

STONEFIELD

June 22, 2020

Borough of Mendham
Zoning Board of Adjustment
2 West Main Street
Mendham, New Jersey 07945

**RE: Traffic & Parking Assessment Report
Proposed Mixed-Use Development
6 East Main Street
Block 601, Lot 3
Borough of Mendham, Morris County, New Jersey
SE&D Job No. RUT-200105**

Dear Board Members:

Stonefield Engineering and Design, LLC ("Stonefield") has prepared this analysis to examine the potential traffic and parking impacts of the proposed mixed-use development on the adjacent roadway network. The subject property is located along the westbound side of East Main Street between Mountain Avenue and Orchard Street in the Borough of Mendham, Morris County, New Jersey. The subject property is designated as Block 601, Lot 3 as depicted on the Borough of Mendham Tax Map. The site has approximately 77 feet of frontage along East Main Street. The existing site contains a two (2)-story building referred to as the main building, a two (2)-story building referred to as the barn building, and a one (1)-story building referred to as the garage building. The existing access is provided via one (1) ingress-only driveway along East Main Street and one (1) egress-only driveway along Mountain Avenue via a cross-access connection with Lots 1, 2, and 16. Under the proposed development program, the existing 1,989-square-foot Fun House Furnishings & Design would remain as-is and the remainder of the main building would be reoccupied with 2,037 square feet of retail space and four (4) residential dwelling units. The barn building would be converted into one (1) residential dwelling unit and the garage building would be converted into a two (2)-story building with two (2) residential dwelling units; totaling seven (7) residential dwelling units on-site. The existing ingress-only driveway along East Main Street and the egress-only driveway along Mountain Avenue would remain as-is.

Existing Conditions

The subject property is located along the westbound side of East Main Street between Mountain Avenue and Orchard Street in the Borough of Mendham, Morris County, New Jersey. The subject property is designated as Block 601, Lot 3 as depicted on the Borough of Mendham Tax Map. The site has approximately 77 feet of frontage along East Main Street. Land uses in the area are a mix of retail, residential, office, and religious uses.

East Main Street (CR 510) is classified as an Urban Minor Arterial roadway with a general east-west orientation and is under the jurisdiction of Morris County. Along the site frontage, the roadway provides one (1) lane of travel in each direction and has a posted speed limit of 30 mph. Curb and sidewalk are provided along both sides of the roadway, shoulders are not provided, and on-street parking is permitted with a one (1)-hour parking restriction in effect from 7:00 a.m. to 7:00 p.m. along the southerly side of the roadway and a parking restriction from 7:00 a.m. to 9:00 a.m. and from 2:00 p.m. to 6:00 p.m. on the northerly side of the roadway. Main Street provides east-west mobility throughout the Borough of Mendham and surrounding municipalities for a mix of residential, retail, office, educational, and religious uses along its length and provides access to U.S. Route 206 to the west of the site.

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Mountain Avenue is a local roadway with a general north-south orientation and is under the jurisdiction of the Borough of Mendham. Mountain Avenue becomes Hilltop Road (CR 525) to the south of the intersection with Main Street. Along the site frontage, the roadway provides one (1) lane of travel in each direction and has a posted speed limit of 35 mph. Curb and sidewalk are provided along both sides of the roadway, shoulders are not provided, and on-street parking is not permitted. Mountain Avenue provides north-south mobility within the Borough of Mendham for a mix of residential and retail uses along its length.

Main Street, Mountain Avenue, and Hilltop Road intersect to form a signalized four (4) leg intersection. The eastbound and westbound approaches of Main Street each provide one (1) exclusive left-turn lane, one (1) exclusive through lane, and one (1) exclusive right-turn lane. The northbound approach of Hilltop Road provides one (1) exclusive left-turn lane and one (1) shared through/right-turn lane and the southbound approach of Mountain Avenue provides one (1) full-movement lane. Crosswalks and pedestrian signals are provided across each leg of the intersection.

Trip Generation

Trip generation projections for the proposed mixed-use development were prepared utilizing the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition. Trip generation rates associated with Land Use 220 "Multifamily Housing (Low-Rise)" and Land Use 820 "Shopping Center" were cited for the proposed seven (7) residential units and 4,026 square feet of total retail space, respectively. **Table I** provides the weekday morning, weekday evening, and Saturday midday peak hour trip generation volumes associated with the proposed development.

TABLE I – PROPOSED TRIP GENERATION

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
7-Unit Multifamily Housing (Low-Rise) ITE Land Use 221	1	2	3	3	1	4	3	2	5
4,026 SF Retail ITE Land Use 820	2	2	4	24	26	50	25	24	49
Total	3	4	7	27	27	54	28	26	54

The proposed development is expected to generate 7 new trips during the weekday morning peak hour, 54 new trips during the weekday evening peak hour, and 54 new trips during the Saturday midday peak hour. Based on Transportation Impact Analysis for Site Development published by ITE, a trip increase of less than 100 vehicle trips would likely not change the level of service of the adjacent roadway system or appreciably increase the volume-to-capacity ratio of an intersection approach. As such, the proposed development is not anticipated to significantly impact the operations of the adjacent roadway network.

Site Circulation/Parking Supply

A review was conducted of the proposed mixed-use development using the Site Plan prepared by Engineering & Land Planning Associates, Inc. dated May 18, 2020 and the Architectural Plans prepared by Byrne Design Associates, LLC. dated May 19, 2020. In completing this review, particular attention was focused on the site access, circulation, and parking supply.

Access is proposed via one (1) ingress-only driveway along East Main Street and one (1) egress-only driveway along Mountain Avenue. The ingress-only driveway along East Main Street would be signed on-site for one-way access to reinforce the proposed one-way configuration. Circulation throughout Lot 3 (the subject property) and the neighboring properties would remain as-is.

The existing surface parking lots located on Block 601, Lots 1, 2, 3, and 16 are shared by the Borough of Mendham and the owners of 2 East Main Street, 4 East Main Street, 6 East Main Street. The report prepared by Brenda Grant, Esq. titled "Parking and Easement Summary" dated April 9, 2019 was referenced to establish the parking locations for the proposed site located at 6 East Main Street. Parking for the proposed site would be located along the drive aisle on Lot 16 located directly to the north of Lot 3 (the subject property) and along the rear of the barn and garage buildings on the northerly portion of Lot 3.

Regarding the parking requirements for the proposed development, the Borough of Mendham Ordinance requires two (2) parking spaces per residential dwelling unit and six (6) parking spaces per 1,000 square feet of retail space. For the proposed mixed-use development consisting of seven (7) residential dwelling units and 4,026 square feet of total retail space, this equates to 39 required spaces. This parking requirement is a reduction in total parking required as compared to the existing retail uses on site. Appended Figure A1 provides a comparison between the existing and the proposed parking demands for peak time periods throughout the weekday and weekend. **Table 2** provides a comparison of the parking requirements of the existing use and the proposed development.

TABLE 2 – PARKING REQUIREMENT COMPARISON

Development	Parking Requirement per Ordinance
Existing Use On-Site 10,178 SF Retail	61 spaces
Proposed Development 4,026 SF Retail 7 Residential Units	39 spaces

The site would provide a total of 60 parking spaces, inclusive of four (4) parking spaces on Lot 3 and 56 parking spaces on Lot 16, which meets the parking requirement and would be sufficient to support this project's parking demand. The spaces would be nine (9) feet wide by 18 feet deep in accordance with industry standards.

Section 5:21-4.14(e) of the New Jersey Administrative Code Residential Site Improvements Standards (RSIS) intends for flexibility in the parking requirements. Specifically:

"When housing is included in mixed-use development, a shared parking approach to the provision of parking shall be permitted."

Under the proposed development plan, the site would provide a mix of uses which experience peak parking demand at different times throughout the day. Typically, residential uses experience a peak parking demand overnight and retail uses experience a peak parking demand during the midday and evening periods. As such, the peak parking demand for the land uses on site would not overlap which would lower the site's overall peak parking demand.

The overnight parking demand is expected to be generated by the residential portion of the site. The Borough of Mendham Ordinance requires two (2) parking spaces per residential dwelling unit. For the proposed development with seven (7) residential units, this equates to 14 residential parking spaces. It is recommended that the four (4) parking spaces on Lot 3 and 10 public spaces within Lot 16 be signed for 6 East Main Street overnight parking. Based on the Borough of Mendham Resolution, 10 parking permits would be issued for parking spaces located on Lot 16, which would be used strictly for overnight use.

The parking supply was evaluated with respect to data published within the ITE's Parking Generation, 5th Edition, for Land Use 220 "Multifamily Housing (Low-Rise)" and Land Use 820 "Shopping Center". Specifically, parking generation rates for urban/suburban locations was utilized. The average parking demand rate during the peak weekday period for Land Use 220 "Multifamily Housing (Low-Rise)" is 1.21 vehicles per dwelling unit and

for Land Use 820 "Shopping Center" is 3.81 vehicles per 1,000 square feet. For the proposed development with seven (7) residential units and 4,026 square feet of retail space, this equates to 24 parking spaces. As such, the proposed parking supply of 60 spaces would be sufficient to support the parking demand of the site.

Conclusions

This report was prepared to examine the potential traffic and parking impacts of the proposed mixed-use development. The analysis findings, which have been based on industry standard guidelines, indicate that the proposed development would not have a significant impact on the traffic operations of the adjacent roadway network. The site driveways and on-site layout have been designed to provide for effective access to and from the subject property. Based on industry data and local characteristics of the site and surrounding area, the parking supply would be sufficient to support this project.

Please do not hesitate to contact our office if there are any questions.

Best regards,



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Stonefield Engineering and Design, LLC



John R. Corak, PE
Stonefield Engineering and Design, LLC

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Figure A1: Existing vs. Proposed Parking Demand

