



July 15, 2024

Lisa Smith, Secretary
Mendham Borough Joint Land Use Board
2 West Main Street
Mendham, New Jersey 07945

Re: V-Fee Mendham Apartments, LLC Site Plan Application
Block 801, Lot 20
84-90 East Main Street
FEI Project No. MDES135/22MB212

Dear Lisa:

The above referenced application requests preliminary and final site plan and variance approval for the construction of a 75-unit inclusionary apartment building at the rear of the Kings Shopping Center on lot 20 in block 801. The project also includes an auto sales and service facility and indoor vehicle storage. The following documents have been submitted in support of the application:

1. Transmittal letter, dated March 9, 2023, February 15, 2023, January 31, 2023 and July 3, 2024, from Dereck W. Orth, Esq.
2. Transmittal letter, dated January 13, 2023, from John P. Inglesino, Esq.
3. Cover letter, dated July 2, 2024, prepared by Stonefield Engineering
4. Cover letter, dated July 3, 2023, prepared by Bruce A. Stieve, AIA
5. Land Development Application, dated September 19, 2022, prepared by Thomas Maoli
6. Certificate of Paid Taxes, dated July 2, 2024
7. Site Inspection form, dated September 19, 2022, prepared by Thomas Maoli
8. Checklist
9. Traffic Impact Study, dated October 20, 2022, prepared by John R. Corak, PE and Matthew J. Seckler, PE. – Review Pending
10. Ecological Impact Statement, dated October 20, 2022, prepared by Chuck D. Olivo, PE
11. Stormwater Management Report, revised May 19, 2023, prepared by Chuck D. Olivo, PE
12. Property Survey, revised October 30, 2023, signed date of September 16, 2022, prepared by Thomas F. Miller, PLS
13. Architectural Plans, consisting of 11 sheets revised May 15, 2023, prepared by Dean Marchetto, AIA, PP
14. Site Plans, consisting of 29 sheets revised through July 2, 2024, prepared by Matthew Seckler, PE
15. Sewer Connection Application, dated December 12, 2022
16. Morris County Planning Board Application, dated December 12, 2022
17. Property Owner's List, dated December 12, 2022
18. Planning Report, revised March 8, 2023, prepared by Philip Abramson, AICP/PP and Golda Speyer, AICP/PP
19. Flood Hazard Area Study, dated May, 2021, prepared by Clay H. Emerson, PE

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- 20. Utility Service Letters
- 21. Tax map
- 22. Morris County Planning Board Site Plan Report dated January, 13, 2023.
- 23. Review Report dated February 15, 2023 prepared by One Water Consulting to Environmental Commission, Open Space, and Shade Tree Commission.

A review of the above documents results in the following comments for the Board's review.

I. Site Plans

A. Sheet C-1 – Cover Sheet

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

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

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.
- 2. The area to be disturbed vs. not disturbed is not clear on the plans because of the number are 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.
- 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.
- 4. Any demolition within East Main Street (County Route 510) is subject to approval from Morris County.

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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.
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.

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.
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.
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.
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.
5. The emergency services should provide comment on the site circulation, recommended no parking areas, etc.
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.
7. The existing improvements being removed (for example existing curbed islands) should be taken off the plan for clarity purposes.
8. The limits of new curbing should be more clearly identified.
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.
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

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- 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.
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.
 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.
 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.
 14. The angle of the angled parking stalls for the site should be labeled for each row of angled spaces on the plan.
 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.
 16. The easterly front aisle width between the two opposite rows of angled parking should be labeled.
 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.
 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.

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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.
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.
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.

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.
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.
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.
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.
5. The grading should reflect the where the proposed contour lines leave the top of the curb throughout the site.
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.
7. Additional detail is required along the western property line to show how the proposed contour lines tie into the existing ones.
8. The sidewalks extending from Main Street into the site appear to have a slope greater than 5%. Handrails are required.

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

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

H. Sheet C-12 Utility Plan

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

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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.
3. Approval from NJ American Water is required for the project.
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.
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.
6. The locations of any water service “hot boxes” need to be added to the plan.
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.

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).
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.
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).
4. The applicant should discuss with the Board the hours lighting will be on. The plan should note the hours of illumination.
5. The location of any security lighting (on from dusk to dawn) should be provided on the plan.

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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.

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

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

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.
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.
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.
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.
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.
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.
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.
10. The proposed ground surface finish within the plant bed areas shall be defined.
11. The proposed ground surface finish within the parking islands and separator islands shall be defined.
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.
13. The applicant shall summarize the proposed intent for irrigation.

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

1. Provide a trash rack detail.
2. The striping shown for the angled accessible parking stalls cannot be achieved based on the configuration of the site plan. See comment above.
3. The granite block curb detail needs 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.
5. The pavement detail should include the NJDOT nomenclature for the HMA.
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.
7. A pavement restoration detail should be provided.
8. The “Dump No Waste Drains to Waterway” nomenclature should be added to the E inlet grate detail.
9. Revise the storm sewer label to sanitary sewer on the doghouse sanitary sewer manhole detail.
10. Details for the mountable curb/decorative paver island need to be provided.

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.
2. Testimony should be provided on whether the tractor trailer access to the site is being changed because of the development.
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.
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.
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.
6. Turning movements for trash collection should be provided for the site.

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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.

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.
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.
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.
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.
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.
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.

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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.
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.”
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.
10. The McCuen-Spiese sheet flow limitation and the velocity verses slope for shallow concentrated flow (NEH Chapter 15) needs to be utilized for post developed Tc calculations.
11. The amount of drainage area tributary to each pervious paving system needs to be quantified to ensure compliance with maximum drainage area limitations.
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.
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.
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.
15. Routings need to be provided to demonstrate the water quality design storm is contained in the pervious paving systems without any overflow.

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16. Stage storage and discharge calculations should be provided for each pervious pavement system.
17. Drain time calculations need to be provided to ensure each pervious paving system drains within 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.
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.
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.
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.
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.
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.
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.
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.
26. Grade separated areas must be designated on the plans for stockpiling snow and ice separate from the pervious paving systems.
27. Major Development Project List (required for Tier A MS4 NJPDES Permit) needs to be completed by the Applicant.
28. The NJ Geoweb indicates an unnamed tributary to the North Branch Raritan River, classified as FW2-TPC1, is adjacent to the subject property.

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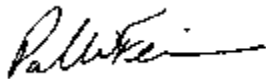
III. Architectural Plans

1. The plans indicate “Proposed Lot A” and “Proposed Lot B”. No subdivision application has been made so these designations should be removed.
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?
3. It does not appear any of the EV stations are associated with accessible stalls as required.
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?
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?
6. All building mounted fixtures should be specified and consistent with the site plans.

IV. Traffic Report – The traffic report is under review and a separate report will be issued by this office.

I trust the above comments are useful to the Board in its consideration of the application.

Very truly yours,



Paul W. Ferriero, PE, CME
Borough Engineer

cc: Board members
Thomas Germinario, Esq.
Jessica Caldwell, PP/AICP
Matthew Seckler, PE