

JAVERBAUM  WURGAFT
HICKS KAHN WIKSTROM & SININS, P.C.
Certified Trial Attorneys

Stephen F. Hehl

Anita Lynn James
Diane Stolbach
Joshua Koodray
Lisa E. Lomelo
Michael P. Bonner

370 CHESTNUT STREET
UNION, NJ 07083
TEL: (908) 687-7000
FAX: (908) 687-7028

www.lawjw.com

June 17, 2021

VIA ELECTRONIC MAIL AND FEDEX

Thomas Banker
Acting Borough Administrator
Borough of Caldwell
1 Provost Square
Caldwell, NJ 07006

RE: Mejia Properties LLC
16 Park Avenue, Caldwell, NJ

Dear Mr. Banker:

As a follow-up to this firm's correspondence dated May 11, 2021, enclosed please find the following:

- Site Plan dated May 25, 2021 prepared by EKA Associates, P.A.
- Parking Plan dated June 15, 2021 prepared by EKA Associates, P.A.
- Boundary and Topographic Survey dated April 27, 2021 prepared by EKA Associates, P.A.
- Traffic/Parking Statement dated June 17, 2021 prepared by Stonefield Engineering

This will also confirm that the Consistency Hearing is set for June 22, 2021 at 7:15pm.

Thank you for your time and consideration.

Respectfully submitted,

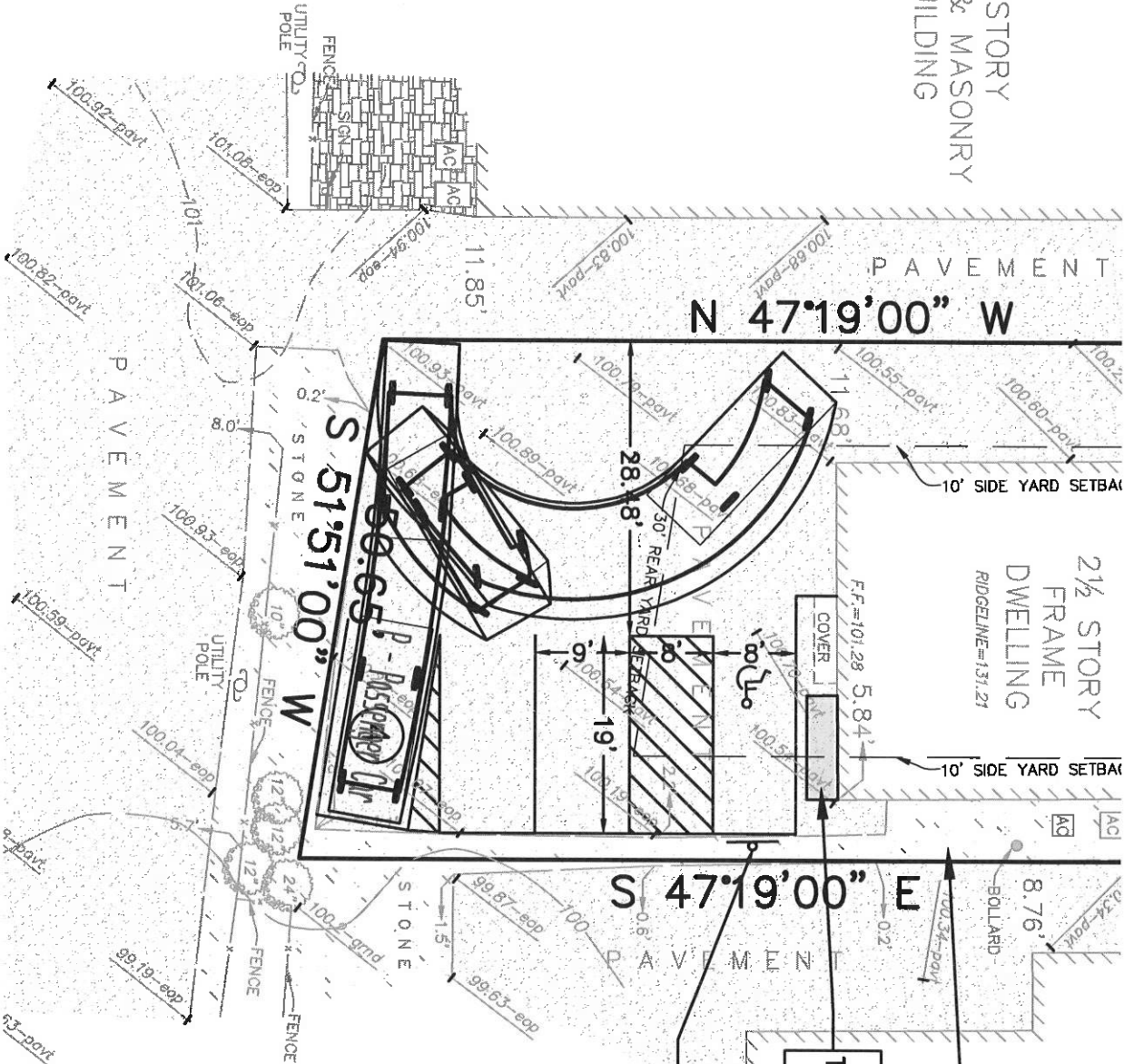
/s/ Stephen F. Hehl
Stephen F. Hehl, Esq.

SFH/co

Thomas Banker
Acting Borough Administrator
Borough of Caldwell
June 17, 2021
Page 2

CC: Client – *via Electronic Mail*
Brittany Heun – *via Electronic Mail*
Kim Conlon – *via Electronic Mail*
Vincent J. Nuzzi, Esq. – *via Electronic Mail*
Alan Trembulak, Esq. – *via Electronic Mail*
David E. Sherman, Esq. – *via Electronic Mail*
Oliver Young, AIA, NCARB, LEED AP – *via Electronic Mail*
Matthew Wellinger -*via Electronic Mail*
Golda Speyer, AICP/PP – *via Electronic Mail*
Phil Abramson, Esq. – *via Electronic Mail*
Matthew J. Seckler, PE, PP, PTOE – *via Electronic Mail*

2 STORY
BRICK & MASONRY
BUILDING



PROPPOSED ADA
VAN ACCESSIBLE
PARKING SIGN

PROPPOSED 3'X10'
TRASH BARREL AREA
(SHADED AREA)

D/EXISTING GRAVEL
TO BE REMOVED

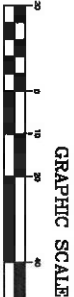
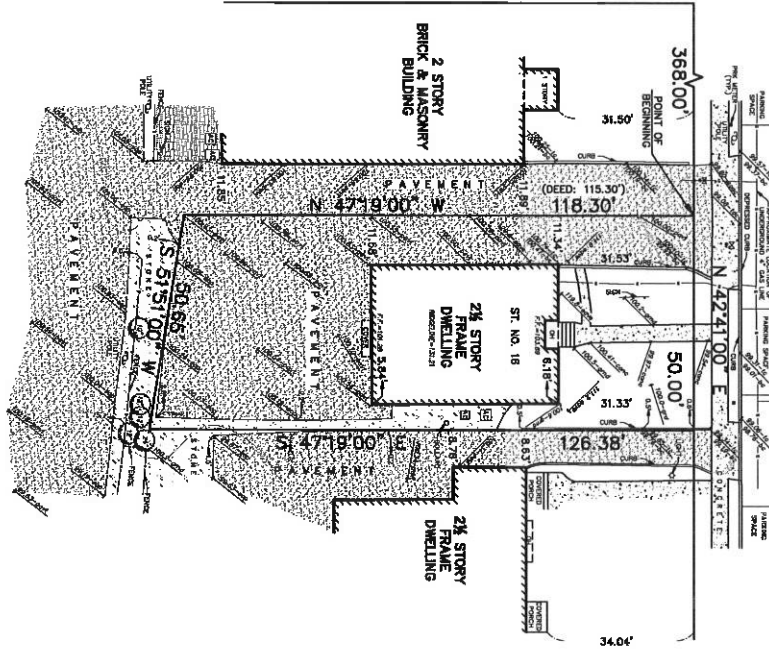
2 1/2 STORY
FRAME

BLOOMFIELD AVENUE

(75' RIGHT OF WAY)

PARK AVENUE

(50' RIGHT OF WAY)



BLOCK	LOT	SETBACK
23	801	34.0'
AVERAGE		32.77'

- NOTES**
- THIS SURVEY IS BASED UPON THE FOLLOWING DATA AND/OR RECEPTIONS:

A. DEED OF RECORD	YES	X	NO	
B. FIELD MAP		X		
C. FIELD SURVEY		X		
D. TAX MAP		X		
E. TAX MAP		X		
F. OTHER (SEE REFERENCES)		X		
 - THIS SURVEY REPRESENTS CONDITIONS VISIBLE ON OR ABOVE THE SURFACE OF THE GROUND AT THE TIME OF THE SURVEY. THE UNDERSIGNED PROFESSIONAL IS NOT RESPONSIBLE FOR THE PRESENCE OF UNDERGROUND UTILITIES OR STRUCTURES IF SAME ARE NOT VISIBLE OR OTHERWISE DISCLOSED BY ANY OF THE ABOVE DATA.
 - THIS SURVEY AND PLAN IS MADE FOR AND GRANTED TO THE PARTIES NAMED HEREON FOR THE PURPOSE(S) STATED. NO OTHER PURPOSE IS INTENDED NOR IMPLIED. THE UNDERSIGNED SURVEYOR IS NOT RESPONSIBLE FOR THE USE OF THIS SURVEY FOR ANY OTHER PURPOSES, INCLUDING BUT NOT LIMITED TO USE OF SURVEY FOR SURVEY ADJUDICATORY PROCEEDINGS, PROPERTY, OR TO ANY OTHER PERSON NOT LISTED IN THE CERTIFICATION, EITHER DIRECTLY OR INDIRECTLY.
 - IF THIS DOCUMENT DOES NOT CONTAIN A RAISED IMPRESSION SEAL OF THE PROFESSIONAL, IT IS NOT AN AUTHORIZED ORIGINAL AND MAY HAVE BEEN ALIENATED.
 - PARCEL CONTAINS 6,117 SF. ±.
 - A WRITTEN WAIVER AND DECLARATION NOT TO SET CORNER MARKERS HAS BEEN OBTAINED FROM THE ULTIMATE USER PURSUANT TO PLURDOLL, INC. (QS-8-38.3) AND N.J.A.C. 13-40-8.1(d).
 - ELEVATIONS SHOWN HEREON ARE BASED UPON AN ASSUMED DATUM. LOCAL BENCHMARK IS THE RIV OF A SANITARY SEWER MANHOLE LOCATED IN THE CENTER OF PARK AVENUE APPROXIMATELY 8' SOUTHWESTERLY FROM THE NORTHWESTERLY CORNER OF TAX LOT 9.02, BLOCK 23 (THE SUBJECT PARCEL). ELEVATION = 100.00 (ASSUMED).
 - RECORD BOOK: 12577, PAGE 2030
 - TAX MAP SHEET NO. 3
 - REVISIONS: SURVEY PREPARED BY BRUNSWICK WEST, INC. DATED 1/14/2015
 - FILED MAP DATA: N/A

LEGEND	DESCRIPTION
---	EXISTING SIDEWALK ELEVATION
---	EXISTING GROUND ELEVATION
---	EXISTING CENTERLINE ELEVATION
---	EXISTING TOP OF CURB ELEVATION
---	EXISTING BOTTOM OF CURB ELEVATION
---	EXISTING DEPRESSION CURB
---	EXISTING SANITARY MANHOLE
---	EXISTING FIRE HYDRANT
---	EXISTING DOWN MANHOLE
---	EXISTING UTILITY POLE
---	EXISTING WATER VALVE
---	EXISTING GAS VALVE
---	EXISTING TREE AND SIZE
---	EXISTING TOP OF SLOPE
---	EXISTING BOTTOM OF SLOPE
---	EXISTING TOP OF WALL
---	EXISTING BOTTOM OF WALL
---	PROPOSED SPOT ELEVATION
---	EXISTING GRAVEL ELEVATION
---	EXISTING GRAVEL ELEVATION
---	EXISTING RIDGE ELEVATION
---	EXISTING CONCRETE ELEVATION
---	EXISTING TOP OF GRAVE ELEVATION
---	EXISTING INVERT
---	EXISTING SPOT ELEVATION
---	EXISTING EDGE OF PAVEMENT ELEVATION
---	EXISTING CONTOUR

BOUNDARY & TOPOGRAPHIC SURVEY
 TAX LOT 9.02, BLOCK 23
 BOROUGH OF CALDWELL, ESSEX COUNTY, NEW JERSEY

EKA ASSOCIATES, P.A.
 Engineers & Surveyors & Planners
 328 Park Avenue, Scotch Plains, N.J. 07076
 908-322-2030

Job No. 048380	Date 4/27/2021	Scale 1" = 20'	Drawn CD	Map No. FILE	Sheet 1 of 1
REVISIONS: 5/25/2021 - REVISED TO INCLUDE PREVAILING FRONT YARD SETBACK			James R. Watson, P.L.S., P.P. Professional Land Surveyor N.J. LICENSE NO. 50198		

STONEFIELD

June 17, 2021

Borough of Caldwell
Planning Board
1 Provost Square
Caldwell, New Jersey, 07006

**RE: Traffic, Parking, & Circulation Assessment Report
Proposed Bicycle Shop Renovation
16 Park Avenue
Block 23, Lot 9.02
Borough of Caldwell, Essex County, New Jersey
SE&D Job No. RUT-210193**

Dear Board Members:

Stonefield Engineering and Design, LLC ("Stonefield") has prepared this analysis to examine the potential traffic and parking impacts of the proposed bicycle shop on the adjacent roadway network. The subject property is located along Park Avenue northbound, between Bloomfield Avenue and Ward Place, in the Borough of Caldwell, Essex County, New Jersey. The subject property is designated as Block 23, Lot 9.02 as depicted on the Borough of Caldwell Tax Map. The site has approximately 50 feet of frontage along Park Avenue. The existing site contains two (2)-story mixed-use development consisting of a 1,221-square-foot dental office on the first floor and one (1) residential dwelling unit on the second floor with access provided via one (1) full-movement driveway along Park Avenue. Under the proposed development program, the first floor would be renovated into a bicycle shop and the existing parking area in the rear of the building would be re-striped. Access is proposed to remain as is.

Existing Conditions

The subject property is located along Park Avenue northbound, between Bloomfield Avenue and Ward Place, in the Borough of Caldwell, Essex County, New Jersey. The subject property is designated as Block 23, Lot 9.02 as depicted on the Borough of Caldwell Tax Map. The site has approximately 50 feet of frontage along Park Avenue. Land uses in the area are residential, office, and retail uses.

Park Avenue is classified as an Urban Major collector roadway with a general north-south orientation, and is under the jurisdiction of Borough of Caldwell. Along the site frontage, the roadway provides one (1) lane of travel in each direction and has a posted speed limit of 25 mph. Curb and sidewalk are provided along both sides of the roadway, shoulders are not provided, and on-street metered parking is provided along the easterly side of the roadway. Park Avenue provides north-south mobility throughout the Borough of Caldwell, for a mix of residential, office, and retail uses along its length.

Trip Generation

Trip generation projections for the existing dental office and residential dwelling unit and the proposed bicycle shop were prepared utilizing the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition. Trip generation rates associated with Land Use 220 "Multifamily House (Low-Rise)", Land Use 720 "Medical-Dental Office Building", and Land Use 861 "Sporting Goods Superstore" were cited for the existing residential unit, the existing 1,221 square-foot dental office, and proposed 1,221 square-foot bicycle shop, respectively. The typical gross floor area of sporting goods superstores is larger than that of the proposed bicycle

STONEFIELDENG.COM

92 PARK AVENUE, RUTHERFORD, NJ 07070 201.340.4468 T. 201.340.4472 F.

shop, however based on the similar type of retail product sold and operations information provided by the Applicant, these trip generation rates are generally representative of the anticipated traffic demand. Table 1 provides the weekday morning, weekday evening, and Saturday midday peak hour trip generation volumes associated with the existing and proposed development.

TABLE 1 – EXISTING VS. 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
<i>Existing to be Replaced</i> 1,221 SF Dental Office <i>ITE Land Use 720</i>	2	1	3	1	3	4	2	2	4
<i>Existing to Remain</i> One (1) Residential Unit <i>ITE Land Use 220</i>	0	0	0	1	0	1	0	1	1
<i>Proposed</i> 1,221 SF Sporting Goods Store <i>ITE Land Use 861</i>	0	0	0	1	1	2	3	2	5
Total Proposed Trip Generation	0	0	0	2	1	3	3	3	6
Difference in Total Trip generation	-2	-1	-3	0	-2	-2	+1	0	+1

The proposed development is expected to generate three (3) fewer trips during the weekday morning peak hour, two (2) fewer trips during the weekday evening peak hour, and one (1) new trip 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 retail development using the Site Plan prepared by EKA Associates, P.A., dated May 25, 2021. In completing this review, particular attention was focused on the site access, circulation, and parking supply.

The existing building is located on the northwesterly portion of the site. Access is proposed to remain as is, via one (1) full-movement driveway along Park Avenue. It is noted that the driveway also provides access to the adjacent office building to the south of the site. The driveway runs along the southerly side of the building and provides access to the parking area in the rear of the building, which serves both residential and bicycle shop parking. A 28.5-foot wide drive aisle would facilitate parking maneuvers in the rear of the site.

Regarding the loading and unloading operations of the site, the proposed bicycle shop is expected to consist of deliveries 1-2 times per week related to bicycle sales and service, which utilize vehicles the size of box trucks or smaller. Apartment deliveries consist mainly of USPS, Amazon, FedEx, and UPS deliveries. Move-in/move-out operations would be coordinated with the bicycle shop and neighboring uses to minimize the impact but would be infrequent as the site consists of just one (1) residential dwelling unit.

Regarding the parking requirements for the proposed development, the Downtown Caldwell Redevelopment Plan requires 1.5 parking spaces per residential unit and 2.5 spaces per 1,000 square feet of

commercial space. For the proposed development consisting of one (1) residential dwelling unit and a 1,221 square-foot bicycle shop, this equates to five (5) required parking spaces. The site would provide five (5) total parking spaces, inclusive of one (1) ADA accessible parking space. The spaces would be nine (9) feet wide by 19 feet deep in accordance with the Borough of Caldwell Ordinance and industry standards.

It is noted that residential land uses peak parking demand typically occurs during the overnight period, when the proposed bicycle shop would be closed. On-street metered parking is also provided along the Park Avenue site frontage, could be utilized by patrons of the bicycle shop for short-term parking. In addition, there are two public parking lots (Municipal Lot 3 – on Smull Avenue, Municipal Lot 5 – on Hanford Place) that are only two blocks from the proposed development and could support potential customer parking. It should also be noted that a number of patrons visiting the bicycle shop would drop their bicycle off for a repair, minimizing the need for long-term parking.

Based on the ability of the residential use and bicycle shop to share spaces, the on-street parking within the proximity of the site, and the short-term parking duration of bicycle repair shops, the proposed parking supply of five (5) spaces would be sufficient to support the expected parking demand of the proposed development.

Conclusions

This report was prepared to examine the potential traffic, parking, and circulation impacts of the proposed bicycle shop. 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. The complimentary nature of residential and retail parking would permit a shared parking operation between the uses. The availability of on-street parking along Park Avenue would contribute to a reduction in the required parking demand. Based on industry data and local characteristics of the site and surrounding area, the on-site parking supply would be sufficient to support this project.

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

Best regards,



Matthew J. Seckler, PE, PP, PTOE
Stonefield Engineering and Design, LLC



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