming hearing related to the proposed car barn and interior uses. As noted in the aforementioned Planning Report, there will be a physical partition to divide the two uses and parking is accessory to the residential building.**

## 8. Affordable Housing:

- A. *According to §215-74(B)(3), 20% of the total number of units actually constructed shall be affordable to low- and moderate-income households with the balance being market-rate units. No more than 50% of the market-rate units shall be two-bedroom units and no more than 50% of the remaining market rate units shall be one-bedroom units or studio units. The Applicant may include up to two (2) three-bedroom market rate units. The affordable units shall be family rental units and shall not be age restricted. The affordable units shall consist of moderate-income, low-income and very-low-income units and the affordable units shall provide a preference for qualifying veterans. The following is a description of the unit types required for the affordable housing as shown below and deed restrictions shall be provided to the Board Attorney and Board Planner for review and filed with the County prior to any certificate of occupancy issued for any building on the subject property.*

### **Acknowledged.**

## 9. Development Fees:

- A. *§ 61-1, establishes standards for the collection, maintenance, and expenditure of development fees that are consistent with COAH's regulations developed in response to P.L. 2008, c. 46, Sections 8 and 32 to 38 (N.J.S.A. 52:27D-329.2), and the Statewide Non-Residential Development Fee Act (N.J.S.A. 40:55D-8.1 through 40:55D-8.7). Fees collected pursuant to this chapter shall be used for the sole purpose of providing very-low-, low- and moderate-income housing in accordance with a Court-approved spending plan.*

**Acknowledged.**

- B. *The Applicant shall specifically abide by § 61-3 (Residential development fees) and § 61-4 (Non-residential development fees) as well as other applicable sections with Chapter 61 of the Borough of Mendham Code.*

**Acknowledged.**

- C. *The Applicant is proposing 15 Affordable units which is 20% of the total units proposed. The market-rate units for both 1- and 2-bedroom units are 50% of the total units and the Applicant is proposing three (3) three-bedroom units as affordable units.*

Number of Bedrooms				
Housing Type	1 BR	2 BR	3 BR	Total
Market-Rate	30	30	0	60
% Market Rate	50%	50%	0%	80%
Affordable	3	9	3	15
% Affordable	20%	60%	20%	20%
Total Housing	33	39	3	75
% Housing	44%	52%	4%	100%

**Acknowledged.**

10. Minimum Side Yard Setback:

- A. *According to §215-74B(4)(c), a minimum single side yard setback of 50 feet is required. There is an existing non-conforming side yard setback of 28 feet and the Applicant is proposing the same.*

**Acknowledged.**

11. Parking:

- A. *According to §215-74(F)(1), the following ratios shall be applicable in the EB-AH district: Retail and commercial uses shall be 3.5 for each 1,000 square feet of floor area; recreational and fitness centers shall be one space per 1,500 square feet of floor area; Residential dwellings shall use Residential Improvement Site Standards (RSIS) and Parking may be reduced in mixed-uses based on submission of a shared parking analysis per the Urban Land Institute standards if approved by the planning board.*

*The Applicant is proposing the following off-street parking in accordance with RSIS standards for the proposed residential component of the application:*

RSIS Parking Standards			
Dwelling Unit Type	Requirement	Calculation	Total Spaces
1-Bedroom	1.8 Spaces per Unit	1.8 Spaces x 33 Units	59.4
2-Bedroom	2.0 Spaces per Unit	2.0 Spaces x 39 Units	78
3-Bedroom	2.1 Spaces per Unit	2.1 Spaces x 3 Units	6.3
Total Parking Spaces Required			131 <sup>3</sup>
Total Parking Spaces Proposed			133 <sup>4</sup>

**Acknowledged.**

- B. *Effective in all New Jersey municipalities upon DCA publication on September 1, 2021, regardless of whether a municipality has adopted the Model Ordinance. Electric Vehicle Supply Equipment (EVSE) and Make-Ready parking spaces count toward minimum parking mandates, giving a two-for-one credit for the EV parking, up to 10% of the total required parking. All calculations for EVSE and Make-Ready spaces are rounded up the next full parking space. A minimum of 15% of the total required off-street spaces for multifamily residential must be EVSE, so a total of 22 EVSE spaces are required. For additional parking lots, the requirement is dependent on the number of spaces proposed. The Applicant should identify what new spaces are proposed and subject to EVSE requirements.*

**The Applicant is proposing 15% of the total off-street parking provided in support of the multi-family building and car barn in compliance with the State EV requirements. Testimony has been provided regarding the proposed parking supply and location of EV spaces.**

- C. *The Applicant proposes the following parking proposal for the site:*

Parking Schedule (Total Site)		
Use	Required Spaces	Proposed Spaces
Retail (Existing Development)	283	341 (15 Shared)
Parking for Proposed Development		
Residential	143.7	116 + 15 Shared = 131 Spaces
Automobile Service Station	2	2
10% Reduction for EV's	-14.57	21
<b>Total Parking (Proposed Development)</b>	<b>131<sup>5</sup></b>	<b>133</b>

*The Applicant should describe which spaces are shared and which are dedicated to the apartment uses. Additionally, location and number of EVSE spaces should be provided.*

**Testimony has been provided regarding the proposed parking supply and EVSE locations. 28 visitor parking spaces are proposed in the northwest retail parking lot, 15 of which will be marked as indicated on the site Plan (Sheet C-6).**

- D. *According to §215-74(F)(2)[a], notwithstanding any provisions to the contrary contained herein, parking stalls within the EB-AH District located more than 750 feet from the front yard property line (Main Street right-of-way) may measure nine (9) feet in width and 20 feet in depth.*
- i. *The Applicant is proposing parking stall sizes of 9 feet by 18 feet. A variance pursuant to N.J.S.A. 40:55D-70c is required for proposed non-residential or shared spaces.*

**Acknowledged. Planning testimony will be provided in support of the associated relief.**

- E. *According to § 195-45(B)(2), off-street parking shall not be located in a required front yard, except where the required front yard exceeds 20 feet. Parking shall be permitted in an area located 20 feet or more from the street right-of-way line, provided that not more than 1/2 of the required front yard setback area is utilized for parking.*

**Testimony has been provided regarding the parking set back from the street right-of-way line. The proposed development replicates existing conditions with 90-degree parking located in the front yard, which is compliant with the ordinance. The parking space nearest to East Main Street is located 43.33-FT from the front property line. The proposed development is reducing the total amount of pavement in the front yard in comparison to existing conditions.**

- F. *According to § 195-45(B)(3), any parking area located between the principal building and the minimum front yard setback shall be landscaped or screened. No off-street parking area shall be located closer than five feet to any side or rear lot line or closer than 25 feet to a residential zone. These conditions shall apply to all surface and above-grade parking facilities. There is an existing non-conforming off-street parking area located closer than 25 feet from a residential zone which does not affect the proposed improvements to the site.*

**Acknowledged.**

- G. *According to § 195-45(B)(4), all parking facilities shall not be located closer than 25 feet to any two intersecting streets or within the sight triangle of any driveway and the street right-of-way. There is no change to the existing condition.*

**Acknowledged. The eastern driveway location will remain unchanged as part of the proposed development.**

- H. *According to § 195-45C(1)(b), only one-way traffic shall be permitted in aisles less than 24 feet. The minimum aisle widths for 60-degree and 90-degree angle parking are 18 feet and 24 feet respectively. The Applicant is proposing drive aisles with widths of 18 feet and 24 feet for 60- and 90-degree parking spaces.*

**Acknowledged.**

- I. *According to § 195-45(D)(2)[a], the minimum sight distance for a 35 miles per hour roadway is 325 feet. The Applicant indicates that there will be no work on the existing driveways on-site and is reflecting no changes to the existing condition.*

**The Applicant is proposing to consolidate the main entrance to the development as**

**part of the proposed application, where entry points specific to this driveway will shift east along the frontage. Testimony has been provided regarding adequate sight distance and the triangles will be indicated on the Site Plan.**

- J. *According to §195-45(D)(4), no part of any driveway shall be located closer than 20 feet to any other driveway on an adjoining parcel, nor shall more than one driveway be located closer than 40 feet to another driveway on the same site as measured from the closest edge of any two driveways along the same right-of-way line. There is an existing non-conforming driveway on the northernmost driveway where the driveway is located closer than 20 feet from the adjoining parcel.*

**Acknowledged. The eastern driveway location will remain unchanged as part of the proposed development. The proposed adjustment to the main entrance maintains approximately 167-FT from the nearest driveway to the west.**

- K. *According to § 195-45K(1), granite curbing is required along the perimeter of any interior planted area and on the interior side of any required planted buffer area. Curbing in any other area shall also be granite block curbing. The Applicant is proposing granite block curbing.*

**Acknowledged.**

## 12. Off-Street Loading Requirements:

- A. *According to § 195-46A, in any district, in connection with every building or building group or part thereof hereinafter erected which is to be utilized by commercial uses or requires the distribution by vehicles of material or merchandise and for any residential development containing 30 or more dwelling units, and for large-scale public and quasi-public uses, there shall be provided and maintained, on the same zone lot with such building. A minimum of one (1) loading space is required for the proposed residential development and a minimum of two (2) loading spaces are required for 80,615 square feet of retail space. The Applicant is proposing one (1) loading space for the proposed multifamily residential building and will maintain the two (2) existing loading spaces for the on-site retail component, resulting in three (3) spaces provided altogether.*

**Acknowledged.**

- B. *According to § 195-46B, each such loading space shall not be less than 12 feet in width and 35 feet or more in length, depending upon the functions to be performed. The overall floor to ceiling height or clear height distance shall not be less than 12 feet, which may be increased where required. The proposed loading space for the residential use is 24 feet by 90 feet.*

**Acknowledged.**

- C. *According to § 195-46C, except for required buffer areas, each such loading space may occupy any required side or rear yard, but shall not be located in the required front yard. When adjoining a residential use, institutional use or place of general assembly, a suitably screened or landscaped buffer shall be*

*provided. The proposed loading spaces are located in a side and rear yard and is not adjoining a residential use.*

**Acknowledged.**

- D. *According to § 195-46D, off-street loading spaces shall not be located within any fire prevention zone, within 25 feet of any fire hydrant or within 10 feet of any stairway, doorway, elevator or other general means of entry to and from a building for the general public nor shall it block or in any way interfere with the free flow of pedestrians from any means of ingress or egress nor shall it interfere with the free flow of pedestrians or vehicles. All such loading spaces shall be appropriately indicated by sign or other visual communications as to said location. The loading zone is not located in a fire prevention zone, within 25 feet of a fire hydrant or within 10 feet of any general means of entry to and from the building for the general public.*

**Acknowledged.**

- E. *According to § 195-46E, all loading and unloading operations shall be conducted entirely within the boundaries of the lot concerned, and no vehicle or conveyance shall in any manner use public streets, sidewalks or rights-of-way for loading or unloading operations other than ingress or egress to the lot. All loading and unloading activities will be on site.*

**Acknowledged.**

- F. *According to § 195-54(C)(1), a minimum of 1% of the total number of parking spaces but not less than two parking spaces shall be designated for physically handicapped persons. Said spaces shall be most accessible and approximate to the building or buildings which the parking space shall serve. The Applicant is proposing seven (7) handicapped compliant spaces which are accessible to the proposed buildings.*

**Acknowledged. Seven (7) ADA spaces, including one (1) van accessible space, are proposed in support of the residential development.**

- G. *According to § 195-54(C)(2), each space or group of spaces shall be identified with a clearly visible sign displaying the international symbol of access, along with the following wording: "These spaces reserved for physically handicapped drivers."*

**Proposed signage locations associated with the ADA parking spaces are indicated on the Site Plan (Sheet C-6) with a supporting detail on Construction Details (Sheet C-2). A note will be added to the plans for inclusion of the specific language, 'These spaces reserved for physically handicapped drivers'.**

- H. *According to § 195-54(C)(3), each space shall be 12 feet wide to allow room for persons in wheelchairs or on braces or crutches to get in and out of either side of an automobile onto level, paved surface suitable for wheeling and walking. The Applicant is providing at least 12 feet of space around the proposed handicapped spots.*

**Acknowledged.**

13. Traffic and Circulation:

- A. *The Traffic Impact Study prepared by Stonefield Engineering and Design, dated October 20, 2022, provides a review of the existing and proposed vehicular trip generation for the site for weekday morning and evening peak hours as well as Saturday midday peak hours.*

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
<u>Existing</u> 6 Court Racquet / Tennis Club ITE Land Use 49	--	--	--	12	11	23	12	11	23
<u>Proposed</u> 75-Unit Apartment ITE Land Use 22	6	22	28	18	11	29	15	14	29
<b>Proposed Trip Increase</b>	<b>+6</b>	<b>+22</b>	<b>+28</b>	<b>+6</b>	<b>+0</b>	<b>+6</b>	<b>+3</b>	<b>+3</b>	<b>+6</b>
<u>Existing Site Trip Generation</u>	119	123	242	212	278	490	188	251	439
<b>Total Proposed Site Trip Generation</b>	<b>125</b>	<b>145</b>	<b>270</b>	<b>218</b>	<b>278</b>	<b>496</b>	<b>191</b>	<b>254</b>	<b>445</b>

The amount of additional traffic generated according to the report will not have a significant impact on the existing traffic of the adjacent roadway network. This complies.

**Acknowledged.**

- B. *The Applicant also provides turning movements for access and movement of a WB-67 – interstate semi-trailer sized truck and movements for a fire truck in which both are provided adequate room and dimensions to execute movements within the site. Testimony shall be provided regarding ample access and movement for garbage truck collection.*

**Testimony will be provided regarding site access and circulation inclusive of trash collection.**

14. Lighting:

- A. *According to § 195-47A(1), the style of the light and light stanchion shall be consistent with the architectural style of the principal building. All lighting matches the style of the architectural styles of the principal buildings.*

**Acknowledged.**



- B. *According to § 195-47A(2), the maximum height of freestanding lights shall not exceed the height of the principal building or 25 feet, whichever is less. The Applicant is proposing a mounting height of 25 feet.*

**Acknowledged.**

- C. *According to § 195-47A(3), where lights along property lines would be visible to adjacent property, the lights shall be appropriately shielded. The Applicant is proposing proper shielded of the lights.*

**Acknowledged.**

- D. *According to § 195-47A(4), spotlight-type fixtures attached to buildings shall be avoided, except where properly screened from adjacent properties. All spotlight type fixtures proposed are properly shielded where they are needed to provide proper lighting.*

**Acknowledged.**

- E. *According to § 195-47A(5), freestanding lights shall be so located and protected to avoid being damaged by vehicles. All freestanding lights are located in areas that are not accessible by vehicles.*

**Acknowledged.**

- F. *According to § 195-47A(6), lighting shall not be permitted which requires flashing or intermittent illumination. Lighting which requires change in color, intensity or hue shall likewise be prohibited. All sign lighting shall be by white light only. Said lighting shall in no way interfere with, detract from or diminish in any way the effectiveness of any traffic signal or similar safety device. All proposed lighting is designed for steady illumination with no flashing or intermittent illumination and will be of white light only.*

**Acknowledged.**

15. Landscaping and Buffers:

- A. *According to § 195-48A, a landscaping plan shall be submitted with each site plan application. The plan shall identify existing and proposed trees, shrubs, bushes, plant material, ground cover and natural features, such as boulders and rock outcroppings, and their size. The Applicant is proposing the following planting materials:*

Type	Common Name	Quantity	Total
Trees	Prairie Crabapple	12	74
	Black Cherry	42	
	Greenspire Littleleaf Linden	20	
Evergreen Trees	American Holly	6	6
Shrubs	Red Twig Dogwood	12	446
	Nikko Blue Hydrangea	45	
	Oakleaf Hydrangea	18	
	Virginia Sweetspire	45	
	Boston Ivy	6	
	Dora Amateis Rhododendron	271	
	Arrowwood Viburnum	49	
Evergreen Shrubs	Inkberry Holly	389	473
	Mountain Laurel	54	
	Rose Bay	30	
Shrub Areas	Butterfly Milkweed	118	1,768
	Dwarf Yellow Daylily	1,226	
	Blue Flag	232	
	Switch Grass	192	

**Acknowledged.**

- B. *According to § 215-74C, any proposed development shall maintain a 30-foot buffer from where the East Business Affordable Housing Zone abuts any residential zone, but existing improvements, roadways or structures located within said buffer shall be exempted from this requirement. The proposed development is 83.2 feet from the neighboring ¼ Acre Residential Zone to the southwest and 145.2 feet from the neighboring ¼ Acre Zone to the north. Furthermore, the development area is surrounded by an existing tree line and a proposed screened landscaped buffer consisting of a myriad of trees and shrubs. The Applicant should describe all buffers and testify to the level of year-round screening provided.*

**Testimony will be provided regarding the proposed landscaping design and associated buffer requirements.**

16. Solid Waste:

- A. *According to §195-51A, provision shall be made for the proper storage and collection of refuse. All such storage shall be maintained within the confines of an enclosed building or structure and shall be reasonably accessible for vehicular collection on the site or shall be appropriately screened and landscaped where outdoor storage is necessary. The Applicant is proposing to dedicate a room in the parking garage for the collection and storage of refuse with access to the loading area. This complies; however, testimony shall be provided to confirm vehicular accessibility.*

**Testimony will be provided regarding trash collection for the proposed development.**

17. Signage:

- A. *According to § 215-8D, E, and G, there are multiple requirements for signage. No signs are proposed at this time; however, the Applicant should provide testimony as to what signage may be anticipated in conjunction with the type of business proposed with the automobile service and premium parking.*

**Testimony will be provided regarding the proposed signage package. Two (2) monument signs that replicate the existing sign sizes will be proposed along the frontage. The associated locations have been adjusted to eliminate impact to site distance triangles and provide ample identification for the development.**

18. Fences and Walls:

- A. *According to § 215-29B(2), a fence equal to or in excess of 2 ½ feet in height, but not to exceed four (4) feet in height, may be constructed in any front yard or any yard that abuts either a public or private street, provided that it is not solid and that at least 20% of the overall area of the entire fence, uniformly distributed, both horizontally and vertically throughout the fence area, is open.*

**The existing 4-FT split rail decorative fence along the property frontage will remain as part of the proposed development. The material composition is compliant with the associated ordinance section.**

- i. *The Applicant is proposing a split rail fence around the southern side and rear perimeter of proposed residential building. Testimony shall be provided confirming the height of the fence. Otherwise, a variance pursuant to N.J.S.A. 40:55D-70c may be required.*

**The proposed fence along the northern and southeastern sides of the proposed multi-family building will be 6-FT high, coated board on board material fence. The area provides access around the building while protecting restoration and planting areas to be included in the conservation easement per NJDEP requirements.**

- ii. *The Applicant is proposing block walls in the northern and southern side yards along drive aisles and off-street parking spaces. Testimony shall be provided confirming the height of the walls. Otherwise, a variance pursuant to N.J.S.A. 40:55D-70c may be required.*

**The proposed walls on-site range from 1.8-FT along the western property line to 6-FT at the northern corner. Testimony will be provided regarding their location and height.**

Criteria for Granting “C” Variances:

19. Variances can be granted by the Board, pursuant to N.J.S.A. 40:55D-70c where two (2) provisions exist:

- A. *The first provision for granting a “c” variance is under N.J.S.A. 40:55D-70(c)(1) where the Board must find whether there has been a showing of peculiar exception practical difficulties or exception undue hardship arising out of the exceptional narrowness, shallowness, or shape of piece of property, or by reason of an extraordinary and exceptional situation uniquely affecting this specific piece of property or the structures uniquely affecting this specific piece of property or the structures lawfully existing thereon. The two-part negative criteria must also be addressed.*

**Acknowledged.**

- B. *The second provision for granting a “c” variance is under N.J.S.A. 40:55D-70(c)(2) where the Board must find that the application related to a unique situation on a specific piece of property, that the purposes of the MLUL (Appendix A) would be advanced by the requested deviation, that the variance can be granted without substantial detriment to the public good, that the benefits of granting the variance outweigh any detriments and the variance will not substantially impair the zone plan or ordinance. Under (c)(2), the Applicant should show that the proposal is a better zoning alternative to that which is permitted by the ordinance and provides benefits to the community as a whole, not just the Applicant. The two-part negative criteria must also be addressed.*

**Acknowledged.**

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**The following is an itemized response to the comments contained within the Boswell Engineering Review Letter dated July 15, 2024. For the sake of brevity, any comments that are statements of fact or have been previously addressed are not included in the response below:**

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I. Site Plans

A. Sheet C-1 – Cover Sheet

1. *The cover sheet needs to be signed by the applicant.*

**The Cover Sheet (Sheet C-1) will be signed by the Applicant for resubmission.**

B. Sheet C-2 – Existing Conditions Plan

1. *The plan needs to be signed by the licensed surveyor since it depicts topography while the survey referenced on the site plans does not include topography.*

**The most recently submitted survey referenced on the Cover Sheet (Sheet C-1), ALTA / NSPS Land Title Survey prepared by Stonefield Engineering & Design dated September 30, 2022 and last revised October 30, 2023 includes topographic information shown on this sheet.**

2. *The existing channel should be extended to connect to the 12” RCP outfall located adjacent to the gravel path at the rear of the site near spot grade 536.43.*

**The Project Survey will be revised to show the pipe extension to the manmade ditch in this area.**

3. *The plan should be updated to include the additional channels/outfalls referenced in the One Water Consulting letter dated February 2, 2023.*

**The 36” diameter stormwater pipe discharge located on the northern portion of the property has been indicated on the survey in addition to other manmade ditches noted in the associated letter. The NJDEP has reviewed the associated application, inclusive of**

**environmental constraints and issued an approved permit and supporting testimony was provided at hearings on August 20th, 2024, and August 21st, 2024.**

C. Sheets C-3 and C-4 – Demolition Plan

1. *The Applicant should confirm whether there will be any disruption to utilities for both existing onsite facilities to remain as well as for any adjoining properties.*

**The proposed development will be serviced by new utility connections and does not anticipate disruption to onsite facilities or adjoining properties. The Applicant will provide the Board copies of all outside agency and utility provider approvals once obtained. All utility work will be in accordance with associated provider requirements.**

2. *The area to be disturbed vs. not disturbed is not clear on the plans because of the number of LODs shown on the plan. The area “inside” the LOD should be highlighted with a light “gray scale” fill so it is easier to evaluate the impacts on the existing operations on the site.*

**The Demolition Plan will be revised to hatch the limit of disturbance area associated with the proposed development.**

3. *It is not clear how the existing mall will function during demolition/construction. The limit of disturbance includes portions of the loading area behind the supermarket that is currently used for delivery. The existing parking lot northwest of the supermarket is often full and will be disturbed as part of the project. The parking/access in the center of the shopping center will be significantly modified requiring demolition. Detailed phasing plans are required to ensure adequate circulation for customers, emergency services and construction activities. The phasing plan should include the estimated lengths of time where the disturbed areas will be “unavailable”, a sequencing schedule for these areas and provisions for alternative parking/loading/circulation.*

**Testimony was provided at hearings on August 20, 2024, and August 21, 2024. Phasing for the proposed development will ensure the site remains in operation with necessary signage for vehicular and pedestrian use. The Applicant will work with the Board Engineer to provide supplemental information detailing this in advance of construction.**

4. *Any demolition within East Main Street (County Route 510) is subject to approval from Morris County.*

**Acknowledged. The Applicant has obtained approval from Morris County Planning Board and will pull the associated permit from the County Engineering Division in advance of construction.**

D. Sheet C-5 Site Plan (Overall)

1. *The zoning table indicates the proposed building height is 60'. The architectural elevation indicates 60' is being measured from the ground floor to the top ridge line. A building height calculation in accordance § 215-74.B.(4)(F) should be provided for the building.*

**The Site Plan (Overall) (Sheet C-5) last revised July, 2nd, 2024, indicates a building height of 59.60 FT as taken from the average grade. Testimony was provided at hearings on August 20th, 2024 and August 21st, 2024 regarding the discrepancy between the Site Plan and Architectural Plans.**

2. *The plans need to clearly demarcate the portions of the existing parking lot that are proposed to be milled and overlain, reconstructed, and areas of new pavement. The shading used for the various surface treatments on the paving exhibit (sheet C-28) are not clear.*

**A color copy of the Paving Exhibit (Sheet C-29) will be provided to the Board to better clarify where asphalt will be milled and repaved in relation to full depth replacement.**

E. Sheet C-6 and C-7 – Site Plan

1. *The site plan indicates that the existing free-standing sign will be “repurposed” while the overall site plan indicates at the current time no signage is proposed and compliance with signage requirements of the ordinance are to be determined. Details for the signage are required.*

**Testimony will be provided regarding the proposed signage package. Two (2) monument signs that replicate the existing sign sizes will be proposed along the frontage. The associated locations have been adjusted to eliminate impact to site distance triangles and provide ample identification for the development.**

2. *The plan does not show the existing dumpsters along both the eastern and western traffic aisles behind the building. The new locations for these dumpsters, as well as their screening/enclosure, need to be added to the plan.*

**Testimony will be provided regarding trash collection for the existing retail buildings.**

3. *Clarification is required for the circulation between the residential building and the parking/auto service building. There are 24’ wide areas of permeable pavement with 8’ or 9’ of what appears to be flush curb around them. Is this intended to be sidewalk? There is a landscaped area adjacent to the hard surface and it does not appear curb is proposed in this area. The location of the curbed sections in the courtyard must be shown. It is recommended that curb be provided between any vehicular travel areas and pedestrian walking areas.*

**The Applicant will work with the Board to demarcate a proposed curb or rigid transition where the concrete pavement adjacent to the building transitions to decorative paver in support of pedestrian safety.**

4. *There is a gate shown across the access drive between the auto service building and the pool storage area. It does not seem there is any value to this gate since access to the same area is fully open when entering from the east side of the site.*

**The Site Plan (Sheet C-6) will be revised to indicate a second gate along the eastern drive aisle prior to entering the rear area of the property.**

5. *The emergency services should provide comment on the site circulation, recommended no parking areas, etc.*

**The Applicant previously received comments from the Fire Department regarding the proposed development with associated responses contained in this letter. The eastern drive aisle behind the retail building will maintain a clear 20 FT aisle for site circulation inclusive of emergency vehicles.**

6. *The plan shows rectangles with an X marked through them along the eastern drive aisle. These encroach into the setbacks. The purpose of these features needs to be identified.*

**Testimony will be provided regarding the eastern drive aisle and associated access. Trash collection will be revised in conjunction with proposed development.**

7. *The existing improvements being removed (for example existing curbed islands) should be taken off the plan for clarity purposes.*

**The Site Plan Sheets (Sheet C-6 and C-7) will be revised to only show proposed improvements or existing site elements to remain,**

8. *The limits of new curbing should be more clearly identified.*

**Additional callouts will be added to the Site Plan Sheets (Sheet C-6 and C-7) indicating the limit of proposed curbing.**

9. *Based on the proposed grading, and the existing curb reveal, it appears most of the curbing along the front of the site should be replaced. The limits of new onsite curbing should be provided to the satisfaction of the Borough Engineer.*

**Acknowledged.**

10. *Additional detail needs to be shown where parking stalls are “head in” to retaining walls. If the parking area is above the wall, what provisions are being made to prevent vehicles from going off of the wall? If the parking area is below the retaining wall, the 18’ parking stall depth does not allow for an overhang to meet the ordinance standard of a 20’ deep stall.*

**The Applicant will work with the Board Engineer to ensure a rigid boundary to prevent vehicular trespass in wall locations. Testimony will be provided in support of the variance being sought for 9 FT x 18 FT parking spaces.**

11. *The site plan depicts new curbing along the west side of the site, behind the existing retail building, connecting to the existing curbing that extends to East Main Street. The existing curbing should be noted to be replaced with new curb and the accessible ramp reconstructed to align with the existing.*

**Additional callouts will be added to the Site Plan Sheets (Sheet C-6 and C-7) to clarify the intention of curb replacement in this area and alignment with the associated accessible ramp.**

12. *An additional do not enter sign should be provided on the opposite side of the westerly driveway, at the intersection of the front site entrance and two way traffic aisle, and at the end of the one way drive aisle behind the existing westerly retail building.*

**Additional ‘Do not enter’ signs will be added to the Site Plan (Sheet C-7) to indicate one way travel behind the westerly retail building.**

13. *The width of the mountable island with decorative pavers located in front of the westerly front building should be labeled on the plan. This mountable island will interfere with use of the parking stalls in front of the western building and make snow removal difficult.*

**Testimony was provided at the August 20, 2024, and August 21, 2024 hearings regarding this area. The Site Plan (Sheet C-7) will be revised to indicate the decorative paver strip east of the 90-degree parking as flush. An associated dimension will also be added to the plan.**

14. *The angle of the angled parking stalls for the site should be labeled for each row of angled spaces on the plan.*

**The angled spaces are 60-degrees, and the associated dimensions will be added to the Site Plan (Sheet C-7).**

15. *§ 195-45C indicates 90-degree parking shall have a minimum aisle width of 24 feet. The parking stalls located in front of the westerly front building have an aisle width of only 12 feet before vehicles would back onto the mountable paver island and then into the opposite 12-foot traffic lane. The mountable block curb and island create a 4" high obstruction for any vehicle backing out of the stalls. Additionally, any vehicle entering the site using this driveway that wants to park in front of these western stores will need to straddle this island with all four wheels independently bumping over the island. This is not a reasonable layout.*

**Testimony was provided at the August 20, 2024, and August 21, 2024, hearings regarding this area. The Site Plan (Sheet C-7) will be revised to indicate the decorative paver strip east of the 90-degree parking as flush.**

16. *The easterly front aisle width between the two opposite rows of angled parking should be labeled.*

**The Site Plan (Sheet C-7) will be revised to indicate the aisle width in this area, which is 24 FT.**

17. *It does not appear that the angled accessible parking stalls in front of the retail spaces comply with the ADA standards for aisle width and accessibility. For example, the stall on the southbound lane will require that the individual exit the vehicle on the passenger side and then somehow get over the curb as the striped area narrows. This effectively eliminates the use of the stall for any driver with a wheelchair, walker, etc. Likewise, the northbound stalls are impossible for drivers with needs to use. There is insufficient room for vehicles to move over to the right side of these spaces to create an area of passage on the left side of the parked vehicle.*

**Testimony was provided at the August 20, 2024, and August 21, 2024, hearings regarding this area. The existing ADA parking spaces will be reconfigured for compliance with ADA standards.**

18. *§ 195-45 C.(2)(b) specifies for size of parking stalls, there shall be a minimum area of 200 square feet of space, exclusive of aisles, which shall measure 10 feet in width and 20 feet in length. The angled parking stalls are proposed at 10'x18' while the perpendicular parking is proposed at 9'x18', with many of the stalls being head on with each other. Testimony in support of a design waiver should be provided.*

**Testimony will be provided in support of the variance being sought for 9 FT x 18 FT parking spaces.**

19. *The applicant's engineer needs to address the number and location of EV charging stalls as required by the DCA regulations, for both the proposed multi-family residential development and the modifications being made to the parking for the retail shopping mall. While EV stalls are shown in the under building parking for the residential building, none of the required stalls are provided for the retail parking area.*

**Testimony was provided at the August 20, 2024, and August 21, 2024, hearings regarding the proposed EV spaces.**

20. *The engineer should confirm the total amount of parking being provided for both the residential and retail portions of the project and update the parking calculation as needed.*



**Testimony was provided at the August 20, 2024, and August 21, 2024, hearings regarding the parking supply on-site for existing retail and proposed uses.**

21. *The plan shows “Potential Cell Tower Improvements (Plans Prepared by Others)”. While it is understood those improvements may not be directly part of the subject application, testimony should be provided as to what these potential improvements might be.*

**Testimony was provided at the August 20, 2024, and August 21, 2024, acknowledging there are no proposed changes to the existing cell tower. The Site Plan (Sheet C-6) callout will be revised to clarify reference to separate documentation regarding the existing cell tower and analysis of the existing structure in relation to the proposed structures.**

F. Sheet C-8 and C-9 – Grading Plan

1. *Approval from NJDEP will be required for proposed grading and disturbance within wetland transition areas and riparian zones.*

**Testimony was provided at the August 20, 2024, and August 21, 2024, hearings regarding the associated environmental constraints under NJDEP jurisdiction. Approval from NJDEP has been obtained for the project. A copy of the associated permit will be provided to the Board.**

2. *Additional spot elevations should be provided in the parking area at the center of the residential building (courtyard) parking area to ensure proper drainage.*

**The Grading Plan (Sheet C-8) will be revised to indicate additional spot shots to demonstrate drainage patterns on-site.**

3. *Spot elevations should be provided at the ADA and pedestrian access aisle spaces. to ensure grades are not be steeper than the 2% maximum in any direction across the area.*

**The Grading Plan (Sheet C-8) will be revised to indicate additional spot shots in ADA and pedestrian aisle spaces. All proposed grades in these areas will be ADA compliant.**

4. *The proposed 549 and 550 contours at the westerly driveway cross the proposed curbed island but do not reflect the obstruction created by the island.*

**The Site Plan (Sheet C-7) will be revised to indicate the decorative paver strip east of the 90-degree parking as flush, which supports the grading indicated.**

5. *The grading should reflect the where the proposed contour lines leave the top of the curb throughout the site.*

**Additional contours will be added to the Grading Plan (Sheet C-8 and C-9) indicating grading from the top of the curb.**

6. *The retaining wall supporting the drive aisle and parking spaces along the western property line needs to include provisions for ensuring vehicles do not go over the wall. A similar condition is proposed along the eastern property line in the area east of the auto service building and the loading area.*

**The Applicant will work with the Board Engineer to ensure a rigid boundary to prevent vehicular trespass in wall locations.**

7. *Additional detail is required along the western property line to show how the proposed contour lines tie into the existing ones.*

**The Grading Plan (Sheet C-9) will be revised to better indicate the existing contours to remain in this area. All grades along the property line will be maintained.**

8. *The sidewalks extending from Main Street into the site appear to have a slope greater than 5%. Handrails are required.*

**The Grading Plan (Sheet C-9) will be revised to show handrails associated with the sidewalk connection to be replaced along the frontage.**

G. Sheet C-10 and C-11 Stormwater Management Plan

1. *See comments within the stormwater management report section below.*

**Acknowledged.**

H. Sheet C-12 Utility Plan

1. *The applicant shall provide a calculation for water and sewer demand for the project.*

**Water and Sewer demand calculations for the proposed development will be provided to the Board.**

2. *Based on the residential unit distribution, the projected sewer flow for the residential building would be 14,625 gpd (based on 33 one (1) bedroom units at 150 gpd; 39 two (2) bedroom units at 225 gpd; and 3 three (3) bedroom units at 300 gpd). The application for sanitary sewer connection indicates 14,725 gpd is the projected sewer flow and the existing sewerage flow is 1,990 gpd.*

**The Applicant obtained Borough Engineer Review and Endorsement for the proposed sewer demand and associated reservation. The Applicant will remit the requisite fees should the Board act favorably on the application.**

3. *Approval from NJ American Water is required for the project.*

**The Applicant obtained a will serve letter from NJAW and is working with NJAW regarding new service for the development. Approval will be provided to the Board once obtained.**

4. *The utility service letters provided indicate that the utilities have service to the property. They do not indicate whether or not the utilities have adequate capacity for that service. It should be noted that any costs associated with utility upgrades required to provide service to the facility will be responsibility of the developer.*

**Acknowledged.**

5. *A note on the plan indicates that the contractor is to confirm the feasibility of connecting to the existing water main. This needs to be evaluated at this point by the engineer to determine the full extent of utility improvements if the connection is not feasible.*

**The Applicant is working with NJAW regarding new service for the development. Approval will be provided to the Board once obtained.**

6. *The locations of any water service “hot boxes” need to be added to the plan.*

**The Applicant is working with NJAW regarding new service for the development. Approval will be provided to the Board once obtained and any hotbox locations coordinated with the Board Engineer.**

7. *The proposed electrical service needs to be clarified. It appears that the plan is to extend the existing overhead service across the site to a point near the cell tower enclosure. The service appears to extend underground from this point. The electrical service needs to be evaluated to determine it can support the new structures. Based on the significant increase in demand, it seems unlikely this will be the case. The locations of transformers and additional service lines need to be shown on the plan. If a new service is extended from Main Street, it should be located underground.*

**The Applicant obtained a will serve letter from Jersey Central Power & Light for the proposed development. The final routing will be coordinated with the Board Engineer once approval is obtained.**

#### I. Sheet C-13 and C-14 Lighting Plan

1. *The plans indicate the proposed building mounted and parking lot lighting fixtures will be LED. The color temperature should be specified in the luminaire schedule for each fixture. The color temperatures are depicted as 3000k on the details for the Type A, B and C fixtures, but the color temperature was not found for the Type D fixture. It is recommended that all fixtures use the same color temperature (3000K).*

**All proposed light fixtures are intended to be 3000K as indicated on the Construction Details (Sheet C-25). A supporting note will be added to the Lighting Plan (Sheets C-13 & C-14).**

2. *Article XIA Special Civic Design Elements for Main Street Corridor § 195-57.5 specifies the mounting height to the source shall be a maximum of 16 feet. The details indicate a mounting height of 25 feet. A design waiver is required.*

**The lighting design has been revised to have a maximum mounting height of 15 FT for free-standing pole lights. Refer to Lighting Plan (Sheets C-13 & C-14) last revised July 2nd, 2024 for additional information.**

3. *It is not clear how the proposed pole mounted parking lot fixtures that are proposed between two rows of parking are being protected from vehicle traffic (§ 195-47A.5).*

**The proposed light poles will be raised from grade with an associated 3 FT foundation for protection against vehicular traffic. Testimony will be provided at an upcoming hearing regarding the proposed lighting design.**

4. *The applicant should discuss with the Board the hours lighting will be on. The plan should note the hours of illumination.*

**Testimony will be provided regarding the hours of operation and associated illuminance.**

5. *The location of any security lighting (on from dusk to dawn) should be provided on the plan.*

**Testimony will be provided regarding any security lighting to remain on from dusk to dawn.**

6. *The lighting plan shows significant areas of the site with illumination levels of 0.0 footcandles. Justification for providing no lighting in these areas is required. It is recommended that lighting levels consistent with the Illumination Engineering Society Handbook be provided.*

**Testimony will be provided at the upcoming hearing regarding the proposed lighting design. The applicant will work with the Board to provide additional lighting for a uniform illuminance distribution.**

J. Sheet C-15 and C-16 – Soil Erosion & Sediment Control Plan

1. *The plan requires certification from the Morris County Soil Conservation District.*

**The Applicant obtained certification from the Morris County Soil Conservation District. A copy of the approval will be provided to the Board and notice provided in advance of construction.**

2. *The side property lines should be staked by a licensed surveyor prior to any disturbance. This should be the first item noted in the sequence of construction.*

**Acknowledged. The Sequence of Construction on Soil Erosion & Sediment Control (Sheets C-15 & C-16) will be revised to indicate property line stakeout in advance of construction.**

K. Sheet C-17 - C-20 Landscaping Plans and Details

3. *The applicant should note the number of trees proposed for removal on the Overall Landscape Plan, sheet C-17 as well as identify the type of trees proposed for removal.*

**A Tree Removal Plan in accordance with ordinance requirements will be provided under separate cover to the Board.**

4. *The Overall Landscape Plan, sheet C-17 indicates compliance to the required 30 foot minimum buffer. Please clearly map and label this 30 foot setback line on the plans.*

**Testimony will be provided at the upcoming hearing regarding the proposed landscaping design and associated buffer requirements. Existing vegetation along the property line will be maintained and supplemented in the immediate area of the proposed buildings. The sanitary sewer easement along the northern property line and extent of wetlands will remain and be protected during construction. Additional plantings are provided between the proposed building and the property line along the western, northern, and eastern sides of the building.**

5. *The Overall Landscape Plan, sheet C-17 references a NJDEP Permitting Plan for the plantings within the north and northeast areas of the site. The applicant shall provide a copy of the NJDEP approval of these planting Permitting Plans.*

**The NJDEP Permitting Plan will be submitted for the Board's review, which includes replanting in the areas north and west of the proposed multi-family building where there is**

**disturbance under existing conditions. The landscaping design in this area is subject to NJDEP requirements and approval has been obtained from the Agency.**

6. *The deciduous trees proposed are indicated within the Plant Schedule at 2 to 3 inch caliper. We recommend the initial plant size, slightly larger, at 2.5 inch to 3 inch caliper.*

**The Applicant will provide new deciduous trees with minimum 2.5-inch caliper. The Plant Schedule on Landscaping Plan (Sheet C-18) will be revised to indicate the larger size.**

7. *The design proposes 3 types of deciduous trees, with 42 black cherry trees. We recommend an additional deciduous tree type be implemented into the design and reduction of the black cherry trees.*

**The Applicant will introduce another varietal of deciduous tree for proposed shade trees on the property. The Plant Schedule on Landscaping Plan (Sheet C-18) will be revised to indicate the added species and associated count.**

8. *The three (3) graphic large circles along East Main Street shall be identified as to what type of tree they represent. Two are mapped atop existing trees. It is unclear if the existing trees are proposed to be removed. Please clarify on the plan.*

**The Landscaping Plan (Sheets C-17 & C-19) will be revised to identify the existing tree species located in this area to remain and be protected.**

9. *The frontage along East Main Street is recommended to have a more consistent tree lining. One or two additional deciduous trees are recommended along this frontage.*

**Testimony regarding the proposed landscaping design will be provided at the upcoming hearing. The Applicant will work with the Board to propose additional trees along the frontage, while ensuring adequate sight distance, if so desired by the Board and its professionals.**

10. *The proposed ground surface finish within the plant bed areas shall be defined.*

**The proposed ground cover in the plant bed areas will be natural shredded hardwood mulch to match the existing condition. The Landscaping Plans (Sheets C-17 – C-19) will be revised to indicate this material.**

11. *The proposed ground surface finish within the parking islands and separator islands shall be defined.*

**The proposed ground cover in the parking islands will be natural shredded hardwood mulch to match the existing condition. The Landscaping Plans (Sheets C-17 – C-19) will be revised to indicate this material.**

12. *The applicant should address the proposed ground surface finish beneath the shade trees and small flowering trees and address how the tree trunks will be protected from maintenance scars.*

**The proposed ground plane surface treatment where no plantings reside are to be existing/proposed lawn. Ground plane treatment beneath the proposed trees is to be natural shredded hardwood mulch saucer per the planting details located on the Landscape Details page (Sheet C-20). The Landscaping Plans (Sheets C-17 – C-19) will be revised to note ground cover material to be proposed on-site.**

13. *The applicant shall summarize the proposed intent for irrigation.*

**Irrigation shall be considered in areas of maintained landscaping towards the building frontages, parking lot, and road frontage. Environmental sensitive areas within the NJDEP area are recommended to not receive irrigation. Plantings within this area are native and adaptable to the sites region and climate and do not require additional watering.**

L. Sheets C-21-C-24 – Construction Details

1. *Provide a trash rack detail.*

**A trash rack detail will be incorporated into the Construction Details.**

2. *The striping shown for the angled accessible parking stalls cannot be achieved based on the configuration of the site plan. See comment above.*

**The angled parking stall detail on the Construction Details (Sheet C-21, Details 6 & 8) will be revised to be project-specific.**

3. *The granite block curb detail needs to show the appropriate batter.*

**The granite block curb detail on Construction Details (Sheet C-21, Detail 12) will be revised to show the appropriate batter.**

4. *Accessible ramps should include concrete curb at the vertical taper and along the bottom of the flush curb to provide a better transition to the ramp. Additional details are required.*

**The curb ramp detail on Construction Details (Sheet C-22, Detail 8) will be revised to show the additional detail noted.**

5. *The pavement detail should include the NJDOT nomenclature for the HMA.*

**The Full Depth Asphalt Pavement Detail will be revised to indicate the HMA specification from NJDOT in addition to the reference noted.**

6. *The plan calls out for the conversion of B inlets to E inlets. A detail is required. The existing structures should be verified in the field to ensure they are large enough for the E grates.*

**The existing structures to be converted will be field verified in advance of construction. A detail for the proposed conversion will be provided as part of the Construction Details.**

7. *A pavement restoration detail should be provided.*

**A detail for the pavement restoration will be provided as part of the Construction Details.**

8. *The “Dump No Waste Drains to Waterway” nomenclature should be added to the E inlet grate detail.*

**The Type ‘E’ Storm Inlet Detail on Construction Details (Sheet C-23, Detail 4) will be revised to have the same piece as Type ‘B’ indicating “Dump No Waste Drains to Waterway”.**

9. *Revise the storm sewer label to sanitary sewer on the doghouse sanitary sewer manhole detail.*

**The Doghouse Sanitary Manhole Detail on Construction Details (Sheet C-24, Detail 2) will be revised to note sanitary sewer on the cover.**

10. *Details for the mountable curb/decorative paver island need to be provided.*

**The mountable curb/ decorative paver island will be removed from the project scope. Refer to comment E.15 response regarding related site design.**

M. Sheets C-25-C-27 – Truck Turning Movements

1. *The turning template assume that the traffic aisle on the east of the site is clear from the obstructions by the dumpster located there. As noted above, the new location of these dumpster need to be provided.*

**Testimony will be provided at the upcoming hearing regarding site access and circulation. The eastern drive aisle will maintain a min. 20 FT clear path for vehicular access including emergency vehicles.**

2. *Testimony should be provided on whether the tractor trailer access to the site is being changed because of the development.*

**Testimony regarding vehicular access for the proposed development will be provided at the upcoming hearing.**

3. *Testimony should be provided on when tractor trailer deliveries are anticipated to Kings supermarket. It is noted that if vehicles are parked on the easterly side of Kings in the spaces adjacent to the deliveries, the WB-67 tractor trailer turning movements will be very tight.*

**Testimony regarding on-site operations and loading will be provided at the upcoming hearing.**

4. *The turning movements for the WB-67 tractor trailer on sheet C-25 are depicted as crossing into the oncoming traffic lane when exiting the easterly driveway while the turning movements for the sane truck are depicted as being closer to the centerline. The engineer should confirm whether tractor trailers exiting the easterly driveway will cross over the centerline.*

**Testimony regarding the WB-67 movement will be provided at the upcoming hearing.**

5. *The applicant shall confirm the size of the Mendham Borough Fire Truck used in the turning movement analysis is consistent with the size of the largest fire truck used by the fire department.*

**The fire truck apparatus used for the truck turn is consistent with the Borough's ladder truck. The Applicant will coordinate with the Fire Department to confirm the apparatus is indicative of what will be used to service the property, and all comments will be addressed.**

6. *Turning movements for trash collection should be provided for the site.*

**Testimony regarding trash collection for the proposed development will be provided at the upcoming hearing.**

N. Sheet C-28 Paving Exhibit

1. *The shading used for the various surface treatments is difficult to follow. The shading cannot be distinguished in gray scale. The shading should be modified to better distinguish between the different surface treatments being proposed.*

**A color version of the Paving Exhibit (Sheet C-29) will be provided to the Board to better clarify proposed finish material on-site.**

II. Stormwater Management Report

1. *Full scale drainage area maps need to be provided. Drainage boundaries need to be clearly shown, including the drainage area boundaries tributary to each of the pervious pavement systems.*

**Full size copies of the Existing and Proposed Drainage Area Maps in Appendix D of the Stormwater Management Report will be provided to the Board.**

2. *The site has been analyzed with an overall analysis point. The terminus of the existing easterly drainage system(s) needs to be identified on the plans in order to quantify runoff at these locations, and to confirm whether there are separate discharge points that leave the property, or whether the existing storm sewer system is interconnected into one system. The survey depicts two 12" RCP (one opposite the walking path behind the shed, and one further into the wetlands). No information on where the existing inlets located on the easterly side of the property drain to have been provided.*

**The stormwater analysis and design has been revised to indicate two (2) points of interest (POIs) where stormwater leaves the property. Refer to the Stormwater Management Report last revised May 19, 2023 for additional information and NJDEP Individual Permit, which includes review and approval of how the stormwater leaving the property was analyzed.**

3. *An existing inlet and discharge pipe are missing from the westerly side of the existing parking lot. The missing inlet is located just north of an identified utility pole, and discharges in proximity to wetland points WB-1 and WB-2, into the existing channel. There needs to be a separate analysis point for this existing runoff, that includes runoff from part of the existing parking lot and associated storm sewer system, that discharges along the westerly property line towards the rear corner of the property separate from any runoff that discharges towards the easterly property line. This is needed in order to confirm existing drainage patterns are being maintained in the post developed condition. If there are any changes being proposed to the existing stormwater drainage system, any change in water quality treatment for runoff from these areas would need to be accounted for in the analysis.*

**The survey has been revised to capture additional information regarding existing drainage patterns on the property based on previous comments from the Borough and NJDEP. Refer to the project survey, last revised October 30, 2023, for additional information.**

4. *The existing storm sewer system located along the westerly corner/side of the tennis club building appears to discharge towards the north westerly corner of the property via an outfall to the existing stream. The engineer/surveyor should confirm this and update the existing plans accordingly. The amount of existing runoff that drains to the westerly property line and the easterly property line needs to be quantified.*

**The survey has been revised to capture additional information regarding existing drainage patterns on the property based on previous comments from the Borough and NJDEP. Refer to the project survey, last revised October 30, 2023, for additional information.**



5. *The stormwater management hydrologic analysis should be revised to include all stormwater outfalls and discharge points from the site. Compliance with the stormwater rule requirements for all discharge points from the site need to be demonstrated.*

**The survey has been revised to capture additional information regarding existing drainage patterns on the property based on previous comments from the Borough and NJDEP. Refer to the project survey, last revised October 30, 2023, for additional information.**

6. *The applicant shall confirm whether there exist any stormwater management systems that mitigate existing runoff (drywells, underground basins, water quality devices etc.). Any such measures need to be accounted for in the existing conditions analysis.*

**The survey has been revised to capture additional information regarding existing drainage patterns on the property based on previous comments from the Borough and NJDEP. No existing stormwater systems were observed on-site. Refer to the project survey, last revised October 30, 2023, for additional information.**

7. *The stormwater management rules specify “In computing pre-construction stormwater runoff, the design engineer shall account for all significant land features and structures, such as ponds, wetlands, depressions, hedgerows, or culverts, that may reduce pre-construction stormwater runoff rates and volumes.” Based on the topography and spot grades provided in the northwesterly corner of the property, it appears the area would act to reduce runoff leaving the site. The invert of the 12” RCP pipe that discharges to this area is lower than the downstream spot grades that have been provided. Additional spot grades along the property line should be provided and the area accounted for in the analysis.*

**The survey has been revised to capture additional information regarding existing drainage patterns on the property based on previous comments from the Borough and NJDEP. Refer to the project survey, last revised October 30, 2023, for additional information.**

8. *The analysis is predicated on the post developed runoff hydrograph meeting the existing runoff hydrograph at every point in time. The analysis does not take into consideration any routing of the proposed pervious pavement areas that could shift the hydrographs. Inflow and bypass areas should be analyzed separately, with inflow areas routed through the pervious pavement systems. While the pervious pavement areas address water quality, they will potentially impact the discharge hydrography by shifting the time of concentration. This needs to be accounted for in the effort to “match the hydrograph.”*

**The stormwater design has been revised to incorporate two (2) points of interest and meet reductions for the discharge point downstream of the porous pavement systems (POI-1). Refer to the Stormwater Management Report last revised May 19, 2023, for additional information and NJDEP Individual Permit, which includes review and approval of how the stormwater leaving the property was analyzed.**

9. *The Tc calculations indicate no change in Tc between existing and proposed conditions. Tc flow paths for existing and post developed areas need to be provided. Impervious and pervious areas need to have separate Tc calculations. Runoff areas draining to the pervious paver systems need separate Tc’s from areas that bypass the pervious pavement areas.*

**The stormwater design has been revised to recalculate the time of concentration values without a minimum to better define existing and proposed runoff requirements. Refer to the Stormwater Management Report last revised May 19, 2023, for additional information and NJDEP Individual Permit, which includes review and approval of how the stormwater leaving the property was analyzed.**

10. *The McCuen-Spiess sheet flow limitation and the velocity versus slope for shallow concentrated flow (NEH Chapter 15) needs to be utilized for post developed Tc calculations.*

**The stormwater design has been revised to incorporate the McCuen-Spiess sheet flow limitation and velocity versus slope for shallow concentration flow. The stormwater design has been revised to incorporate two (2) points of interest and meet reductions for the discharge point downstream of the porous pavement systems (POI-1). Refer to the Stormwater Management Report last revised May 19, 2023, for additional information and NJDEP Flood Hazard Area (FHA) Individual Permit (IP), which includes review and approval of how the stormwater leaving the property was analyzed.**

11. *The amount of drainage area tributary to each pervious paving system needs to be quantified to ensure compliance with maximum drainage area limitations.*

**The proposed BMP design parameters have been detailed in the Stormwater Management Report last revised May 19, 2023, beginning on page 10 and detail 7 on Construction Details (Sheet C-23) demonstrating compliance with the NJDEP BMP Manual.**

12. *The plans need to clearly demarcate the portions of the existing parking lot that are proposed to be milled and overlain, reconstructed, and areas of new pavement.*

**A color version of the Paving Exhibit (Sheet C-29) will be provided to the Board to better clarify the limit of full depth asphalt in relation to those areas to be milled and repaved.**

13. *The water quality calculation indicates 0% TSS removal is required for existing vehicular surfaces. The amount of existing vehicle surfaces that are being redeveloped, or are having their existing water quality treatment modified, should be quantified since this would require the greater of meeting the existing treatment system, 50% TSS removal, or 95% TSS removal if runoff discharges into the 300-foot riparian zone.*

**The stormwater design and associated discharge point has been revised to analyze the existing and proposed motor vehicle surface and associated locations. Refer to the Proposed Water Quality Map (D-3) in Appendix D of the Stormwater Management Report, last revised May 19, 2023. The discharge point downstream of the proposed improvements will not discharge in the riparian zone associated with the regulated waterbody. The Applicant obtained a FHA IP from NJDEP, which includes review and approval of how the stormwater leaving the property was analyzed and systems designed.**

14. *The impervious areas for the weighted water quality calculation (proposed) do not match the total used (1.06 acres + 4.32 acres totals 5.32 acres whereas the denominator in the calculation used 5.11 acres). It is not clear why the proposed and required water quality calculations would have different total areas.*

**The stormwater design, specifically water quality treatment, has been revised to reflect the existing motor vehicle surface and comparison against the proposed improvements. Refer to the Proposed Water Quality Map (Sheet D-3) of the Stormwater Management Report, last revised May 19, 2023.**

15. *Routings need to be provided to demonstrate the water quality design storm is contained in the pervious paving systems without any overflow.*

**Refer to the Stormwater Management Report, last revised May 19, 2023 for appendices from HydroCAD demonstrating the Water Quality Design Storm being contained in the pervious pavement systems.**

16. *Stage storage and discharge calculations should be provided for each pervious pavement system.*

**Refer to the Stormwater Management Report, last revised May 19, 2023 for appendices from HydroCAD including the stage storage and discharge calculations for each pervious pavement system.**

17. *Drain time calculations need to be provided to ensure each pervious paving system drains within 72 hours.*

**The proposed BMP design parameters have been detailed in the Stormwater Management Report last revised May 19, 2023, beginning on page 10 demonstrating compliance with the maximum drain time of 72 hours.**

18. *The stormwater plan information for the catch basin identified as OS-1 is not correct. The basin appears to be a curb inlet that is not connected to the adjacent pervious pavement system.*

**The stormwater design has been revised to indicate proposed systems and associated structures with supporting callouts.**

19. *The plans should clearly demarcate where the existing impervious areas are being replaced with pervious areas. Notes should be provided for these areas indicating that the subsoil below the existing impervious areas will be scarified and topsoil being placed over the scarified soil areas.*

**The limit of existing impervious cover to be replaced with pervious landcover will be added to the Overall Landscaping Plan (Sheet C-17) with a supporting note regarding preparation of the existing subgrade during construction.**

20. *The BMP Manual indicates the choker course in permeable pavement systems must consist of clean, washed AASHTO No. 57 broken stone. The permeable interlocking paver detail indicates dense graded aggregate is being proposed, which is not consistent with the BMP Manual. Also, the joint material (#8 or #9 aggregate) should specify that it is clean, washed.*

**The material properties noted will be incorporated into the Permeable Interlocking Paver Detail on Construction Details (Sheet C-23, Detail 7).**

21. *The stormwater conveyance system (storm sewer analysis and roof drainage system) needs to be designed for the 100-year storm event to ensure design assumptions are achieved.*

**Pipe sizing calculations will be provided regarding the proposed conveyance systems onsite. The roof leader sizing will be coordinated with the Plumbing Engineer and provided to the Board once available.**

22. *The inspection port details should include that they are rated for HS-25 vehicle loading. The location of the inspection ports needs to be provided at the upstream and downstream ends of the perforated underdrains within each of the pervious paving systems.*

**Inspection port detail will be added to the Permeable Interlocking Paver Detail on Construction Details (Sheet C-23, Detail 7) and indicated on plan as noted.**

23. *The separation distance from the bottom of each pervious pavement system to the seasonal high-water table needs to be provided. One foot minimum separation needs to be provided.*

**The proposed BMP design parameters have been detailed in the Stormwater Management Report last revised May 19, 2023, beginning on page 10 demonstrating compliance with the minimum separation from seasonal high-water table.**

24. *The plans indicate portions of the downstream stream conveyance systems will be removed. The means for controlling runoff during construction needs to be provided.*

**Testimony will be provided regarding runoff control during construction.**

25. *The construction requirements listed within the NJDEP BMP Manual on pages 8-9 within Chapter 9.6, Pervious Paving Systems, should be provided within the notes on the permeable interlocking paver detail.*

**The Permeable Interlocking Paver Detail on Construction Details (Sheet C-23, Detail 7) has been revised to include the associated notes from the BMP Manual.**

26. *Grade separated areas must be designated on the plans for stockpiling snow and ice separate from the pervious paving systems.*

**Testimony will be provided regarding snow removal on-site. Snow is not anticipated to be stored on the proposed pervious pavement systems.**

27. *Major Development Project List (required for Tier A MS4 NJPDES Permit) needs to be completed by the Applicant.*

**The Applicant will work with the Board Engineer to provide the Major Development Project List.**

28. *The NJ Geoweb indicates an unnamed tributary to the North Branch Raritan River, classified as FW2-TPC1, is adjacent to the subject property.*

**The proposed development has obtained approval from NJDEP for FHA Verification, which includes the associated FHA elevation and regulated waterbody restrictions. A copy of the permitting documents will be provided to the Board for reference.**

### III. Architectural Plans

1. *The plans indicate "Proposed Lot A" and "Proposed Lot B". No subdivision application has been made so these designations should be removed.*

**The Architectural Plans can be revised to omit reference to the proposed subdivision. However, the Applicant intends to seek approval for the subdivision of the property and will coordinate with the Board professionals regarding this item.**

2. *The location of the Pedestrian Warning Device should be shown. Is this on the garage for the residential building, the auto service building or both? Will the flashing strobe be visible outside the building or off site?*

**The Architectural Plans will be revised to indicate the location of the Pedestrian Warning Device and testimony will be provided in support of this improvement at the upcoming hearing.**

3. *It does not appear any of the EV stations are associated with accessible stalls as required.*

**Testimony will be provided regarding the parking supply and EV locations. One will be an ADA space to meet the 5% requirements.**

4. *The auto service building shows a repair bay and a detail bay. Testimony should be provided for the types of activities to be conducted in these areas. Will on site vehicle washing be performed for the detail bay? Where will this drain?*

**Testimony will be provided regarding the proposed auto service/sales building and associated operations.**

5. *The auto service building indicates 40-80 spaces. Is there an intention of providing lifts to stack vehicles? What is the valet process for accessing vehicles stored on the second level?*

**The Applicant intends to install a hydraulic lift for spaces internal to the car barn that are accessory to the multi-family use. There will be an operator to manage operations. Testimony will be provided regarding the proposed auto service/sales building and associated operations.**

6. *All building mounted fixtures should be specified and consistent with the site plans.*

**The Site Plan and Architectural Plans will be revised to indicate all proposed site lighting.**

#### IV. Traffic Report

- *The traffic report is under review and a separate report will be issued by this office.*

**Acknowledged.**

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**The following is an itemized response to the comments contained within the Mendham Borough Fire Prevention Review Letter dated September 4, 2024. For the sake of brevity, any comments that are statements of fact or have been previously addressed are not included in the response below:**

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1. *I recommend that the proposed building be outfitted with a full sprinkler suppression and standpipe system as defined by the NFPA 13 and by the NJ Uniform Construction Code. I recommend this system include coverage in all common areas, limited unprotected areas, storage spaces and residential units. Due to the size of the structure, I recommend the placement of multiple standpipes distributed throughout the structure to support firefighter efforts. If this building is equipped with a sprinkler suppression and standpipe system, then the following items are requested/required:*
  - a. *A copy of the sprinkler and standpipe installation plans shall be submitted to Mendham Borough Fire Prevention for comment.*
  - b. *A copy of all hydraulic sprinkler calculations including documentation of available water supply.*
  - c. *All Fire Department Connections shall be fitted with a 2 1/2 inch Siamese Connection as approved.*
  - d. *The suppression system shall be monitored by a 24hr fire alarm monitoring company.*

**The Applicant will work with your department to ensure the proposed sprinkler system is in accordance with the associated code requirements and addresses the comments noted. All**

**construction documents and hydraulic calculations will be provided for review by your department.**

2. *Needed Fire Flow Calculations. There is a strong concern with this Bureau that there will be an adequate amount of water to support firefighting activities within the building located on this site. Typically, water supply is calculated to ensure enough water is available at an appropriate pressure for the fire sprinkler systems to operate properly. Sprinkler designers then add a "hose allowance" based upon the requirements of NFPA 13. This may or may not provide an appropriate amount of water for firefighting operations.*

**The Applicant has been working with NJAW regarding proposed water service for the new building. Hydraulic calculations in conjunction with any on-site hydrant pressures will be coordinated with your department.**

3. *A certification from New Jersey American Water Company identifying the available water supply prior to construction and post construction shall be submitted to this Bureau for review.*

**NJAW has confirmed its ability to serve the proposed development. Supporting documentation will be provided to the Bureau.**

4. *I recommend that the proposed building be outfitted with a full fire/smoke detection system as defined by the NFPA 72 and by the NJ Uniform Construction Code. If this building is equipped with a fire/smoke detection system, then the following items are required/requested:*
  - a. *A copy of the fire detection and alarm system installation plan shall be submitted to this Bureau for comment.*
  - b. *I reserve the right to locate any remote annunciator monitoring panels.*
  - c. *The fire detection system shall be monitored by a 24hr fire alarm monitoring company as indicated on the plans.*
  - d. *A copy of the NFPA-72 acceptance forms shall be submitted to this Bureau prior to a certificate of occupancy being issued.*

**The fire alarm plans will be provided to your office for comment with the associated note and forms.**

5. *There is a strong concern regarding access to the structure by firefighting apparatus beginning with the entry and driveways to the property. The proposed East driveway is currently consistently obstructed with dumpsters, delivery vehicles, and other storage (See exhibits A, B, C, & D attached). Section 503.1.1 of the 2015 International Fire Code New Jersey Edition states that "The Fire Code Official may require and designate public or private fire lanes as deemed necessary for the efficient and effective operation of fire apparatus, access to building openings by fire fighters or egress of occupants." Section 503.2.1 states "fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm), exclusive of shoulders, except for approved security gates in accordance with Section 503.6 and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm). I recommend the establishment of a fire lane with an unobstructed width of not less than 20 feet that encompasses the entire east driveway, east side of building, south side of building, and driveway in-between the building and recreation area.*

**The eastern drive aisle behind the retail building will maintain a clear 20 FT aisle for site circulation inclusive of emergency vehicles. Truck turning movements will be provided for the Bureau's review.**

6. *In accordance with the Borough of Mendham Ordinance 106-12 through 106-16, I reserve the right to require and approve the following:*
  - A. *Signage. In accordance with the current Manual on Uniform Traffic Control Devices, "NO STOPPING OR STANDING" "FIRE LANE" signs shall be erected which designate a fire lane or fire zone.*
  - B. *Pavement markings. All painted line delineations shall be four inches in width and shall be applied in accordance with the current Manual or Uniform Traffic Control Devices. The wording shall read "FIRE LANE" and shall also comply with the requirements of the Current Manual on Uniform Traffic Control Devices.*

**Site circulation will be reviewed with your department and necessary signage and pavement markings will be provided.**

7. *In accordance with Borough of Mendham Ordinance 62-9, a key box is required to be installed on all structures containing a fire alarm system. I reserve the right to determine the type, manufacturer style and number of boxes to be installed along with their locations. The manufactures original color and texture of the boxes shall be maintained and not compromised.*

**A key box will be provided for the proposed residential building in accordance with the department's requirements.**

8. *I request that I review the location of all proposed exits, equipment access, and storage areas.*

**Comprehensive building plans will be provided to the department for review of all access locations.**

9. *I request that I review and approve the location of the Fire Department Connection and any fire hydrants on the property.*

**The proposed water service connection and associated hydrant will be coordinated with your department and NJAW.**

10. *All fire service equipment rooms and utility rooms in common areas and throughout all structures shall be labeled in accordance with the New Jersey Uniform Fire Code, 2015 International Fire Code, New Jersey Edition.*

**The associated rooms will be labeled in accordance with code requirements.**

11. *All fire exit doors shall be properly labeled in accordance with the New Jersey Uniform Fire Code, 2015 International Fire Code, New Jersey Edition. The exterior of the exit doors shall be labeled as "Fire Door Do Not Block".*

**All fire exit doors will be labeled accordingly per code requirements.**

12. *All work conducted must be permitted and approved by the Mendham Borough Construction Department in accordance with the NJ Uniform Construction Code and any other applicable standards.*

**Acknowledged.**

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**The following is an itemized response to the comments contained within the Boswell Engineering Memorandum dated July 26, 2024. For the sake of brevity, any comments that are statements of fact or have been previously addressed are not included in the response below:**

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Comments and observations are:

## Traffic Impact Study (TIS)

1. *The proposed development will be located on the northerly side of East Main Street / County Road 510, west of the intersection of Mendham Road and Cold Hill Road.*

### **Acknowledged.**

2. *The existing land use / space is comprised of the following:*
  - a. *80,472 square feet (SF) of retail space (i.e., Mendham Village Shopping Center)*
  - b. *53,914 SF health and racquet club with six (6) tennis courts*
  - c. *Access to the site is provided by three (3) full-movement driveways along East Main Street (all unsignalized)*

### **Acknowledged.**

3. *The proposed land use / space will comprise of the following:*
  - a. *80,472 square feet (SF) of retail space (i.e., Mendham Village Shopping Center) (no change)*
  - b. *Removal of the health and racquet club*
  - c. *Replacement of the racquet club with a 75-unit multi-family residential building*
  - d. *Access to the site will be modified by providing two (2) full-movement driveways and one (1) entry-only driveway along East Main Street (all unsignalized)*

### **Acknowledged.**

4. *For clarification purposes, it would be beneficial if the number of stories for the residential building (five (5)) was provided within the Introduction section. It is mentioned only in the Site Circulation / Parking Supply portion of the TIS.*

**The building is 4 stories of residential over one story of parking, or 5 stories.**

5. *Per the turning movement counts obtained, the peak hours were the following:*
  - a. *Weekday AM peak: 7:15 to 8:15 AM*
  - b. *Weekday PM peak: 4:45 to 5:45 PM*
  - c. *Saturday peak: 11:45 AM to 12:45 PM*

*The data and peak hour determinations are acceptable.*

### **Acknowledged.**

6. *Additional clarification is requested regarding the data collection study area. Please explain why turning movement counts for the intersection of Cold Hill Road and East Main Street / Mendham Road (Old Route 24) were not included, as it is approximately 700 feet east of the eastern site driveway.*

**Testimony will be provided regarding the counts conducted in support of the Traffic Impact Study.**

7. *Additional clarification is requested regarding the access driveways for the mixed-use development area. Please explain why the decision was made to convert the western site driveway from two-way (i.e., enter and exit) to entry only.*



**Testimony will be provided regarding access to the property and traffic flow direction for the western driveway.**

8. *The original traffic volume data from 2019 was grown to the baseline year of 2022. The Applicant utilized the New Jersey Department of Transportation (NJDOT) Annual Background Growth Rate Table value of 1.00 percent. East Main Street / Mendham Road (Old Route 24) is classified as an Urban Minor Arterial in Morris County, per the NJDOT Straight Line Diagrams. For the time period in question, the background growth rate value utilized corresponds to this roadway classification. Hence, the growth rate is acceptable.*

**Acknowledged.**

9. *Additional clarification is requested regarding the as-counted weekday morning, weekday evening, and Saturday midday peak hour trip generation volumes. Please provide a more detailed explanation regarding how these volumes were obtained and what they represent.*

**Testimony will be provided regarding the trip generation volumes included in the traffic study.**

10. *For the proposed build year of 2024, the Applicant also utilized the NJDOT Annual Background Growth Rate Table value of 1.00 percent. However, from November 2023 through November 2025, the NJDOT Annual Background Growth Rate Table value is 2.50 percent for an Urban Minor Arterial in Morris County. As a result of the discrepancy in annual background growth rate utilized, the No Build and Build Condition traffic volumes will require revision using a rate of 2.50 percent from the 2022 baseline year to the 2024 build year.*

**Testimony will be provided regarding the associated traffic volumes in the Traffic Impact Study.**

11. *Additional clarification is requested regarding a future infrastructure improvement project for the area. Under "Other Planned Development Projects," the Applicant stated that a forthcoming roadway improvement project would restripe East Main Street to provide one (1) lane in each direction and one (1) shared center-left-turn lane. Please explain if the shared left turn lane would be considered the same as a two-way left turn lane (TWLTL).*

**The phrase shared center-left turn lane should be revised to be two-way left turn lane.**

12. *The Applicant utilized the Institute of Transportation Engineers (ITE) **Trip Generation Manual, 11<sup>th</sup> Edition** in analyzing volumes for the future street network. The Racquet / Tennis Club (Land Use 491) and the Multifamily Housing (Mid-Rise) (Land Use 221) land uses are acceptable.*

**Acknowledged.**

13. *With the demolition of the health and racquet club, the Applicant proposed a vehicle trip credit related to the amount of vehicles that would no longer visit the site. This resulted in a total of 23 vehicle trips during the weekday evening and Saturday midday peak hours, based on the ITE **Trip Generation Manual**. This methodology is acceptable.*

**Acknowledged.**

14. *The Applicant utilized the ITE **Trip Generation Manual** in analyzing volumes the Multifamily Housing (Mid-Rise) (Land Use 221) land use. This resulted in 28 vehicle trips for the weekday morning peak hour and 29 vehicle trips for the weekday evening and Saturday midday peak hours. The information presented is acceptable.*

**Acknowledged.**

15. *The Applicant stated that internally captured trips may be a component of the travel patterns, since the development will remain mixed-use. However, to be conservative in the analysis, no internal captured trips were considered. This methodology is acceptable.*

**Acknowledged.**

16. *As a result of the incorrect annual growth factor utilized to grow traffic volumes from 2022 to 2024, the Build Condition capacity and Level of Service analyses for the provided in the TIS will require revision.*

**Testimony will be provided regarding the traffic volumes noted in the Traffic Impact Study and adjustment based on the feedback received.**

17. *Based on the Build Condition LOS E for the southbound left turns during the weekday evening peak hour at the intersection of East Main Street and Central Site Driveway, there is concern that the revised analyses may result in LOS F. The Applicant should be prepared to develop measures to mitigate the potential operational impact(s) for exiting vehicles at this driveway.*

**As there is limited new traffic being generated as part of the new development, specifically during the critical PM Peak Hour, the change in delay between the No-Build and Build Condition would be the same utilizing the growth rate factors discussed in Comment 10.**

18. *The crash history of this area along East Main Street was investigated via the NJDOT Safety Voyager website. The limits utilized were 150 feet from the easterly and westerly driveways. From 2020 through 2024, the following crashes were reported in this area:*
  - 2020: 1 – Fixed Object
  - 2021: 1 – Same Direction, Rear End
  - 2022: 1 – Same Direction, Rear End
  - 2023: 0
  - 2024: 0 (so far)

*The results provided are not reflective of a critical need for design or infrastructure mitigation at a signalized intersection.*

**Agreed.**

Site Circulation / Parking Supply

1. *The five (5)-story 75-unit residential building will contain ground floor parking, a separate premium vehicle storage building, and a new surface parking lot with a turnaround drop-off/pick-up area at the center of the proposed residential development.*

**Acknowledged.**

2. *Other improvements will be made to the existing parking area throughout the mixed-use development, including striping for new parking spaces and shared residential visitor parking.*

**Acknowledged.**

3. *Per the Borough of Mendham Ordinance and New Jersey Administrative Code Residential Site Improvements Standards (RSIS), 146 parking spaces are required for the residential building, including two (2) spaces for parking attendant employees. For the existing retail area, the Borough of Mendham requires 283 parking spaces. The total parking requirement is 428 spaces.*

**Acknowledged.**

4. *The Applicant proposes 116 spaces within the residential development area. The retail area is proposed to be restriped and improved in order to provide 341 parking spaces, which would include 28 residential visitor spaces. The total parking would result in 457 parking spaces for the overall site.*

**Testimony has been provided regarding the proposed parking supply. We note 2 additional spaces previously provided internal to the auto sales / service building for a total of 459 spaces.**

5. *Additional clarification is requested regarding the parking spaces for residential use. Please explain how the site will distribute the shortfall (i.e., 146 required vs. 116 provided) in the residential component as well as the amount provided in the proposed restriped retail portion of the site.*

**Testimony will be provided regarding the parking supply for the proposed residential use.**

6. *Additional clarification is requested regarding the proposed 28 residential visitor spaces located on the site. Please explain where these spaces would be located in reference to the residential development, as it was not readily apparent on the site plan drawings (C-5 through C-7).*

**The proposed visitor spaces are located in the parking lot behind the western retail building, west of Kings. 15 of the visitor parking spaces will be signed, indicated by the horizontal row of 15 spaces on Site Plan (Sheet C-6).**

7. *While the residential development area requires 146 spaces, six (6) spaces must comply with the American with Disabilities Act (ADA), including one (1) that is van-accessible. With 116 spaces proposed with the residential area, the layout shown in the surface lot and garage area provide seven (7) ADA-compliant spaces, including three (3) van-accessible spaces. The number of ADA-compliant spaces, including van-accessible spaces, is acceptable.*

**Acknowledged.**

8. *For the 116 parking spaces proposed, the Applicant proposes 17 "make-ready" spaces, including one (1) that is ADA compliant. This information is acceptable.*

**Acknowledged.**

Site Plan

1. *As shown on the Site Plan (Drawing C-7), the central site driveway leads to a delineated north-south travel way with proposed mountable island. The northbound and southbound lanes are 12 feet wide, while the mountable island appears to be approximately 5 feet wide.*

**Acknowledged.**

2. *Additional clarification is requested regarding the mountable island. Please provide additional explanation and/or*

*insight regarding the slope(s), height of the pavers, and total height of the island from pavement.*

**Testimony was provided at the August 20, 2024, and August 21, 2024, hearings regarding this area. The Site Plan (Sheet C-7) will be revised to indicate the decorative paver strip east of the 90-degree parking as flush.**

- 3. The provision of parking along the west side of the northbound/southbound travel way with mountable curb appears to present a circulation concern. There are 17 parking spaces proposed at a 90-degree angle. The travel way width is not large enough to for backing out of a parking space. As a result, in order to safely exit the parking spaces before proceeding southbound towards the central site driveway, drivers will have to travel across the southbound lane and onto the mountable island, potentially encroaching the northbound lane. This seems to present operational challenges for drivers entering and exiting the site from either the central site driveway or the residential building and may induce congestion in both directions. The location and layout of the parking spaces and travel way should be revisited.*

**Testimony was provided at the August 20, 2024, and August 21, 2024, hearings regarding this area. The Site Plan (Sheet C-7) will be revised to indicate the decorative paver strip east of the 90-degree parking as flush.**

- 4. Truck Turning templates have been provided as Drawings C-26 through C-28. Drawings C-26 and C-27 utilized the WB-67 design vehicle to demonstrate tractor trailer parking in the loading bay for the supermarket on the premises. Drawing C-28 utilized the Fire Truck design vehicle to demonstrate circulation with the residential development surface lot grounds.*

#### **Acknowledged.**

- 5. Additional clarification is required regarding truck movement and circulation. The easterly site driveway was utilized for the WB-67 entry and exit. For the fire truck, the easterly driveway was utilized for entry, while the central site driveway was utilized for exit. Please explain if designated truck entry and exit areas are to be provided, and how they will be demarcated.*

**Testimony will be provided regarding vehicular access and on-site circulation.**

- 6. Additional clarification is requested regarding truck movement within the residential development. Please explain and/or show via turning template how garbage trucks, furniture/appliance delivery trucks, and rental trucks will circulate. Please provide insight regarding how these vehicles may access the residential area, and if they may use any of the site driveways along East Main Street.*

**Testimony will be provided regarding vehicular access and on-site circulation, specifically trash collection and loading operations. Truck access to the residential development is anticipated to use the easternmost driveway navigating in a counterclockwise direction before egressing through the central driveway.**

- 7. Additional clarification is requested regarding the ground floor parking garage and premium garage areas. Please explain if the vertical clearances for both buildings will allow for fire truck access.*

**Testimony will be provided regarding vehicular access and on-site circulation. Emergency vehicles, specifically fire trucks, will not access the interior of the garage. The truck will be approximately 20-ft from the residential building when navigating in the counterclockwise direction. The Applicant is working closely with the Fire Chief regarding final locations of all hydrants and fire department connection (FDC) locations.**

Please contact our office if you have any questions or comments regarding this submission.

Best regards,



Afton Savitz, PE, LEED AP BD+C  
**Stonefield Engineering and Design, LLC**

*Via FedEx*

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