



February 16, 2023

Planning Board
Township of Verona
Verona Town Hall
600 Bloomfield Avenue
Verona, New Jersey 07044

Attention: Ashley Neale, Planning Board Secretary

Re: Verona Sunset Urban Renewal, LLC
Preliminary & Final Major Site Plan Application
1 Sunset Avenue
Block 303, Lot 4 (Verona)
Block 301, Lots 5 and Block 401, Lot 1 (Montclair)
Township of Verona
Our File No. VAES-104

Dear Members of the Board:

Boswell Engineering is in receipt of the following documents for the above referenced project:

- a. Site Plans (16 sheets) entitled “Preliminary and Final Major Site Plan, Verona Sunset Urban Renewal, LLC, Block 303, Lot 4, Township of Verona, Essex County, New Jersey, Block 301 Lot 5 and Block 401 Lot 1, Situated in Township of Montclair, Essex County, New Jersey, 1 Sunset Avenue, Verona, NJ”, prepared by Matrix New World Engineering dated December 10, 2021, last revised January 11, 2023.

The following sheets were provided:

<u>Sheet No.</u>	<u>Sheet Title</u>
1 of 24	Title Sheet
2 of 24	Overall Existing Conditions Plan
3 of 24	Demolition Plan
4 of 24	Tree Location and Removal Plan
5 of 24	Geometry Plan
6 of 24	Grading and Drainage Plan
7 of 24	Utility Plan
8 of 15	Profiles

<u>Sheet No.</u>	<u>Sheet Title</u>
9 of 15	Lighting Plan
10 of 24	Lighting Details
11 of 24	Soil Erosion & Sediment Control Plan
12 of 24	Soil Erosion & Sediment Control Details
13 of 24	Construction Details
14 of 24	Construction Details
15 of 24	Construction Details
16 of 24	Construction Details

- b. Architectural Plans (21 sheets) entitled, ““Preliminary and Final Site Plan Submission, One Sunset Avenue, Proposed Multi-Family Residential Building, Block 303, Lot 4, Township of Verona, Essex County, New Jersey”, prepared by Minno & Wasko Architects and Planners dated November 18, 2021, last revised January 13, 2023.

The following sheets were provided:

<u>Sheet No.</u>	<u>Sheet Title</u>
C-01	Cover Sheet
A-01	Architectural Site Plan
A-02	Balcony Prohibition Plan
A-03	Section 1 Ground / Section 3 B1 Floor Plan
A-04	Section 1 2ND / Section 3 B2 Floor Plan
A-05	Section 1 3RD / Section 3 1ST Floor Plan
A-06	Section 1 4TH / Section 2 1ST / Section 3 2ND Floor Plan
A-07	Section 2 2ND / Section 3 3RD Floor Plan
A-08	Section 2 3RD / Section 3 4TH Floor Plan
A-09	Section 2 4TH Floor Plan
A-10	Section 2 Roof Floor Plan
A-11	Conceptual Sections
A-12	Building Elevations
A-13	Building Elevations
A-14	Building Elevations
A-15	Typical Unit Plans / Signage
A-16	Typical Unit Plans
A-17	Three Bedroom L & M Unit Comparison
A-18	Perspective Rendering
A-19	Perspective Rendering
A-20	Perspective Rendering

- c. “Stormwater Management Report, Verona Sunset Urban Renewal, LLC, Block 303, Lot 4, Township of Verona, Block 301, Lot 5 and Block 401, Lot 1, Township of Montclair, Essex County, New Jersey,” prepared by Matrix New World Engineering, and dated December 10, 2021, last revised January 11, 2023.
- d. “Stormwater Facilities Operations and Maintenance Manual, Verona Sunset Urban Renewal, LLC, Block 303, Lot 4, Township of Verona, Block 301, Lot 5 and Block 401, Lot 1, Township of Montclair, Essex County, New Jersey,” prepared by Matrix New World Engineering, and dated December 10, 2021, last revised May 10, 2022.
- e. “Traffic Impact Study, Proposed Multi-Family Residential Development, Block 303, Lot 4, Township of Verona, Block 301, Lot 5, Block 401, Lot 1, Township of Montclair, Essex County, New Jersey,” prepared by Stonefield Engineering and Design, LLC, dated October 24, 2022.
- f. “Traffic Impact Assessment, Proposed Multi-Family Residential Development, Block 303, Lot 4, Township of Verona, Block 301, Lot 5, Block 401, Lot 1, Township of Montclair, Essex County, New Jersey,” prepared by Stonefield Engineering and Design, LLC, dated May 9, 2022.
- g. Plan (1 sheet) entitled, “48 Foot Fire Truck Turning Exhibit, Verona Sunset Urban Renewal, LLC, Block 303, Lot 4, Township of Verona, Block 301, Lot 5 and Block 401, Lot 1, Township of Montclair, Essex County, New Jersey,” prepared by Matrix New World Engineering, and dated January 11, 2023.
- h. Plan (1 sheet) entitled, “UPS Truck Turning Exhibit, Verona Sunset Urban Renewal, LLC, Block 303, Lot 4, Township of Verona, Block 301, Lot 5 and Block 401, Lot 1, Township of Montclair, Essex County, New Jersey,” prepared by Matrix New World Engineering, and dated December 21, 2022.
- i. Plan (1 sheet) entitled, “Truck Turning Plan, Verona Sunset Urban Renewal, LLC, Block 303, Lot 4, Township of Verona, Block 301, Lot 5 and Block 401, Lot 1, Township of Montclair, Essex County, New Jersey,” prepared by Matrix New World Engineering, and dated January 5, 2023.
- j. Sewer Demand Calculation Work Sheet, dated September 26, 2022.
- k. Water Demand Calculation Work Sheet, dated September 26, 2022.
- l. Correspondence from Matrix New World dated January 16, 2023 providing Responses to various Township application review letters.

- m. Correspondence from Bright View Engineering dated August 16, 2022 and January 8, 2023 providing review comments on the application and plans.
- n. Correspondence from Verona Sunset Urban Renewal, LLC dated February 1, 2023 noting the provisions to the Matrix New World Preliminary and Final Site Plan revised through January 11, 2023.
- o. Correspondence from Minno Wasko dated February 6, 2023 noting the changes to the architectural plans.

Based on a review of the above documents, we offer the following comments:

Application

1. The Applicant in this matter is:

Verona Sunset Urban Renewal, LLC
1 Sunset Avenue
Verona, New Jersey 07044

2. The Owner in this matter is:

Spectrum 360, LLC
1 Sunset Avenue
Verona, New Jersey 07044

The Applicant must notify the Township of any changes in this information.

3. The subject property (Block 303, Lot 4) is an irregularly shaped lot with frontage on Sunset Avenue to the north, Bloomfield Avenue (CR 506) to the east, and Afterglow Avenue to the west. A portion of the site (Block 301, Lots 5 and Block 401, Lot 1) to the east is located in the Township of Montclair.
4. The site is currently developed with a Spectrum360 Academy360 Lower School facility with associated parking lot, playgrounds, and basketball area.
5. The site is located in the A-1RA Multi-Family Mid-Rise Redevelopment Zone. It is bordered to the north and west by R-70 Residential Single-Family Low-Density Zone, to the east by A-1R Multi-Family Low Rise Redevelopment Zone, and to the south by R-100 Residential Single-Family Very Low-Density Zone.

6. The Applicant is seeking preliminary and final major site plan approval to construct an inclusionary multi-family residential development consisting of 200 units in one (1) building, 381 parking spaces, landscaping, lighting, stormwater management facilities, and other site infrastructure.
7. The Applicant proposes 381 parking spaces, consisting of the following:
 - 373 Interior Garage Spaces
 - 8 Exterior Surface Spaces
8. The Application and proposed improvements are part of a Redevelopment Agreement between the Township of Verona and Verona Sunset Urban Renewal, LLC.
9. Fifteen (15) affordable housing residential rental units shall be provided.

Submission Status

10. From an engineering standpoint, we find the aforementioned plans and accompanying Development Application to be **complete** with respect to items of the Municipal Code that the Township Engineer is charged to review.

Variances and Waivers

11. The Applicant has not requested any variances.
12. The following waiver is requested:
 - a. Site Plan Sheet Size: Per Section 118 Checklist for Site Plan Application Item H (19), the maximum site plan sheet size permitted is 24 x 36 inches.

The Applicant provided 30 x 42 inches plan sheets. We take no exception to this waiver.

13. The following additional non-conformities were noted during our review:
 - a. Parking in Front Yard: Per Section 150-12.4. B.5, no parking is permitted in any required minimum front or side yards.

Parking is proposed within front yard setback along Sunset Avenue. The Applicant shall comply or request a variance/waiver.

- b. Retaining Wall in Front Yard: Per Section 150-7.12. A, no retaining wall exceeding four (4') feet in height is permitted in the front yard setback.

A poured concrete wall greater than four (4') feet in height is proposed within front yard setback along Sunset Avenue. The Applicant shall comply or request a variance/waiver.

- c. Maximum Retaining Wall Height: Per Section 150-7.12. A, the maximum retaining wall height is six (6') feet.

The proposed poured concrete and block walls do not comply. The Applicant shall comply or request a variance/waiver.

We have the following review comments on the resubmission documents. Our comments in bold follow the August 16, 2022 review comments of Bright View Engineering.

Site Plan

Paragraph numbers in parentheses are corresponding to the Bright View Engineering comment letter paragraph numbers.

- 1.(15) (The project proposes a significant amount of earthwork. The Applicant should provide borrow/fill calculations for the proposed work and provide testimony on the approximate number of trucks anticipated to bring and export material to complete the earthwork. **In Matrix New World response letter of January 16, 2023, they state that detailed cut and fill calculations will be submitted under separate cover.**

- 2.(16) If fill is required, the Applicant will be required to provide the following:

- a. Cubic yards of fill to be imported,
- b. Excepting cubic yards of screened topsoil,
- c. Source of materials,
- d. Certification to satisfy the township engineer that such soil/fill is clean and free of chemical, biological or radiological contaminants in accordance with applicable residential soil standards promulgated by the NJDEP.

In Matrix New World response letter of January 16, 2023, they state that detailed cut and fill calculations will be submitted under separate cover. If fill is required, the Applicant will comply with all applicable Township, State and Federal regulations related to fill material.

3.(17) The Applicant proposes the following walls on site:

- a. Poured concrete walls with a maximum exposed height of 18.5 feet.
- b. Block walls with a maximum exposed height of 6.05 feet.

4. (18) The Applicant must be made aware that all retaining walls greater than three (3') feet in exposed height requires retaining wall stability calculations to be provided by a Professional Engineer licensed in the State of New Jersey, signed and sealed, for the Township's review and approval prior to construction. **In Matrix New World response letter of January 16, 2023, they state that design calculations for retaining walls will be provided prior to construction.**

5. (19) All retaining walls constructed on-site will require a certification by a licensed engineer that he/she has provided on-site inspection during wall construction, that proper methods were utilized in the construction, the wall has been constructed in accordance with the approved designed drawings, the wall has been properly stabilized and the wall will prove adequate for the intended purpose. The certification is to be provided by the Applicant's Engineer and is to be provided to the Township upon completion.

6. **Detailed building height, building coverage, and lot coverage calculations shall be provided on plan.**

7. **There is no sidewalk proposed from the driveway entrance along Sunset Avenue to Afterglow Avenue. We recommend that sidewalk should be extended to Afterglow Avenue.**

8. **All ADA pedestrian facilities constructed on site and within public rights-of-ways or easements must be constructed in accordance with Federal ADA Standards. This includes ramps located at intersections as well as driveways and parking lots. Compliant Design and Construction Certifications for Pedestrian Facilities within travel rights-of-ways must be completed and submitted to the Municipal Engineer.**

Parking

9. The number of spaces per Section 150-17.8. F. (3). (i) is as follows:

(1.9 space/one bedroom unit) x (93 units)	=	176.7 spaces
(1.9 spaces/two-bedroom unit) x (103 units)	=	195.7 spaces
(1.9 spaces/three-bedroom unit) x (4 units)	=	7.6 spaces
Total Parking Required	=	380 spaces

The floor plans show 93 one-bedroom units, 103 two-bedroom units, and 4 three-bedroom units. However, the project unit mix table on Sheet C-01 and parking requirement table on Sheet 1 shows 92 one-bedroom units, 105 two-bedroom units, and 3 three-bedroom units. The plans must be revised to be consistent with the floor plans.

10. The Applicant proposes the following parking breakdown:

Interior Garage Spaces	373 spaces
Exterior Surface Parking	8 spaces
TOTAL	381 spaces

11. **Per the New Jersey Department of Community Affairs P.L. 2021, Chapter 171 for multifamily residential developments with five (5) or more units, a total of 15% of the required off-street parking shall be made EV-ready.**

The total number of off-street parking spaces required is 380. This accounts for 57 electric vehicle spaces. It is noted on Sheet 1 that fifty-eight (58) electric vehicle (EV) parking spaces are proposed in the parking deck. The location of these spaces must be shown on plan.

Stormwater Management

12. **The Applicant should provide testimony on a revised Stormwater Management Report and Stormwater Operation and Maintenance Manual.**

13. Please see below for initial drainage comments prepared by Bright View Engineering dated August 16, 2022 and updated responses based on revised site plans and stormwater management report:

(7.) The Applicant is not proposing to utilize any green infrastructure or BMPs as part of their drainage design. Per chapter 455-14P (3), BMPs should be utilized to achieve runoff quantity reductions. **It is noted that the use of infiltration and recharge systems is not feasible due to low permeability of existing soils on site. The plans have been revised to include permeable pavement in the lower parking area and a small-scale biorientation basin to the south of the proposed building. A grassed swale is also proposed in the southeast corner of the site.**

(9.) The Applicant needs to develop a means to reduce the velocity of runoff and to

promote natural infiltration from the swales along the south side of the property. This could be achieved by constructing a basin or other green infrastructure adjacent to the proposed wall. **Channel stability calculations have been provided in Appendix I of the drainage report. The proposed grass swale along the eastern property line conveys flow at a velocity of 5.05 ft/s. According to Standards for Soil Erosion and Sediment Control in New Jersey Table 11-1, the maximum allowable velocity for silt loam soils is 3 ft/s. The proposed grass swale's velocity does not comply and therefore, is not considered stable. The Applicant shall revise the design of the swale to make it stable.**

- (12.) Due to the steep contributory slopes, the effectiveness of any proposed lawn/yard inlet will be reduced, and depressed areas should be constructed at each proposed location that are proposed within slopes. As stated above, consideration should be given to creating a micro basin or means to promote infiltration at this location so they do not just serve as a collection point. **The plans have been revised to include depressed areas at each inlet location within sloped areas along the south side of the property. A small-scale bioretention basin is also proposed to the south of the proposed building.**
 - (13.) The Applicant must complete a capacity analysis for any Township storm sewer structures that this project will discharge to. The analysis will be needed to confirm that any new connections can be accommodated by the existing system. **It is noted that the proposed development will result in a reduction in the runoff rate directed towards the existing drainage inlet located within Sunset Avenue. Therefore, the reduction in runoff rate will not have a negative impact on the downstream drainage system and no downstream capacity analysis is required.**
 - (15.) Additional portals and access points will be required to be installed within the storm chamber system to ensure ongoing maintenance can be more easily completed. **The plans have been revised to include multiple observations ports for the proposed underground detentions systems.**
- 14. Below are additional comprehensive comments on drainage and stormwater management elements of the project that must be addressed and submitted for review for compliance with the Township's Stormwater Control Ordinance as well as NJDEP Stormwater Control standards.**
- a. **Detailed calculations (pre- and post-development) of the time of concentration should be provided in the report.**

- b. The drainage report states that *“the stormwater runoff flows that were determined for pre-and post- development conditions were calculated using the UDSA Natural Resources Conservation Service Methodology, as described Technical Release 55 – Urban Hydrology for Small Watersheds (TR-55).”* It should be noted that TR-55 has been superseded by the National Engineering Handbook NEH Part 630 – Hydrology. The reference in the report shall be revised to indicate the same.
- c. In accordance with NJAC 7:8 -5.5 Stormwater Runoff Quality Standards, the Applicant does not have to comply with the stormwater runoff quality standards as the proposed development decreases the regulated motor vehicle surface on site. However, per Section 455-14R Stormwater Runoff Quality Standards of the Township Code, stormwater runoff quality standards are applicable when the project meets the definition of a major development. This project qualifies as a major development due to increase in regulated impervious surface of more than 5,000 SF. Therefore, the Applicant must indicate compliance with the more stringent stormwater quality regulations of the Township Code.
- d. A recharge spreadsheet has been provided indicating zero (0”) inches of annual recharge for both existing and proposed conditions per soil testing. It is noted in the response letter that a total of eleven (11) geotechnical borings and ten (10) permeability tests were completed throughout the site. Appendix C of the report only shows two (2) permeability test results (PT-1 and PT-2). All permeability tests results shall be provided.
- e. Permeable pavement is proposed in the parking lot. It is noted in the report that the infiltration rates on site are 0.0 in/hr., which is below the minimum allowable value of 0.5 in/hr. recommended by NJDEP BMP Manual Chapter 9.6 Pervious Paving Systems. Will the underdrain be able to collect water with no infiltration rate?
- f. A revised maintenance manual shall be provided including the preventative maintenance tasks, schedules, and cost estimates for proposed small-scale bioretention basin and permeable pavement.
- g. The maintenance manual shall include drain time calculations for the maximum design storm runoff volume for all proposed underground detention basins, bioretention basins, and pervious paving systems in accordance with NJDEP BMP Manual, Chapter 9.

- h. **The Applicant must add a note to the plan outlining the requirement to submit an inspection report on the conditions of the underground detention basins, bio-retention basins, and pervious paving systems annually and to address any recommendations within 90 days of the report.**
- i. **It is noteworthy to point out that NJDEP is currently in the process of updating the design storms as a rainfall increase has been detected throughout the State. Thus, adjustment factors are being proposed for the rainfall values currently provided by the NOAA Atlas 14 (which is based on a rainfall data analysis up to 1999). For instance, for Essex County, NJDEP will implement adjustment factors of 1.01, 1.03, and 1.06 for the current precipitation (up to 2019) and 1.19, 1.22 and 1.33 for a future scenario (2100 projections) for the 2-, 10- and 100-year storms, respectively.**

No action required at this moment. However, it is recommended to test the proposed green infrastructure using the proposed rainfall adjustment factors.

Utilities

- 15.(17) A comparison of the existing versus proposed sanitary sewer flows should be provided. The Applicant must also obtain confirmation that the Township treatment plan can accommodate any increase in flow. **In Matrix New World response letter dated January 16, 2023 they provided comparison of the existing versus proposed sewer demand has been provided. However, the existing sewer flow has not been provided.**
16. (18) The Applicant shall confirm that only one sewer connection will be required for this project. Pipe capacity calculations will be required to confirm the lateral is sized to accommodate the anticipated demand. **In Matrix New World response letter dated January 16, 2023 they provided that capacity calculations for the sanitary sewer lateral have been provided, however they were not found in the submission package.**
- 17.(19) The Applicant shall confirm that the existing sanitary sewer lateral will be capped and abandoned and if it is, notes and details should be added to the plans. **A note has been added to Sheet 3 stating that the existing sanitary sewer lateral will be capped and abandoned.**
- 18.(20) A comparison of the existing versus proposed water demand should be provided. The Applicant must also obtain confirmation that the Township can accommodate any increase water supply required for this development. **In Matrix New World response letter dated January 16, 2023 they provided existing versus proposed water demand**

has been provided. It is noted that the Township have taken their primary water wells offline and are currently purchasing water from Passaic Valley Water Commission (PVWC). Based upon discussions with the Township Engineer, the wells will be back online in approximately 2 years. In the meantime, if required, additional water will be purchased from PVSC.

19. (21) Will-serve letters from all applicable utility companies need to be provided to ensure the increased demand can be accommodated by the provider. **It is noted that will-serve letters were sent to all utility companies provided on the 200-foot list from the Township. When responses are received, copies can be provided to the Township.**
20. [The Redevelopment Agreement Feb 3, 2022](#) (which includes the 1st amended settlement agreement starting on p.54 of overall agreement) states the following:
 - a) EXPENSE OF DEVELOPER: p. 12 of overall doc:
"**4.3 Infrastructure Improvements. (a) Improvements Defined. Redeveloper acknowledges that certain infrastructure improvements (all items listed in this Section 4.3(a) collectively, the "Infrastructure Improvements") may be necessary in connection with the implementation of the Project. In accordance with the Settlement Agreement and the Redevelopment Plan, Redeveloper, at Redeveloper's sole cost and expense, shall provide all necessary engineering studies for, and construct and install all municipal infrastructure and capacity enhancements or upgrades required in connection with the provision of water, sanitary sewer, and stormwater sewer service to the Project, in addition to all required tie-in or connection fees, that may be required in connection with the Project, but only as may be required in accordance with Applicable Law and the Redevelopment Plan.**"
 - b) EXPENSE OF DEVELOPER: P 26 of overall doc: letter "e" states cost of stormwater improvements:

"Redeveloper shall design, implement, complete and operate the Redevelopment Project in compliance with this Agreement and all other Applicable Laws, ordinances, Approvals, rules, regulations and requirements applicable thereto including, but not limited to, such zoning, sanitary, pollution, health, environmental and safety ordinances, laws and such rules and regulations thereunder as shall be binding upon Redeveloper under Applicable Laws. **Without limiting the foregoing, Redeveloper shall comply at its own expense with all stormwater regulations, including but not limited to, those pertaining to detention, recharge and water quality.**"
 - c) This office is currently reviewing the impacts of the proposed development with

the Township's Engineering Manager to access the off-site utility impacts and we reserve the right to make further comments on any infrastructure improvements that may be required.

Site Operations & Maintenance

- 21.(23) The plans indicate that the refuse and recycling will be brought out for pickup on collection day. Testimony should be provided regarding the operation of recycling and refuse pickup and the anticipated frequency of these services.
- 22.(24) Testimony should be given regarding the intended snow removal operation on the proposed improvements and the location of potential snow storage if required

Traffic, Parking & Circulation

23. **In Matrix New World response letter dated January 16, 2023 they provided responses to the Bright View Engineering review letter dated August 16, 2022.** Boswell has the following comments and observations:
1. The name and type of project on the traffic report cover needs to be corrected.
 2. Using ITE's Trip Generation Manual, 11th edition, the proposed use can potentially generate:
 - 908 trips on a typical weekday
 - 916 trips on a typical Saturday
 - 743 trips on a typical Sunday
 3. The use of peak hour data as the sole determining factor of a site's impact does not consider the distribution of the remaining trips throughout the day. For example, ITE's trip generation rate for the AM weekday Below are my comments and observations for this application: peak hour is 77 vehicles; for the PM weekday peak hour, 80 vehicles are estimated. Each of these peak hours represents less than 10% of the anticipated number of vehicle trips in a given day. Testimony is needed on the traffic impacts for the entire day, not just the peak hours.
 4. Testimony is needed on the type and frequency of site support vehicles, such as landscaping, pool, courtyard, and ground maintenance.
 5. Testimony is needed on anticipated frequency for other non-resident trips, such as Amazon Prime, FedEx, Door Dash, Uber, etc. Also, will an area be designated on-site for these vehicles to park and/or stage?
 6. The traffic report does not contain any information with respect to crash frequency, type, and severity. A crash prediction evaluation considering the anticipated traffic volume increases should be performed, using AASHTO's Highway Safety Manual, or similar predictive model. Depending on the outcome of results, mitigation measures should be identified for consideration and implementation.

7. The report provides bus route information, but is not used or referenced elsewhere in the report. Therefore, its inclusion, use, and relevance are unclear.
8. The files used in the analyses are requested for additional review.
9. Testimony is needed on the length of existing and expected queues on the Sunset Avenue approach to the signalized intersection.
10. Item #42 of the response letter indicates the sight triangles and calculations were added to the Geometry Plan (sheet number 5). The dimension is shown, but no information with respect to the dimensions. AASHTO's "Green Book" should be consulted to obtain the values, considering vehicle types, grade, and other relevant factors. Once obtained, an evaluation is needed whether or not the minimum required sight distances are being provided.
11. In a January 8, 2023 memo to Verona's Planning Board, Bright View provided additional review comments and evaluation to supplement their November 28, 2022 review memorandum. Note that the number preceding the comment refers to Bright View's original comment list. The italic text is Bright View's comment regarding whether or not the item was addressed or remains outstanding. Finally, the bold, italic text represents my review and their disposition.

Excerpts Pertaining to Traffic and Circulation Elements from Bright View's Supplemental Memorandum dated January 8, 2023

24. The traffic study noted that turning movement counts were conducted at the signalized intersection of Sunset Avenue, Bloomfield Avenue, and Claremont Avenue on Thursday, September 26, 2019, from 8:30 AM to 9:30 AM and from 2:30 PM to 3:30 PM during the existing school drop-off/pick-up peak hours. However, traffic counts were not included. Please provide the manual turning movement counts for this intersection.

Addressed. The revised TIS provides updated counts conducted in September 2022.

Boswell concurs that the comment has been addressed.

25. Traffic counts were also conducted at the existing school on site, but these counts were not included. Please provide the traffic counts for the existing school.

Comment remains outstanding. The requested information has not been provided.

Boswell concurs that the comment has not been addressed and remains outstanding.

26. The ITE Trip Generation Manual, 11th Edition was utilized to determine trip generation rates associated with the proposed use. Land Use 221 for "Multifamily Housing (Mid-Rise)" was chosen to calculate the trips generated. We agree with the selection of this Land Use Code and the trip estimates are consistent with ITE calculations.

No further comment required.

Boswell concurs that no further comment is insofar as the land use code used.

27. It appears that the levels of service for the 2025 Future Traffic conditions were compared to 2019 Existing Traffic conditions. The 2025 No Build conditions should be determined and compared to the 2025 Future Traffic (Build) conditions.

Addressed, a 2025 No Build analysis was provided in the updated TIS and is acceptable to this office.

28. To obtain the future traffic conditions, a 1.00% background growth rate was utilized since Bloomfield Avenue is an Urban Principal Arterial. However, Sunset Avenue is a local road, which has a 1.50% background growth rate. This should be utilized to provide a more conservative analysis.

Addressed, the updated TIS utilizes a 1.5% background growth rate as requested.

Boswell concurs that the comment has been addressed.

29. Since the proposed multifamily housing use may have different peak hours than what was counted at the intersection of Sunset Avenue, Bloomfield Avenue, and Claremont Avenue, we recommend performing an additional analysis during the weekday evening commuter peak hour (4 PM -6 PM). The applicant is encouraged to contact this office directly to obtain historical counts at this intersection to assist with the analysis.

Addressed, the updated TIS provides an analysis of the weekday morning and evening commuter peak hour volumes.

Boswell concurs that the comment has been addressed insofar as weekday peak periods were analyzed. However, Boswell's comments regarding peak hour observations still stand.

30. The traffic study states that left turn restrictions at the driveways would be removed. Justification for the removal of this restriction is required. This office recommends the turn restriction remain in place and the TIS revised accordingly.

The proposed access system should be verified in testimony. Page 1 of the October 24th TIS states the left turn restriction will be removed whereas page 8 of the same document states the left turn restriction will be maintained. Please clarify.

Boswell concurs that the comment has not been addressed and remains outstanding. However, though the comment is outstanding, it is our recommendation that the turn restrictions currently in place remain.

31. A level of service analysis for the site driveways should be provided for review.

Addressed, the updated TIS provides the requested analysis and confirms the site driveways (with the existing turn restrictions in place) will operate at acceptable levels of service.

Boswell concurs that the comment has been addressed.

32. A technical appendix to the TIS that includes timings utilized and Synchro reports shall be provided.

Addressed, the updated TIS provides the requested backup information.

This comment has been partially addressed. As noted in our review above, we are requesting the e-files used in the analysis. Also, detailed results of the analysis need to be provided, not just the summaries.

33. The traffic study states that there are 95 one-bedroom units, 110 two-bedroom units, and 3 three-bedroom units, which equates to 208 dwelling units, not the 200 that is utilized to calculate trip generation. Meanwhile, the site plan states 92 one-bedroom units, 105 two-bedroom units, and 3 three-bedroom units for a total of 200 dwelling units. Please resolve the discrepancy and revise the trip generation and parking space requirement, if applicable.

Addressed, the updated TIS is based on 200 residential units.

Boswell concurs that the comment has been addressed.

34. Nine (9) accessible parking spaces are proposed, which meet ADA requirements where 8 spaces are needed for 301 to 400 parking spaces.

No further comment required.

Boswell concurs that the comment has been addressed.

35. The applicant is proposing a total of 381 parking spaces of which 58, or fifteen percent, will be make-ready for electric vehicles which conforms to the State Ordinance. The applicant is not seeking credit for the 18 spaces that will be make-ready upon completion so adequate parking is provided. With limited exterior, surface parking spaces, any reduction would be realized in the interior garage only.

No further comment required.

Boswell concurs that the comment has been addressed.

36. In the Redevelopment Agreement, Exhibit C (Settlement Agreement) paragraph 9.a) iii states:

“Parties also agree that the Developer shall fund the engineering to determine the scope of improvements and costs associated with the installation of a minimum of one additional lane of traffic on Sunset Avenue at the intersection of Bloomfield Avenue. In accordance with applicable law, the Parties shall work cooperatively to allocate the cost of any reasonable intersection improvements required by the County of Essex in the event that such improvements are undertaken.”

This item should be a Condition of Approval if the application is approved.

Landscaping

- 37.(45) The tree quantity on the landscape plans does not match with the site plans with the landscape plans indicated an additional 22 trees will be planted. Any discrepancies should be resolved on any future submissions. **In Matrix New World response letter dated January 16, 2023 they provided additional landscaping information will be provided under separate cover. Revised landscaping plans have not been received and must be submitted for review.**
- 38.(47) It is recommended that native and deer resistant plants be selected, and that the applicant conform to the landscaping comments provided by the Township’s Environmental Commission. **In Matrix New World response letter dated January 16, 2023 they provided additional landscaping information will be provided under separate cover. Revised landscaping plans have not been received and must be submitted for review.**
- 39.(48) The Applicant should provide testimony as to whether a landscape irrigation system is being proposed for the grounds.
- 40.(49) The applicant will be required to avoid storing material on the dripline of all trees to remain on the property. The applicant will also need to avoid traveling in these areas with any equipment to ensure the best chance of survivability. Should the trees fail within two (2) years of approval, the applicant will be required to remove and replace these in conformance with Chapter 493 of the Township Ordinance.

The Applicant should confirm in testimony that they will comply.

Lighting Plan

- 41.(51) The Applicant shall provide the following additional information.

- The light loss factor utilized (PROVIDED).
- Separate calculation areas for pedestrian walkways and access points drive aisles/intersections and parking areas (PROVIDED).

We have the following observations based on the new information provided:

- a) **The light levels of the tops floor of the parking garage appear high compared to IES Standards. The Applicant should provide testimony if the light levels will produce a “glow” in the sky with the proposed light levels.**
 - b) **The west side of the parking garage is exposed and not surrounded by part of the structure. The intensity of the light levels of the individual floors levels of the garage have not been provided. The Applicant should provide testimony as to if there will be light spillage from the individual floor levels and the garage roof parking lot lights to the west side of the building.**
- 42.(52) The Township Code 150-12.8(3) for additional off-street parking regulations requires attendant/accessible parking spaces to have a minimum of 2-foot candles. The proposed layout appears to meet this standard. Testimony should be given to confirm the standard is being met.
43. **The Applicant should confirm in testimony the following with respect to the luminaires:**
- a. **The light color of all of the proposed luminaires should not exceed 3000k as the property lies in a residential neighborhood. The details on Sheet 10 for Light fixtures “A” and “C” should specifically denote the light fixtures will have a maximum color temperature of 3000k.**
 - b. The Township Code, §150-12.8(E) for Additional Off-Street Parking Regulations, requires attendant/accessible parking spaces to have a minimum of 2 footcandles. The proposed layout appears to meet this standard. Testimony should be given to confirm that the standard is being met.
44. **We recommend that if the application is approved that the Township reserves the right to require modifications and changes in the lighting for a period of six (6) month assessment period after construction of the project is completed and a Certificate of Occupancy is issued so that the Township Officials have the opportunity to determine what if any, changes are necessary to lighting improvements. Applicants shall comply with such requested changes to the lighting plan and improvements**

Architecture

45. **The Applicant should provide testimony regarding the revisions to the architectural plans submitted.**
46. **The Applicant should provide testimony regarding the location of proposed HVAC and mechanical equipment. Architectural screening should be provided for all mechanical equipment located on the roof or outside the building.**
47. **The Applicant should present testimony regarding the noise levels of any HVAC and other mechanical equipment and if they will be compliant with NJDEP noise levels at the property lines.**
48. **The Applicant should confirm that all patios for the individual units will not exceed 70 s.f. in area.**

Fire Protection/Fire Department Comments-In Conjunction with Fire Official Matt Gifford

49. The applicant's engineer should confirm that the Verona Articulated Fire Truck (large wheelbase) can make a turning movement at the circle within the proposed development. The Fire department will need to access the building by entering the driveway and utilizing the circle area. The front driveway should accommodate the Verona Fire Departments largest vehicle to make a continuous turn without backing up.

The Applicant has provided a "48 Foot Fire Truck Turning Exhibit..." which shows that a 48 Foot Fire Truck will have to make multiple turns to use the front pavement circle. The Fire Department requested that they be able to accommodate the Fire Department's largest vehicle to make a continuous turn without backing up. The Fire Truck Turning Exhibit shows multiple backups are required. The Applicant should provide testimony on how this will be addressed.

50. The applicant should review the location of stair wells. It appears that the front of the building does not have a stair well where it would be anticipated for fire and emergency responders to access the building.

The Comment has been addressed as a front stairway has been added to the plans.

51. The Applicant should confirm that the building elevators are of sufficient size for emergency stretchers.

This item should be addressed in testimony.

52. An eight (8) ft. stabilized path should be provided for emergency vehicles such as a pickup truck or specialized emergency vehicle and serve the back of the site.

A 20 ft. x 20 ft. reinforced grass paver path is proposed along Afterglow Avenue for emergency vehicle access. This does not address the Fire Departments comment to provide an eight (8) foot wide stabilized path for a pick up or specialized emergency vehicle to access the rear of the property to the Domestic Water/Sprinkler Room and rear open patio. The Applicant should provide testimony on how this will be addressed.

- a. A Construction detail shall be provided for the grass paver path.
 - b. The Planning Board should consider if a gate and “EMERGENCY ACCESS ONLY” sign should be installed at the grass paver path entrance into the site from Afterglow Avenue to prevent cars from accidentally going through it.
53. Install a dry sprinkler system in the parking garage due to the amount of parking spots that will be available for Electric Vehicles.

The Applicant should provide testimony on addressing this comment.

54. Since there is no fire emergency vehicle access to the east, south and west sides of the structure, access should be available for emergency personnel to bring ground ladders if necessary to those exterior sides of the building. The final grading of the property as proposed does not allow for such pedestrian access. We recommend that the grading around the building be revised to permit such emergency personnel access.
55. We recommend that the Applicant provide testimony by an expert in fire prevention as to how a fire in the building is to be contained and how the proposed plan addresses firefighting access from the interior and exterior of the building. The fire prevention expert shall also address potential electronic vehicle fires at the EV charging stations in the parking garage if the parking garage will not have fire sprinklers.

Signage

56. The Applicant proposes one (1) monument sign, at the entrance to the site from Sunset Avenue.

Monument signs are permitted per Section 150-17.8. F. (3). (a). The maximum area permitted is 26 square per side (52 square feet in total). The Applicant proposes a sign with an area of 18 square feet per side (36 square feet in total) which complies with the Township Ordinance.

57. The Applicant proposes one (1) wall sign, measuring 4 square feet in area.
58. The Applicant should provide testimony with regards to the illumination of all proposed signage.

Additional Permits & Approvals

59. (51) Approval or status of permit from Hudson-Essex-Passaic Soil Conservation District. **In Matrix New World response letter dated January 16, 2023 application to Hudson-Essex-Passaic Soil Conservation District has been submitted, and the approval will be provided once received.**
60. (54) Approval or status of permit from Essex County. **In Matrix New World response letter dated January 16, 2023 an application to Essex County has been submitted, and the approval will be provided once received.**
61. (58) Approval or status of TWA application to NJDEP. **In Matrix New World response letter dated January 16, 2023 that a NJDEP TWA Application will be submitted following Board approval and once a permit is received a copy will be provided.**
62. (56) Approval or correspondence between the applicant and the Township of Montclair. **In Matrix New World response letter dated January 16, 2023 that Township of Montclair received notice of the application in August 2022. The Applicant has not received any correspondence from Montclair with regard to the Application. As previously testified, site plan approval is not required from Montclair for the application.**

Thank you for your kind attention to this matter. Should you have any questions or comments, please feel free to contact me.

Very truly yours,

BOSWELL ENGINEERING



Peter C. Ten Kate, P.E.

PCTK/jm

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