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June 17, 2021

Via Email and Regular Mail

Zoning Board of Adjustment
66 Main Street
West Orange, NJ 07052
ATTN: Diana Chandler-Zimmerman

**Re: Main West Orange LLC
257-259 Main Street
Block 116; Lot 53, 53.01 & 55**

Dear Ms. Chandler-Zimmerman:

This office represents the applicant **Main West Orange LLC**, owner of the above-referenced property. Below is in response to your letter dated March 30, 2021:

Item 1: Application for should check that “c(1)” and/or “c(2)” variances are being requested.

Response 1: See attached Application Addendum.

Item 2: Written description of the proposal and the variances being requested. This is necessary to determine the net increase in dwelling units on site for determining affordable housing requirements.

Response 2: See attached Application Addendum.

Item 3: Item 52, COAH compliance documents.

Response 3: Applicant respectfully requests that this completeness checklist item be waived as the Applicant is currently in discussions with the Town regarding its COAH compliance obligations.

Applicant, however, does hereby represent that it shall comply with all applicable COAH requirements in accordance with Town ordinances.

June 17, 2021

Item 4: Completed sustainability checklist.

Response 4: Applicant respectfully requests that this checklist item be waived as the requested sustainability items have yet to be determined with respect to the proposed rehabilitation project.

Item 5: Planner's report, which is required for an applicant for a "d" variance pursuant to Subsection 25-51-10c of the Land Use Regulations Ordinance.

Response 5: A copy of Applicant's report, as well as a professional Traffic Report, are enclosed herewith.

Item 6: Survey of the property which is a state requirement for all site plans.

Response 6: A copy of the survey has been supplied to the Board under separate cover.

Please advise if there is anything further you require at this time.

Very truly yours,

/s/ Reginald Jenkins, Jr.
Reginald Jenkins, Jr.

RJJ/hf
Enclosures

**Main West Orange, LLC
259 Main Street
Block 116, Lots 51, 53, 53.01 & 55
Township of West Orange
Essex County**

Application Addendum

I. Introduction

Applicant Main West Orange, LLC, herein referred to as “Applicant,” proposes to convert the existing two (2) attached buildings which vary in height into one (1) four-story building with one thousand seven hundred thirty-three (1,733) square feet of ground floor for retail space and three (3) floors of residential space. Each floor will contain two (2) two-bedroom units and a one-bedroom unit for a total of eleven (11) residential units. There will be thirteen (13) off-street parking spaces in the rear of the combined building.

II. Relief Requested

Through the present application, Applicant seeks the following relief:

1. Preliminary and Final site plan approvals.
2. Use Variance Relief - D-Variance is required for the multi-family residential aspect of the proposed development.
3. D(6) Relief – Building Height - Building #257 is located between the two (2) other buildings on a very narrow lot. Visually it is “dwarfed” by the buildings on either side. It is proposed to raise by 2 stories so that it will be 4 stories and 50.26 feet high, matching the height of the proposed Building #259 and more closely matching. Building #259 (at the corner of Main Street and Kling Street) is increased from its existing height of 3-1/2 stories and 50.31 feet to proposed 4 stories and 50.46 feet.
4. C Variance Relief – Distance between Drive and Building - Five (5) feet of separation is required and zero exists and is proposed.
5. C Variance Relief – Distance between Parking and Fence - Five (5) feet of separation is required and zero exists and 0.7 feet is proposed.
6. C Variance Relief – Distance between Parking and Side Yard - Five (5) feet of separation is required, while 0.7 feet exists and 0.7 feet is proposed.
7. C Variance Relief – Residential and Non-Residential Parking Requirements - Twenty (20) spaces are required for the residential portion and seven (7) spaces are required for the retail portion, whereas thirteen (13) spaces are provided.

Finally, in the event that it is required, Applicant reserves the right to seek other variances, waivers, interpretations, appeals or other relief from any other condition or

requirement of its application at the time of the hearing not expressly heretofore identified as may be deemed necessary.

III. Conclusion

At the time of the hearing, Applicant shall, by competent factual and expert engineering and planning testimony and exhibits, establish that the Applicant is entitled to preliminary and final site plan approval with use and bulk variance relief for the proposed mixed-use project.

Applicant reserves the right to make such other and additional arguments in support of this application up to and through the time of the hearing on the application.

June 14, 2021

Reginald Jenkins, Jr., Esq.
MARC
210 Park Avenue
Florham Park, NJ 07932

RE: Planning Justifications for D-Variances and C-Variances
Proposed Mixed-Use Development
Block 116, Lots 51, 53, 53.01, and 55
259 Main Street
Township of West Orange
Essex County, NJ

INTRODUCTION

It is proposed to renovate and re-occupy a pair of existing commercial/residential buildings located at the southeast corner of the intersection of Main Street and Kling Street in the Township of West Orange, Essex County, New Jersey, as illustrated on Figure 1, in the Technical Appendix of this report. The site is designated as Block 116 – Lots 51, 53, 53.01 and 55 on the Township Tax Maps. It is proposed to construct a 0.5 story addition to the existing 3.5 story building which was previously occupied with a 35-room hotel/rooming house known as “Llewellyn Hotel”, as well as construct a 2-story addition to the existing 2-story building currently occupied with one (1) residential apartment unit and a barbershop known as “Xclusives Barbershop”. Combined the two structures have a total of 36 units. The existing partition between the two buildings will also be removed such that a single 4-story building will be provided. It is proposed to occupy the renovated building with 11 multi-family residential units as well as 865 SF of retail space and 869 SF office space on the ground floor (The Project). Access to the site is currently provided via one (1) full movement driveway along Kling Street. It is proposed to re-construct the driveway and maintain the existing access configuration. Parking will be provided via thirteen (13) on-site parking spaces at the rear of the building.

In essence, the proposed action is one that provides a redevelopment of the site and consolidation of the existing structures to present a more uniform and cohesive utilization of the property.

The property is comprised of four (4) lots of which Lots 51 (Bldg # 253 and 255), 53 (Bldg #259) and 53.01 (Bldg # 257) front on Main Street and contain three (3) building structures. These three (3) lots are located in the B-1 zone which allows:

- Retail Store
- Personnel Service Store or Studio
- Office or Office Building
- Business or Vocational School
- Restaurant
- Bar
- Massage, Bodywork, or Somatic Therapy Establishment

In addition, the B-1 zone allows those uses permitted in the R-T zone. The R-T zone allows:

- One-Family and Two-Family Dwellings, and,
- As a Permitted Conditional Use; Additional Off-Street Parking.

Lot 55, which currently consists of existing parking and is proposed to be used as additional parking for the property is located in the R-T zone which allows the uses listed above, as well as uses permitted in the R-1 zone, and namely;

- Water Reservoir, Well Tower, Filter Bed
- Federal, State, County, or Township Building
- Golf Course and Golf Club House
- Farm, Nursery, Greenhouse, and Similar Uses
- Hospital

VARIANCES & DESIGN WAIVERS

Use Variance

A D-Variance is required for the multi-family residential aspect of the proposed development. It is noted that this aspect already exists on the site as hotel/rooming structure located on Lot 53 (Bldg #259) and apartments above the retail first floors of Lot 51 (Bldg # 253 and 255) and Lot 53.01(Bldg #257). Therefore, these uses already exist on the property. The parking supporting these buildings also already exists on Lot 55, behind the buildings. Justifications for the granting of the D-Variations is based on the redevelopment's compatibility with the goals and objectives of the Township's Master

Plan. These objectives, goals and principles of the 2019 Township's Master Plan Update that relate to this proposed redevelopment include:

- a. Land Use Development for which emphasis has been placed on maintaining a balance of land uses in the Township, including a healthy commercial sector, while protecting residential areas, including varied nonresidential uses and a range of appropriate housing types and sizes.

Comment: It is noted that the 2019 Master Plan Update states that in May 2019, the Township Council adopted a resolution authorizing the Planning Board to investigate whether 23 additional parcels on the east side of Main Street between Babcock Place and Washington Street (which includes this property) qualify as an area in need of redevelopment. This municipal action speaks for itself that the proposed redevelopment of the subject property is compatible with this Master Plan goal.

- b. Provide sufficient space in appropriate locations for residential, recreational, commercial/retail, industrial and open space uses in a manner that would provide balanced growth and development.

Comment: The Main Street corridor, at this location provides a diversity of land uses that complement one another, particularly the mixed-use of residential and commercial uses as proposed. Main Street at this location has the infrastructure resources to promote and support the compatibility of the redevelopment of this site as proposed.

- c. Include circulation components to make the Township a safer place to walk, bike, drive, while making mass transit services more accessible to residents and workers. Encourage the location and design of transportation and circulation routes which would promote the safe and efficient flow of traffic while discouraging routes and facilities resulting in congestion or compromised safety.

Comment: The subject site has connectivity to other commercial and residential uses in the area and mass transit availability of a number of NJ Transit bus stops within convenient walking distance.

- d. Promote a Desirable Visual Environment through creative development techniques and good civic design and arrangements.

Comment; The architectural design speaks for itself as one compares the existing structures to what is being proposed. The three (3) building structures that exist on the site are proposed to be rehabilitated in a fashion that the aesthetics are greatly improved by bringing them in compatibility with one another. The visual aspect of the subject property from Main Street, Kling Street, and the remaining neighborhood will be greatly improved.

- e. Encourage Development, Redevelopment and Rehabilitation of the Main Street Central Business District and the Downtown Redevelopment Area, and in other areas of the Township's business districts. It is stated in the 2019 Update that the Township is considering expansion of the Downtown Redevelopment Area to the north along Main Street. In particular, mixed-use development that includes multifamily residential is appropriate in various commercial districts and other developed locations in the Township.

This higher density multifamily residential development is appropriate in limited locations adequately served by transit stations, transportation networks and other infrastructure.

Comment: The proposed redevelopment of the property is clearly consistent with this Master Plan goal.

- f. Encourage Economic Development and Redevelopment that is compatible with the Suburban Character of the Township. As the amount of open space continues to diminish in the Township importance of proper redevelopment of its neighborhoods has become critical. As commercial and industrial facilities become obsolete and outdated, efforts should be made to rehabilitate and revitalize these areas prior to, or in lieu of, the development of existing open space. Main Street is to be continued to be promoted as a focal point while improvements are recommended to neighborhood and regional business districts.

Comment: The location and scale of the proposed redevelopment along this section of Main Street is consistent with this Master Plan goal, by rehabilitating the existing buildings on the site that have become obsolete.

- g. Public, Commercial/Retail, Industrial, Residential and Service Uses should be properly located. This includes emphasis on the need to locate public, commercial/retail, industrial, residential and service uses at sites and locations which are suitable for their use environmentally, economically, and geographically, and can be adequately serviced by public infrastructure.

Comment: The location of the proposed redevelopment is proper and consistent with the Master Plan goals.

Furthermore, the proposed redevelopment promotes the purposes of zoning as and the justification for the granting of such a variance meets the “special reasons” criteria of the Municipal Land Use Law (M.L.U.L):

- a. To encourage municipal action to guide the appropriate use or development of all lands in the State in a manner which will promote the public health, safety, morals and general welfare.

Comment: The municipal action that would approve and permit the proposed redevelopment will promote this purpose.

- e. To promote the establishment of appropriate population densities and concentrations that will contribute to the well-being of persons, neighborhoods, communities and regions and preservation of the environment.

Comment: The location of the proposed redevelopment at this location along the Main Street corridor serves this purpose.

- h. To encourage the location and design of transportation routes which promote the free flow of traffic while discouraging location of such facilities and routes which result in congestion and blight.

Comment: The Traffic & Parking Study prepared for this proposed project as part of the Application, concludes that there will be no significant impact on traffic or parking resources. The location of the proposed site within a commercial corridor with ample bus service and pedestrian connectivity complements the proposed use in the aspects covered by this purpose.

- i. To promote a desirable visual environment through creative development techniques and good civic design and arrangements.
- m. To encourage coordination of the various public and private procedures and activities shaping land development with a view of lessening cost of such development and to the more efficient use of land

Comment: As it pertains to Purpose i and Purpose m above, the proposed architectural design offers a more desirable visual aspect of the building structures and the streetscape of Main Street and Kling Street, particularly along the site frontages and from the viewpoints of the passing traffic and the neighborhood

The proposed redevelopment is an innovative adaption of the existing building structures and reuse of an obsolete land use.

For the many above reasons listed above, the positive criteria are met in that there are “special reasons” that will promote the general purposes of zoning if the use variance is granted. Purposes as listed in the M.L.U.L are met by the granting of the variance, as well as the specific goals and objectives of the Master Plan of the Township of West Orange. Additionally, it is demonstrated by the reasons above that the site is particularly suitable for the proposed use.

Building Height

Building #259 (at the corner of Main Street and Kling Street) is increased from its existing height of 3-1/2 stories and 50.31 feet to proposed 4 stories and 50.46 feet. From the perspective of mass and the visual aspect from a viewer at or above street level, the increase of 0.15 feet is diminimus and will not be perceivable. The zoning requirement is 2-1/2 story and 35 feet maximum height, and the existing 3-1/2 stories and 50.31 feet is an existing non-conformity that do not create any substantially negative impact.

Building #253 – 255 (third in from the corner of Main Street and Kling Street) is 3 stories high (existing non-conformity) and will remain as existing.

Building #257 is located between the two (2) other buildings on a very narrow lot. Visually it is “dwarfed’ by the buildings on either side. It is proposed to raise by 2 stories so that it will be 4 stories and 50.26 feet high, matching the height of the proposed Building #259 and more closely matching

Building #253 – 255. This provides a more consistent and continuous look the building façade, providing a more uniform and harmonious aesthetic appeal.

The height variances can be granted given many of the positive criteria reasonings offered within the Master Plan and the MLUL, but most specifically, Purpose i of the MLUL, which states:

“To provide a desirable visual environment through creative development techniques and good civic design and arrangements.”

Distance between Drive and Building

Five (5) feet of separation is required and zero exists and is proposed.

This is an existing non-conformity that can be granted based on c (1) criteria that it is a hardship in the sense that the particular placement of the existing building will remain creating the extreme difficulties to comply. Additionally, the c(2) criteria can apply here in that the benefits achieved by the granting to allow the deviation from the standard outweigh any detriments in terms of traffic safety and the ability to achieve additional onsite parking.

Distance between Parking and Fence

Five (5) feet of separation is required and zero exists and 0.7 feet is proposed. The existing non-conformity is lessened by the proposed action. The c(2) criteria can apply here in that the benefits achieved by the granting to allow the deviation from the standard outweigh any detriments in terms of the ability to provide safer and more efficient traffic circulation on-site and additional onsite parking without any negative impact.

Distance between Parking and Side Yard

Five (5) feet of separation is required, while 0.7 feet exists and 0.7 feet is proposed. The existing non-conformity is not increased by the proposed action. The c(2) criteria can apply here in that the benefits achieved by the granting to allow the deviation from the standard outweigh any detriments in terms of the ability to provide safer and more efficient traffic circulation on-site and additional onsite parking without any negative impact.

Residential and Non-Residential Parking Requirements

Twenty (20) spaces are required for the residential portion and seven (7) spaces are required for the retail portion, whereas thirteen (13) spaces are provided. A thorough parking analysis has been

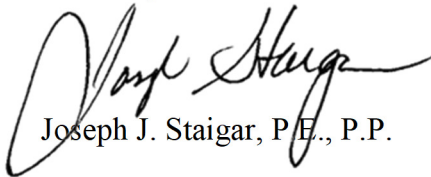
prepared as part of the application that justifies the ability for the on-site and available public, on-street parking resources to accommodate the parking demands of the proposed site. The c(2) criteria can apply here in that the benefits achieved by the granting to allow the deviation from the standard outweigh any detriments without any negative impact.

CONCLUSIONS

The granting of the use variance is not inconsistent with the intent and purpose of the Master Plan and the Zoning Ordinances of the Township of West Orange. Its granting will promote the purposes of zoning without any negative impact. Lastly it is shown in this report that the general welfare is served because the proposed use is particularly suitable for this site.

The c-variances can likewise be granted as they also serve the general welfare and promote the purposes of zoning without any substantially negative impact.

Sincerely;

A handwritten signature in black ink, appearing to read "Joseph J. Staigar".

Joseph J. Staigar, P.E., P.P.

TRAFFIC AND PARKING STUDY

For

**Main West Orange, LLC
Proposed Mixed-Use Building**

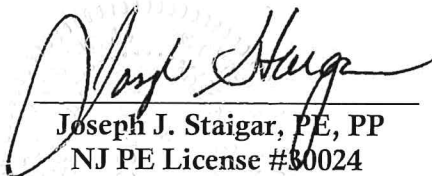
Property Located at:

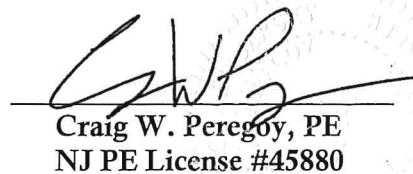
**257-259 Main Street (CR 659)
Block 116 – Lots 51, 53, 53.01 & 55
Township of West Orange, Essex County, NJ**

Prepared by:



**1904 Main Street | 245 Main Street, Suite #110
Lake Como, NJ 07719 | Chester, NJ 07930
(732) 681-0760**


Joseph J. Staigar, PE, PP
NJ PE License #30024


Craig W. Peregoy, PE
NJ PE License #45880

March 25, 2021

3710-99-001TE

INTRODUCTION

It is proposed to renovate and re-occupy a pair of existing commercial/residential buildings located in the southeast corner of the intersection of Main Street and Kling Street in the Township of West Orange, Essex County, New Jersey, as illustrated on Figure 1, in the Technical Appendix of this report. The site is designated as Block 116 – Lots 51, 53, 53.01 and 55 on the Township Tax Maps. It is proposed to construct a 0.5 story addition to the existing 3.5 story building which was previously occupied with a hotel known as “Lewellyn Hotel”, as well as construct a 2-story addition to the existing 2-story building currently occupied with one (1) residential apartment unit and a barbershop known as “Xclusives Barbershop”. The existing partition between the two buildings will also be removed such that a single 4-story building will be provided. It is proposed to occupy the renovated building with 11 multi-family residential units as well as 865 SF of retail space and 869 SF office space on the ground floor (The Project). Access to the site is currently provided via one (1) full movement driveway along Kling Street. It is proposed to re-construct the driveway and maintain the existing access configuration. Parking will be provided via thirteen (13) on-site parking spaces at the rear of the building.

Dynamic Traffic, LLC has been retained to prepare this study to assess the traffic and parking impact associated with the construction of The Project on the adjacent roadway network. This study documents the methodology, analyses, findings and conclusions of our study and includes:

- A detailed field inspection was conducted to obtain an inventory of existing roadway geometry, traffic control, and location and geometry of existing driveways and intersections.
- Parking accumulation counts were conducted during weekday and Sunday late evening periods along Main Street, Kling Street and Columbia Street.
- Projections of traffic to be generated by The Project were prepared utilizing trip generation data as published by the Institute of Transportation Engineers.
- The proposed site driveway was inspected for adequacy of geometric design, spacing and/or alignment to streets and driveways on the opposite side of the street, relationship to other driveways adjacent to the development, and conformance with accepted design standards.
- The parking generation was assessed based on published data and demand experienced at similar developments.

EXISTING CONDITIONS

A review of the existing site and roadway conditions near the proposed site was conducted to provide the basis for assessing the traffic impact of the proposed mixed-use development. This included field investigations of the surrounding roadways.

Existing Roadway Conditions

The following are descriptions of the roadways in the study area:

Main Street (CR 659) is an Urban Minor Arterial roadway under the jurisdiction of Essex County. In the vicinity of the site the posted speed limit is 25 MPH and the roadway provides two (2) travel lanes in each direction with a general north/south orientation. On-street parking is permitted along both sides of the roadway with curb and sidewalk provided along both sides of the roadway. Main Street provides a straight horizontal alignment and a slightly uphill vertical alignment from south to north. The land uses along Main Street in the vicinity of the site are a mix of commercial and residential.

Kling Street is a local roadway under the jurisdiction of the Township of West Orange. In the vicinity of the site the speed limit is not posted and the roadway provides one (1) travel lane in each direction with a general east/west orientation. On-street parking is permitted along both sides of the roadway with curb and sidewalk provided along both sides of the roadway. Kling Street provides a straight horizontal alignment and a slightly uphill vertical alignment from east to west. The land uses along Kling Street in the vicinity of the site are primarily residential. The roadway traverses for approximately 640 feet between Columbia Street to the east and Main Street to the west.

Columbia Street is a local roadway under the jurisdiction of the Township of West Orange. In the vicinity of the site the posted speed limit is 25 MPH and the roadway provides one (1) travel lane in each direction with a general north/south orientation. Approximately 475 feet south of Kling Street, the roadway bends 90 degrees to the east. On-street parking is permitted along both sides of the roadway with curb and sidewalk provided along both sides of the roadway. Columbia Street provides a straight horizontal alignment and a slightly uphill vertical alignment from north to south. The land uses along Kling Street in the vicinity of the site are a mix of commercial and residential.

Parking Counts

On-street parking accumulation counts were conducted on Sunday, March 7, 2021 and on Tuesday, March 9, 2021 from 10:00 – 11:00 PM along Main Street, Kling Street and Columbia Street within a reasonable walking distance from the site. The following are descriptions of the existing parking regulations within the area of study.

- Main Street:
 - East side: No Parking 2:00 AM – 6:00 AM; No Parking when road is snow covered; No Parking in front of NJ Transit bus stop.
 - West side: No Parking 2:00 AM – 6:00 AM; No Stopping or Standing 7:00 AM – 9:00 AM Monday through Friday; No Parking when road is snow covered; Meter Parking – 1 Hour Limit 8:00 AM – 4:00 PM Monday through Friday and 8:00 AM – 6:00 PM on Saturday; No Parking in front of NJ Transit bus stop.

- Kling Street:
 - North side: No Parking Thursday, Friday and Saturday.
 - South side: No Parking Monday, Tuesday and up to 5:00 PM on Wednesday.
- Columbia Street:
 - East side: No Parking Monday, Tuesday and up to 5:00 PM on Wednesday.
 - West side: No Parking Thursday, Friday and Saturday.

The parking accumulation counts identified the amount of available on-street parking on the roads surrounding The Project during the study periods described above. The number of vacant parking spaces were recorded both days and the minimum number of available parking spaces was calculated to be 20 parking spaces. The summary of the parking availability is contained in the Technical Appendix of this report.

FUTURE CONDITIONS

Traffic Generation

Projections of future traffic volumes were developed utilizing data as published in the Institute of Transportation Engineers (ITE) publication *Trip Generation, 10th Edition* for Land Use Code (LUC) 231 – Mid-Rise Residential with 1st-Floor Commercial. Table I summarizes the projected trips generated by the proposed development utilizing the ITE data.

**Table I
Trip Generation**

Land Use	AM PSH			PM PSH		
	In	Out	Total	In	Out	Total
11 Residential Units with 1 st Floor Commercial	1	2	3	2	3	5

It should be noted that within $\frac{3}{4}$ of a mile from the site there is access to NJ Transit bus lines 21, 71, 73, 79, 92 and 97. This mass transit availability will likely result in trip generation even lower than that which is projected by the ITE data, shown in Table I as these residential units will appeal to tenants who utilize mass transit as a means to commute to and from work.

Additionally, as mentioned previously, the site is currently developed with a vacated hotel which has trip generation potential if it were re-occupied as well as a single apartment unit and a barbershop which have an existing trip generation. Therefore, projections of traffic volumes for the existing/potential uses were developed utilizing ITE data for LUC 220 – Multifamily Housing (Low-Rise), LUC 310 – Hotel and LUC 918 – Hair Salon. It is our understanding that the former hotel use operated as a rooming house whereas LUC 310 mainly applies to more commercialized hotels in which the hotel includes business/conference areas, breakfast services, recreational facilities, etc. Therefore, the ITE data for LUC 310 was reduced by 50% in order to provide a more accurate representation of the existing/potential site operations. The following Table II compares the proposed use to the existing trip generation potential of the site.

**Table II
Existing vs. Proposed Trip Generation Comparison**

Land Use		AM PSH			PM PSH		
		In	Out	Total	In	Out	Total
Existing	1 Residential Unit	0	1	1	1	0	1
	35 Room Hotel (Rooming House)	4	2	6	5	5	10
	776 SF Barbershop	1	0	1	0	1	1
	Total	5	3	8	6	6	12
Proposed	11 Residential Units with 1 st Floor Commercial	1	2	3	2	3	5
Difference		-4	-1	-5	-4	-3	-7

As shown in Table II above, it is anticipated that 5 fewer trips during the weekday morning peak hour and 7 fewer trips during the weekday evening peak hour are anticipated to access the site from the adjacent roadway network with the proposed redevelopment. However, no credit was taken for the existing/potential use of the site and all trip generation was considered an increase over vacant land. This accounts for a “worst case scenario” from a traffic impact perspective.

Furthermore, it should be noted that the number of new trips falls below the industry accepted standard of a significant increase in traffic of 100 trips. Based on *Transportation Impact Analysis for Site Development*, published by the ITE “it is suggested that a transportation impact study be conducted whenever a proposed development will generate 100 or more added (new) trips during the adjacent roadways’ peak hour or the development’s peak hour.” Additionally, NJDOT has determined that the same 100 vehicle threshold is considered a “significant increase in traffic”. Even without consideration of the existing/potential use of the site, the subject property is projected generate only 5% of this threshold. Therefore, it is not anticipated that the proposed redevelopment will have any perceptible impact on the traffic operation of the adjacent roadway network.

SITE PLAN

Site Access and Circulation

The site plan was reviewed with respect to the site access and on-site circulation design. As noted previously, access to the site will continue to be provided via one (1) full movement driveway along Kling Street.

The proposed parking area will be serviced by a parking aisles with a width of 24' which will meets the Ordinance requirement and will provide for two-way circulation and 90-degree parking. These dimensions will adequately accommodate the anticipated site traffic given that the parking spaces will primarily be low-turnover in nature.

Parking

The Township of West Orange defers to the Residential Site Improvement Standards (RSIS) for residential parking requirements which set forth a requirement of 1.8 parking spaces per one-bedroom unit and 2 parking spaces per two-bedroom unit. Additionally, the Ordinance sets forth a parking requirement of 1 space per 250 SF of GFA for both retail and office uses. With 5 one-bedroom units, 6 two-bedroom units, 865 SF of retail space and 869 SF of office space proposed this equates to a parking requirement of 27 spaces. The site as proposed provides 13 on-site parking spaces, and as such a variance is required.

It is important to note that the household characteristics of the Township of West Orange and specifically the surrounding area of the site are very much different than rural and very suburban communities and alternative parking standards shall be deemed acceptable. Accordingly, section N.J.A.C. 5:21-4.14(c) of the RSIS also states the following:

“Alternative parking standards to those shown in Table 4.4 shall be accepted if the applicant demonstrates these standards better reflect local conditions. Factors affecting minimum number of parking spaces include household characteristics, availability of mass transit, urban versus suburban location, and available off-site parking resources.”

According to U.S. Census data for the census tract in which the site is located, the vehicle availability per rental household equates to 1.14 vehicles per unit which further equates to 13 parking spaces for the residential portion of the site. Including the Ordinance requirement of 7 spaces for the retail/office space, this equates to a total parking requirement of 20 spaces.

Additionally, national parking demand data has been collected by the Institute of Transportation Engineers (ITE) within their publication *Parking Generation, 5th Edition*. This publication establishes peak parking demands for multiple land uses based upon different independent variables, such as GFA and employees. For Land Use Code (LUC) 221 – Multifamily Housing (Mid-Rise), ITE sets forth an average peak parking demand of 0.48 vehicles per bedroom for apartment developments located in a dense multi-use urban area. This equates to a demand of 8 parking spaces. For LUC 712 – Small Office Building, ITE sets forth an average peak parking demand of 2.56 vehicles per 1,000 SF of GFA. This equates to a demand of 2 parking spaces. For LUC 820 – Shopping Center, ITE sets forth an average peak parking demand of 2.76 vehicles per 1,000 SF of GFA for retail developments located in a dense multi-use urban area. This equates to a demand of 2 parking spaces. Consequently, the ITE parking demand data calculates a total demand of 12 spaces for the site.

Furthermore, as mentioned previously, on-street parking accumulation surveys were conducted during the weekday and Sunday late evening time periods to establish the current on-street parking availability within a reasonably convenient walking distance from the site. A map of the surveyed streets as well as tabulated data detailing parking availability are included in the Technical Appendix of this report. Results of the parking counts revealed that there was a fair amount of parking availability in close proximity to the site during the surveyed time periods. The results showed a minimum of 20 on-street available parking spaces.

Based on the various factors outlined above, it is concluded that the parking deviation from the standard is justified and the combination of mass transit accessibility and local on-street parking availability will be more than sufficient to support the peak parking demands of the site.

It is proposed to provide parking stalls with dimensions of 9'x 18' which meets the Ordinance requirement. Given the low-turnover expected for the parking spaces which will be primarily be utilized by residents who are very familiar with the site circulation patterns, these dimensions will adequately accommodate the site.

FINDINGS & CONCLUSIONS

Findings

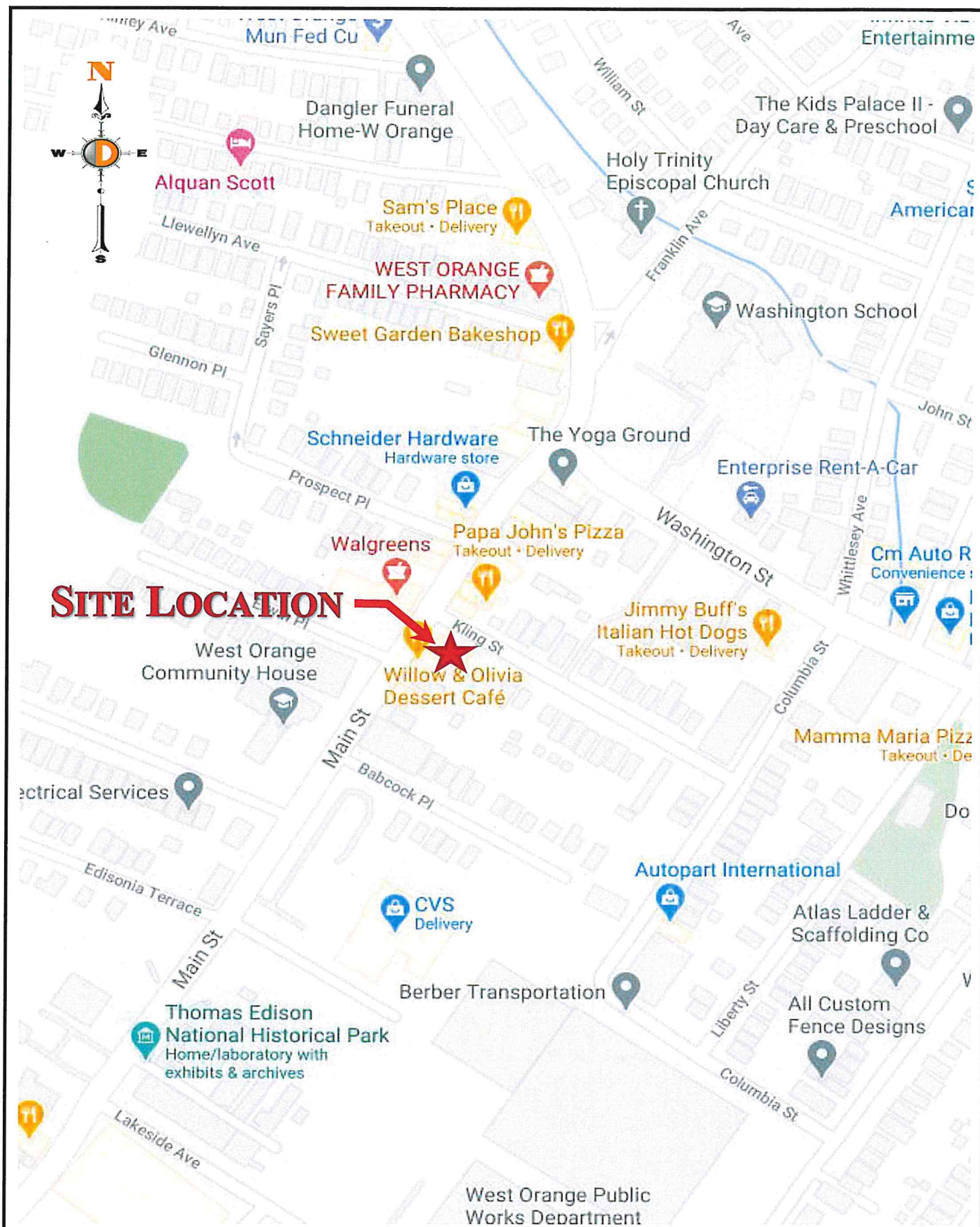
Based upon the detailed analyses as documented herein, the following findings are noted:

- The proposed 11 residential units above 865 SF of retail space and 869 SF of office space is projected to generate a maximum of 1 entering trip and 2 exiting trips during the morning peak hour and 2 entering trips and 3 exiting trips during the evening peak hour. This is a conservative assessment of trip generation without taking credit for mass transit availability or the existing/potential use of the site.
- According to thresholds set forth by both NJDOT and ITE, the increase in trip generation to be generated by the site is not considered “significant”, and therefore the traffic patterns in the area will remain as existing and it is likely that there will be no perceptible change in the traffic conditions with the construction of the proposed project.
- Access to the site will continue to be provided via one (1) full movement driveway along Kling Street.
- Within $\frac{3}{4}$ of a mile from the site there is access to NJ Transit bus lines 21, 71, 73, 79, 92 and 97.
- As proposed, The Project’s site driveway and internal circulation have been designed to provide for safe and efficient movement of vehicles on-site.
- The combination of on-site and local on-street parking supply is expected to be sufficient to accommodate the anticipated site traffic, particularly considering the urban setting of the site.

Conclusions

Based upon our Traffic and Parking Study as detailed in the body of this report, it is the professional opinion of Dynamic Traffic, LLC that the adjacent street system of the Township of West Orange and Essex County will not experience any significant degradation in operating conditions with the construction of The Project as a significant increase in traffic will not result. The projected parking demand can be accommodated by the proposed on-site parking associated with The Project as well local on-street parking availability.

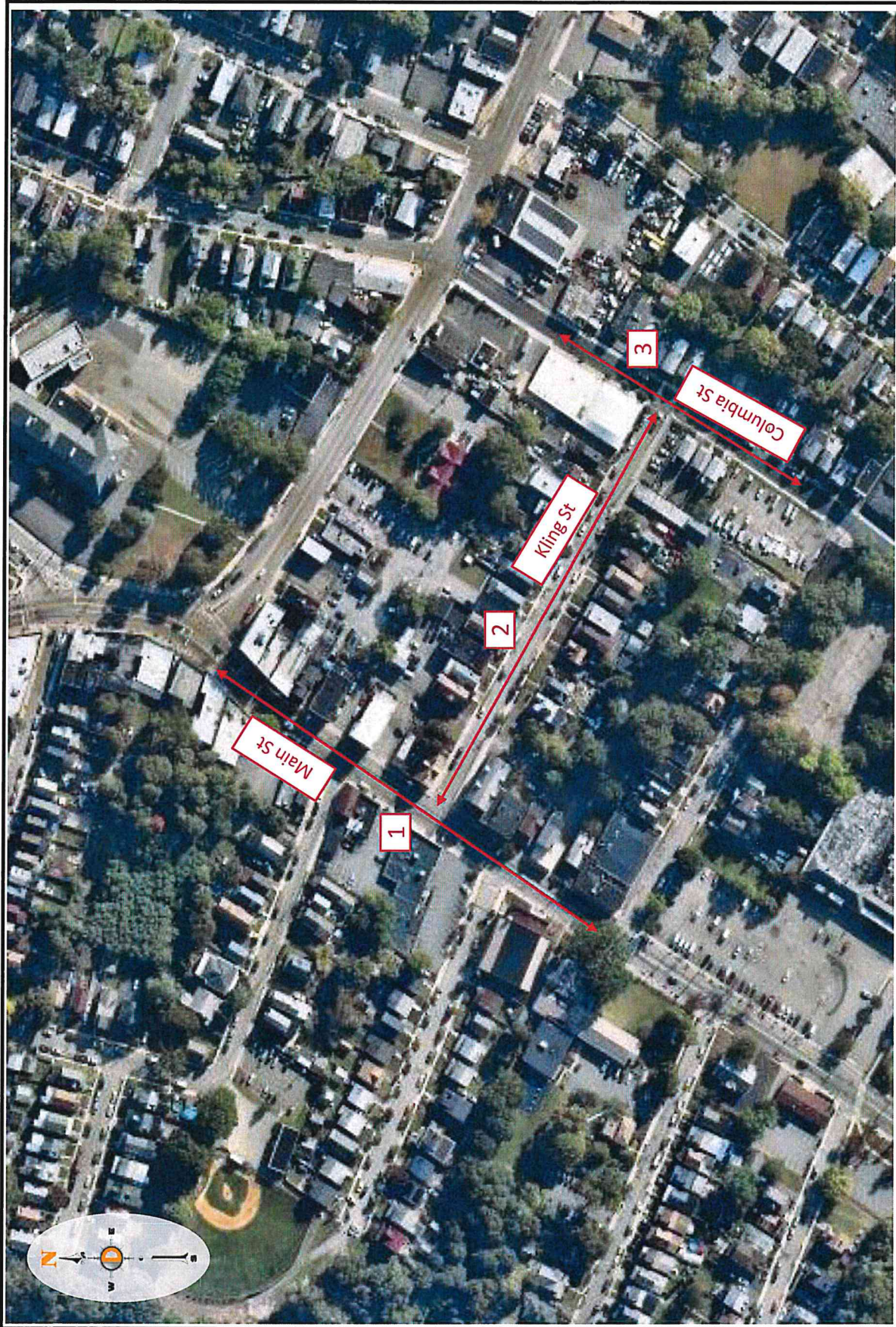
Technical Appendix



Proposed Mixed-Use Development
 Traffic and Parking Study
 3710-99-001TE
 3/25/2021

Figure 1

Site Location Map



Location: 257-259 Main Street
West Orange, Middlesex Co., NJ

DT #: 3710-99-001TE



Parking Survey Map

Date Performed: Sunday 3/7/2021

South Amboy Parking Survey - Sunday Late Evening				
Time Start	# Vacant Spaces			
	Location*			
	1	2	3	Total
10:00 PM	1	12	10	23
10:30 PM	1	11	9	21
11:00 PM	1	9	10	20

Date Performed: Tuesday 3/9/2021

South Amboy Parking Survey - Weekday Late Evening				
Time Start	# Vacant Spaces			
	Location*			
	1	2	3	Total
10:00 PM	3	13	12	28
10:30 PM	3	13	11	27
11:00 PM	3	12	11	26

* See map for the surveyed parking locations