



UNLOCKING POTENTIAL
IN PLACES YOU LOVE

Development Review Committee Memorandum

Date: March 9, 2023
To: Cranford Development Review Committee
From: Greer Patras, AICP, PP, Town Planner
Applicant: 108 South Ave E, LLC, 112 South Avenue E, LLC, Boffard Holdings, LLC, VIBO Holdings, LLC, 2 Chestnut St, LLC, and Iron Ore Properties, LLC
**SUBJECT: PB-23-001
108-126, South Avenue East, 32 & 41 High Street & 2 Chestnut Street
Block 478, Lots 2-6 & Block 483, Lots 17.01 & 18
Preliminary and Final Major Site Plan with Deviations**

The Township's DRC, established by §255-10 of the Township Code, serves to review all applications for development or requests for review presented to the Planning Board or Board of Adjustment. The DRC consists of applicable Township professionals who review applications for compliance with the technical standards set forth in Article IV – Development Requirements and Standards and other provisions of the Township's Land Development Ordinance. The DRC may make non-binding recommendations on the design and technical elements of any application however it is not the scope of the DRC to argue for or against the merits of any application to be heard by the Planning Board or Board of Adjustment. This memo serves to provide an overview of the project proposal and the items discussed at the DRC meeting.

I. APPLICATION INFORMATION

A. DRC Meeting Date: February 15, 2023

B. Attending Town Representatives:

1. Bryan Flynn – Tax Assessor
2. Kathleen Nemeth – Zoning Officer
3. Frank Genova – Construction Code Official
4. Ty Apgar – Engineering Consultant, Colliers Engineering & Design
5. Nicholas Dickerson – Planning Board Consultant, Colliers Engineering & Design
6. Matthew Nazzaro & Russel Luedecker– Cranford Police Department
7. Chief Matthew Lubin & Wesley Ditzel – Cranford Fire Department
8. Kathy Lenahan – Board Administrator
9. Greer Patras and Justin Cutroneo – Township Planning Team

C. Attending Applicant's Representatives:

1. Brandon Boffard, Josh Mann – Applicant
2. Avelino Martinez – Applicant Architect
3. Bahram Farzaneh – Applicant Engineer
4. Jason Tuvel – Applicant Attorney

D. Documents Submitted:

1. **Township of Cranford - Development Application Package**, received January 17, 2023
2. **Letter of Submission**, consisting of two pages written by Jason R. Tuvel, Esq., dated November 10, 2022
3. **Topographic Surveys for 108-126 South Avenue East, 32 High Street, and 2 Chestnut Street**, consisting of two sheets prepared by Butler Surveying & Mapping, Inc., dated February 9, 2016.
4. **Architectural Plan**, consisting of nine sheets prepared by Blackbird Group Architects LLC, dated November 7, 2022 and last revised on March 1, 2023.
5. **Site Plan**, consisting of fifteen sheets prepared by French Parrello Associates, dated February 19, 2021, and last revised on March 1, 2023.
6. **Traffic Impact Study**, consisting of eleven pages prepared by Dynamic Traffic, dated November 8, 2022.
7. **Email Correspondence from Jason Tuvel**, dated December 7, 2022.
8. **Tax Collector Certification**, dated January 26, 2023.
9. **Stormwater Management Statement**, consisting of one page prepared by French Parrello Associates, dated January 26, 2023.
10. **Completeness Response Letter**, consisting of two pages written by Jason R. Tuvel, Esq., dated January 27, 2023.
11. **Flood Hazard DEP Permit**, consisting of seven pages, dated May 24, 2021.
12. **Revised Submission Cover Letter**, consisting of two pages written by Jason R. Tuvel, Esq., dated March 3, 2023.

II. SITE INFORMATION

A. Zoning: South + Chestnut Avenue Redevelopment Plan – Subdistrict One

B. Block 478, Lots 2-6: 40,000 SF (0.803 Acres)

1. The Site consists of 5 lots located at the corner of South Avenue East (County Route 610) and High Street. The Site contains two 1-story masonry buildings, a 2.5-story frame dwelling, a 1-story masonry garage, and 4 paved parking areas. The uses of such buildings are for medical, personal services, offices, and restaurant.
2. The Site is adjacent to the Cranford Train Station, a mixed-use residential apartment complex, a church, and many other commercial businesses.

C. Block 483, Lot 18: 5,080 SF (0.12 Acres)

1. The Site is located along Chestnut Street and contains a 2.5-story dwelling, paved driveway, and shed in the rear yard.
2. The Site is adjacent to a Municipal Parking Lot #6, the Rahway River, and a residential apartment complex.

III. PROPOSAL:

A. Proposed Site Improvements for Block 478, Lots 2-6:

1. Remove all existing site improvements such as buildings, parking areas, etc.
2. Construct a 4-story mixed-use building with ground floor retail space and parking and 55 residential units. The floors are broken down as follows:

- **First Floor:**
 - 2,608 SF and 3,064 retail spaces
 - 57 parking spaces, 2 of which will be ADA accessible and 12 of which will be EV make-ready
 - Residential lobby, trash rooms, utility rooms, and bicycle parking
 - **Second Floor:**
 - 18 residential units (4 affordable): 8 one-bedroom, 2 one-bedroom with den, 7 two-bedroom, and 1 three-bedroom
 - Fitness center, gym, club room, and outdoor amenity deck
 - **Third Floor:**
 - 21 residential units (4 affordable): 7 one-bedroom, 6 one-bedroom with den, 7 two-bedroom, and 1 three-bedroom
 - Co-working space and amenity space
 - **Fourth Floor:**
 - 16 residential units (1 affordable): 9 one-bedroom and 7 two-bedroom
 - Roof terrace
3. Additional site improvements include streetscape, landscaping, lighting, loading utilities, grading, etc.
- B. Proposed Site Improvements for Block 483, Lot 18:
1. Remove existing site improvements such as dwelling, driveway, etc.
 2. Expand municipal parking lot with 12 new parking spaces and associated drive aisles
 3. 6 parking spaces will be added to the Chestnut Street on-street parking.
 4. Additional site improvements include landscaping and lighting

IV. DRC MEETING COMMENTS + NOTES:

A. The Applicant provided the following comments:

1. The Applicant provided an overview of project such as number of units, parking, site layout, and building design.
2. Lots 1.01 and 1.02 total 7,000 SF of retail space.
3. The proposed "screened enclosure" will service the adjacent properties trash collection.
4. The Applicant confirmed that all signage shown on the plans is illustrative only.
5. The proposed EV parking spaces will be a combination of compact and standard spaces.
6. The on-street parking pay stations may need to be relocated.
7. The Applicant will have interior access to the roof.

B. The DRC Committee provided the following comments and recommendations:**1. Site Circulation + Parking:**

- The Applicant will need access agreements since use of the adjacent lots for site circulation is proposed.
- The Applicant should be prepared to discuss the accessibility of the trash rooms by waste management trucks and how residents/tenants will get trash in.
- The Applicant should provide additional details of EV parking spaces to confirm compliance with the design standards of the State Statute and to make sure 8' x 18' is adequate room for cars with the EV charging station. Ceiling mounted charging stations are recommended to maximize the space.
- The Applicant has demonstrated compliance with the minimum indoor and outdoor bicycle parking requirements for dwelling, multi-family; however, the Applicant must demonstrate compliance with the minimum bicycle parking requirements for the ground floor retail spaces. Alternate locations and orientation of the bicycle parking should be evaluated to be in a safe and accessible location, and avoid conflicts with parked car doors.
- Per Section 4.7.A of the Redevelopment Plan, *"Appropriate accommodations near main residential entrances and significant public spaces, out of the flow of traffic, should be reserved for pick-up and drop-off of passengers."* The Applicant should confirm compliance with this requirement.
- The Applicant should confirm if any ADA parking spaces are required for the Chestnut Street parking lot expansion.
- The Applicant should confirm that the existing shed will be removed on this Chestnut Street parking lot, and label plans accordingly.

2. Architecture:

- The Applicant only proposes 9 out of the 55 units to be affordable which is 16%. Per RDP, at least 20% of the total number of dwelling units pursued under this RDP shall be affordable. The overall compliance should be confirmed.
- The canopy that is proposed to be above the entrance on the corner of High Street and South Avenue East appears to extend away from the façade at a distance greater than 4' and dominates the corner.

All canopies should be dimensioned on the plans. The Applicant must confirm compliance with this requirement or seek a deviation from the Redevelopment Plan. Any requested deviation for this requires Town Council approval.

- The Applicant should provide the typical unit layouts for all proposed unit types.
- The Applicant should revise the metal grille bars on left side elevation to a condition more complementary of the materials and forms of the building and surrounding area. If no architectural solution is appropriate, we recommend an alternative covering such as an espaliered tree.
- The Applicant should be prepared to discuss how the outdoor amenity space will be screened (i.e. landscaping/fencing).

3. Streetscape, Landscaping + Lighting:

- Per Section 4.11.D.2 of the Redevelopment Plan, *“Demarcated pedestrian pathways shall be provided from the street front and all parking areas to entrances as well as across vehicular access points.”* The Applicant should provide testimony as to any proposed demarcations for pedestrian wayfinding and confirm compliance with this requirement on the plans.

We strongly recommend that additional consideration be given to the interior parking garage design and circulation. The primary building access for residential parking to residential entrance exists in the garage, but no pathways exist. Additionally, retail doors open directly into the drive aisle, which will surprise motorists.

There should be visual cues (paint, lighting, signs, bollards) alerting motorists that pedestrians will be traversing the drive aisle to access the lobby entrance and retail spaces.

- Per Section 4.11.F.1 of the Redevelopment Plan, *“ADA compliant tactile pavers shall be used to define the edge of any service drive or driveways.”* No ADA compliant tactile pavers are included along the edges of proposed driveways or bases of public sidewalk curb ramps. The Applicant shall revise and confirm compliance with this requirement on the plans.
- Per DRC comments, plans have been revised to include additional lighting information for the wall-mounted fixtures. The Applicant should provide the height of all proposed lighting fixtures on the plan.
- All opportunities to add additional street trees should be taken. Minimum tree pit size should be 4' x 4', and larger if required for that tree type.
- Additional evergreens in the side yard would provide a more continuous buffer where the architecture is flat.

4. General Comments:

- The Applicant should be prepared with a location of a transformer for the development. The transformer must be elevated if located within a flood zone.
- We defer to Board and Applicant Attorney on inclusion of the municipal lots in application and noticing requirements.
- The Applicant will be scheduled for the March 15, 2023 Planning Board meeting, subject to all application filing and noticing requirements.

**Request for Recommendations
from Cranford Township Professionals**

TOWNSHIP OF CRANFORD – PLANNING & ZONING DEPARTMENT
8 Springfield Avenue - Cranford, NJ 07016
Phone: (908) 709-7216 * Fax: (908) 276-7664



Application #: <u> PB-23-001 </u>
Date Sent to Township Professionals: <u> February 23, 2023 </u>
Date Due Back to Zoning Office: <u> March 10, 2023 </u>

TO: Cranford Department of Traffic & Safety ✓ Cranford Fire Department
Cranford Health Department Cranford Engineering Department
Environmental Committee Historical Preservation Advisory Board
Downtown Economic & Business Development Office

RE: Application #PB-23-001
108-126 South Ave E., 32 High St., 2 Chestnut St.
Block 478 Lots 2-6, Block 483 Lot 18
108 South Ave E., LLC, 112 South Ave E., LLC, Boffard Holdings, LLC,
VIBO Holdings, LLC, 2 Chestnut St. LLC, Iron Ore Properties, LLC
D-B & D-C Zones

The applicant in this matter is seeking Preliminary and Final Site Plan Approval to construct a four (4) story mixed-use building containing 55 residential units (9 affordable & 46 market rate), retail space on first floor and parking within the South Avenue & Chestnut Street Redevelopment Area. The application is also for the expansion of Municipal Parking Lot #6, which is also within the South Avenue & Chestnut Street Redevelopment Area.

Type of Variance	LDO Section	Requirement	Relief Requested

Following pre-existing conditions:

Type of Variance	LDO Section	Requirement	Relief Sought

PLEASE CHECK ONE:

 No negative impacts are apparent from my review of this application as it affects my area of review.

 XX I request that the Board discuss/require the following items which relate to my area of review during the public hearing on this matter:

1. During DMC meeting, Drawings showed that the South Avenue driveway to the parking was to be ENTER only. During my review of the Traffic Impact Study, the wording on page 11 states a "Full Movement" driveway which means both entrance and exit. It is our recommendation to keep the South Avenue driveway to be Entrance ONLY allowing the High Street driveway to utilize the traffic signal at South Avenue and High Street to allow safe transition to traffic onto South Avenue. I believe this to be a clerical issue on the Traffic Study since the drawings have been updated since the study.
2. On-street metered parking is limited to 1.5 hours payable at any pay stations. The currently-installed pay station on South Avenue in front of 112 South Avenue East is located directly in place of where a proposed driveway will be installed, according to renderings offered by the applicant. As such, this solar-powered pay station will need to be removed and the Board should consider the applicant's responsibility for its comparable replacement, one that considers the feasibility of a solar-power unit versus traditional low-voltage powered unit. The new positioning of buildings may prohibit an adequate amount of sunlight necessary to operate a solar-powered unit. Additionally, the proposed development will bring an influx of retail patrons and residential visitors which in turn will increase the utilization of a single pay station for this stretch of South Avenue East. In light of changes to a substantial portion of this business district block by the applicant, the applicant and the Township of Cranford may both benefit from the addition of a second pay station between High Street and Walnut Avenue on the southerly side of South Avenue East. This also reduces patrons' need to cross South Avenue East mid-block for alternative pay station usage. The Township of Cranford and Cranford Police Department can work with the applicant on design locations with an approved pay station vendor to ensure that the parking needs of our downtown are met and enhanced. The Board will need to consider who is responsible for the funding of these pay stations and their removal and replacement was not budgeted.
3. The Cranford Police Department seeks clarification on the public-private usage of Lot # 6 – and specifically – the proposed connection of Lot # 6 to a newly-created parking lot that will replace a multi-family residential unit currently located at the dead end of Chestnut Street. At first glance, the submitted renderings offer that this will decrease township-owned commuter parking in Lot # 6 by approximately five parking spaces to

accommodate concrete dividers and a singular entrance and exit into the new private parking lot. The only other alternative not proposed to the board to consider would be to create access directly off of Chestnut Street. With the understanding that these additional spaces are required to meet the parking needs for the applicant, it is taking away from the current parking needs for our residential commuters.

Project Hours: 3

Signature:  Date: 2/27/25

**Request for Recommendations
from Cranford Township Professionals**

TOWNSHIP OF CRANFORD – PLANNING & ZONING DEPARTMENT
8 Springfield Avenue - Cranford, NJ 07016
Phone: (908) 709-7216 * Fax: (908) 276-7664



Application #: PB-23-001
Date Sent to Township Professionals: February 23, 2023
Date Due Back to Zoning Office: March 10, 2023

TO: Cranford Department of Traffic & Safety
Cranford Health Department ✓
Environmental Committee
Downtown Economic & Business Development Office

Cranford Fire Department
Cranford Engineering Department
Historical Preservation Advisory Board

RE: Application #PB-23-001
108-126 South Ave E., 32 High St., 2 Chestnut St.
Block 478 Lots 2-6, Block 483 Lot 18
108 South Ave E., LLC, 112 South Ave E., LLC, Boffard Holdings, LLC,
VIBO Holdings, LLC, 2 Chestnut St. LLC, Iron Ore Properties, LLC
D-B & D-C Zones

The applicant in this matter is seeking Preliminary and Final Site Plan Approval to construct a four (4) story mixed-use building containing 55 residential units (9 affordable & 46 market rate), retail space on first floor and parking within the South Avenue & Chestnut Street Redevelopment Area. The application is also for the expansion of Municipal Parking Lot #6, which is also within the South Avenue & Chestnut Street Redevelopment Area.

Type of Variance	LDO Section	Requirement	Relief Requested

Following pre-existing conditions:

Type of Variance	LDO Section	Requirement	Relief Sought

PLEASE CHECK ONE:

No negative impacts are apparent from my review of this application as it affects my area of review.

I request that the Board discuss/require the following items which relate to my area of review during the public hearing on this matter:

Project Hours: 20 mths.

Signature: Manika Horvath Date: 2/23/22

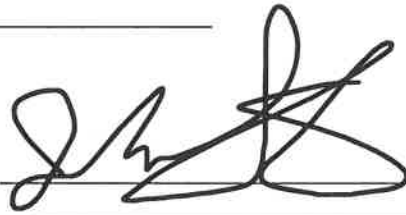
PLEASE CHECK ONE:

No negative impacts are apparent from my review of this application as it affects my area of review.

I request that the Board discuss/require the following items which relate to my area of review during the public hearing on this matter: Environmental Commission _____

Project Hours: 3 _____

Signature: _____

A handwritten signature in black ink, appearing to be 'J. H. K.', written over a horizontal line.

Date: 2023-03-10

Cranford Environmental Commission

South and Chestnut Site Plan Review

2023-Mar-08

Site Plan Review

The Cranford Environmental Commission conducted a review of the site plans for South and Chestnut Development on March 2nd at 7:30 PM at the Cranford Community Center. The attendees were Jason M. Stevens, Dr. Terrance Curran, Nelson Dittmar, Steve Jandoli, and Ron Margulis. Comments were also solicited from the broader Environmental Commission by email and comments were received from Patricia Vogler, Dan Aschenbach and David Pringle by email. The comments were organized and drafted into the following letter by Dr. Jason M. Stevens and submitted to the Township of Cranford on 10-Mar-2023 by email. All correspondence related to the Cranford Environmental Commission review of the application for South and Chestnut should be addressed to cranfordec@gmail.com.

Climate Change Vulnerability

While the sections below assess numerous areas of the site plan for environmental impacts a common thread across multiple areas are the consideration of climate change impacts. Cranford is particularly vulnerable to climate change given its history of flooding from the Rahway River that runs through town with one major flood event every 6.3 years on average since ~ 1930. Current predictions forecast an increase of 10-15% rainfall volumes during significant storm events related to climate change that are expected to exacerbate an existing problem with no easy solution. Over 1,600 Cranford homes flooded during hurricane Irene in 2011 with millions of dollars in damages. Similarly, during hurricane Ida in 2021, Cranford incurred over \$90,000 in overtime payments to emergency response units over the first 24 h after the storm and paid a share of \$1,100,000 in expenses for debris removal. These examples of financial costs incurred by the Township related to stormwater and climate change provide that mitigating climate change is financially in Cranford's best interest and needs to be considered when conducting an environmental review. This is in line with the re-examination of Cranford's Master Plan in 2019 which stated the following:

"The concept of resilience, in the context of planning, has recently emerged as an important aspect of managing extreme weather and other natural events as well as planning for the prospect of these events occurring more frequently. Cranford understands the importance of resiliency planning from managing the effects of Tropical Storms Irene and Lee, which caused severe flooding along the Rahway River causing significant damage and disruptions throughout the Township and the region."

Stormwater Management

The Environmental Commission appreciates that the current plans do not add impervious cover to the existing site. However, the plans do not meaningfully reduce stormwater runoff. This is particularly poignant as the several buildings on this lot have been destroyed twice by flooding in the last 15 years (Kilkenny House, 2011 and 2023). As documented above Cranford already has a significant flooding problem that is expected to worsen due to climate change and the area in question, which runs

both alongside the Rahway River and is in close proximity to the Rahway river, is no exception. *The Environmental Commission recommends that the current plans be rejected until they provide meaningful stormwater management.* This would represent a minimum acceptable standard for a development of this magnitude in a community, and at a property that has been repeatedly devastated by flooding. The picture included below shows the inundation the property in question received during hurricane Irene. Thus, this property should be a leading example for stormwater management and has a vested interest in preventing flooding for its future occupants.



It is recommended that the building be fitted with on-site stormwater retention and green infrastructure in the form of Filterra (or equivalent; conteches.com/stormwater-management/biofiltration-solutions) tree-pits on the South Avenue side and be installed according to the Rutgers Stormwater Tree Pit Guidance (https://water.rutgers.edu/Green_Infrastructure_Guidance_Manual/TREE-PIT-

GUIDANCE_01252022.pdf). The catch-basins will be instrumental for reducing runoff and pollutants from the impervious surfaces. Additionally, the parking lot along Chestnut Avenue should include a rain garden on the Block 483 side and the impervious parking surface should be pitched to direct stormwater to the raingarden. This lot should not contain any sodded lawn and instead utilize native species that thrive in wet conditions along riverbanks. Such species include but are not limited to Joe-Pye Weed, Cardinal flower, Blue Lobelia, milkweed, beebalm, summersweet, cinnamon fern, Red-Twig Dogwood, River birch tree, or Eastern Redbud tree. Under no circumstances should any sodded lawn be present on the Chestnut site.

Any stormwater infrastructure including but not limited to on-site stormwater retention, bioswales and raingardens must include a detailed maintenance plan to ensure these systems function as intended over time.

The use of stormwater retention is not only recommended for the mitigation of flood damages but also due to the Rahway River being designated as an impaired waterway due to high levels of pollution and the green infrastructure will treat the non-point source pollution generated from these properties with drain directly into the Rahway river. Information regarding green infrastructure for developers can be found at <https://developersguide.njfuture.org/>.

It is requested that the above stormwater management recommendations be included in the resolution.

It is recommended that porous asphalt be utilized to the greatest extent possible at the Chestnut parking lot.

Site Contamination

No site history was provided and there did not appear to be any documents regarding analysis of soil for contamination. Given the general history of the area regarding chemical manufacturing and industrial sites it is necessary to provide documentation that any contamination is within acceptable levels or has been successfully remediated.

It is requested that the above documentation of no significant site contamination be included in the resolution.

Landscaping

As mentioned in the Stormwater section the Chestnut site should contain no sodded lawn, a raingarden, and be populated with native plants and trees. Also, as mentioned above the South Avenue section should contain bioretention tree boxes and contain trees that would thrive in this environment such as the Red Maples that are included in the plans. One complicating factor is that the trees are located on the north side of the four-story property and thus the trees would not get much sun. Therefore, it is recommended that large tree calipers be used for these plantings, with a minimum of 5". It is recommended that no lawn be provided along the Lot 7 and Lot 9 side of the property and instead utilize native plantings.

It is requested that the above documentation of the above landscaping requests be included in the resolution.

Parking (General Comments)

A total of 1.4 spaces per unit is the required standard although from the perspective of the Environmental Commission this seems high. Reducing the requirement to 1.2 spaces per unit would eliminate 11 spaces and free up approximately 3,300 square feet of pervious surface, reducing pollution from runoff and mitigating any potential flooding from runoff, which is expected to worsen due to climate change as highlighted above. Some of this space could be used for additional bicycle parking. It should be noted that 31 units are 1 bedroom and that the site is literally across the street from the train station and there are bus lines accessible from South Avenue. Grocery stores (Lidl), Drug stores (Walgreens) and banking (Spencer Savings) are all within 0.5 miles and are accessible by sidewalk.

As the site has flooded repeatedly, a ground level parking garage will ensure that motor vehicles will be damaged and release oil, gas and other pollutants into the floodwaters during future floods. Thus, it is recommended that flood hazard signage be posted in the garage entrance and exit to ensure tenants are aware of the risk to their vehicles.

Lastly, as a matter of public safety, the developers should ensure that there is appropriate motor vehicle egress from the building as residents will likely try to vacate the property and protect their vehicles during a flood emergency. Thus, "Turn Around, Don't Drown" signs should be considered as part of flood awareness signage.

Electric Vehicle Parking

The electric vehicle parking complies with existing regulations however all the EV spaces and EV ready spaces are confined to a single area within the site. New Jersey Governor Phil Murphy has set a goal of registering 330,000 electric vehicles by 2025ⁱ and the EV market is expected to expand at a nearly 25% compound annual growth rate between 2022–2028ⁱⁱ. Given these aims it will be necessary to convert non-EV ready spaces to EV spaces in the near future. Thus, the Environmental Commission requests that each section of contiguous parking, contain a minimum of 2 EV ready spaces. This will ensure that future upgrades to install electrical connections to accommodate additional EV charging will not require major site modifications. Additionally, given the site history of flooding, the Environmental Commission requests that charging infrastructure be installed a minimum of 2 ft above base flood elevation and appropriate design be included to protect EV charging infrastructure from flood damage.

The Environmental Commission strongly requests that the installed EV charging stations accommodate a representative sample of EV brands and those chargers not be limited to a single brand of car (such as Tesla only).

It is requested that the above requests for EV infrastructure be included in the resolution.

Utilities

The brochure on green and healthy homes that was provided by the developer didn't mention the types of utilities that are being used. Given the well documented indoor air quality impairments created by gas

stoves and dryers, and the use of natural gas contributing to climate change that will impact Cranford by way of flooding, it is recommended that all appliances be electric. It is recommended that heat pump systems be used for heating and cooling to minimize energy usage and pollution.

It is requested that the above requests for electric appliances and heat pump heating and cooling be included in the resolution.

Sincerely,

Jason M. Stevens Ph.D.

Chair – Cranford Environmental Commission

ⁱ <https://njcleanenergy.com/ev>

ⁱⁱ <https://www.globenewswire.com/en/news-release/2022/03/15/2403398/0/en/At-24-5-CAGR-Global-Electric-Vehicle-Market-Size-Share-to-Surpass-US-980-Bn-by-2028-EV-Industry-Trends-Growth-Forecast-Report-by-Facts-Factors.html#:~:text=%E2%80%9CAccording%20to%20the%20latest%20research,The%20report%20analyzes%20various%20factors>



**DOWNTOWN
CRANFORD**

Downtown Cranford

8 Springfield Avenue • Cranford, New Jersey 07016

(908) 709-7208 • www.downtowncranford.org

RECEIVED

MAR 10 2023

**PLANNING & ZONING OFFICE
TOWNSHIP OF CRANFORD**

108-126 South Avenue East
32 High Street & 2 Chestnut Street
Block: 478 Lots: 2, 3, 4, 5 and 6
Block: 483 Lots 18 and 17.01
Cranford, NJ 07016

The DMC would like to share the following concerns:

- The South Avenue entrance is over 26 feet wide. If feasible, narrow lane to avoid confusion that the driveway is two-way. Add "Do Not Enter" (MUTCD R5-1) signage in garage to indicate no exit onto South Avenue.
- Are there alternative locations for the dumpster that is located at the entrance of South Avenue or a maintenance plan to ensure the area is kept orderly? Our concern is potential odor so close to the South Avenue sidewalk.
- We suggest installing an irrigation system throughout the property to make sure that new plantings sustain hot and dry weather.
- Onsite curbing should be Belgian block.



CRANFORD FIRE DEPARTMENT
BUREAU OF FIRE PREVENTION & RISK MANAGEMENT
7 SPRINGFIELD AVE, CRANFORD, NJ 07016
PHONE: (908)709-7360
FAX: (908) 276-6183
WWW.CRANFORDNJ.ORG

March 9, 2023

MEMORANDUM FOR: Township of Cranford – Planning and Zoning Department

FROM: B/C Matthew J. Lubin /s/
Fire Official

SUBJECT: Application PB-23-001
South & High Street/Chestnut Street Redevelopment Proposal
Applicant: Iron Ore Properties, LLC, et. al.

The Cranford Fire Department has conducted a review of the application packet and supportive documents submitted for the above referenced application before the Planning Board. In addition to the application documents, we have reviewed;

- NJ DEP Permit 2003-21-0002.1, approval date of May 24th 2021 expiring May 23rd 2026, with permit conditions, granting approval for the use at the subject property.
- Site Plan, revised February 21, 2023, prepared by French & Parrello Associates
- Architectural Plans, revised February 23, 2023 prepared by Blackbird Group Architects.

This application is for preliminary and final major site plan approval for the construction of a four-story mixed use building with ground level parking and retail and three levels of multifamily units on the site, which consists of several adjacent lots. The project consists of 55 residential units, including COAH affordable units. An additional portion utilizes Lot 18 at 2 Chestnut Street for surface parking.

There is no variance or design waiver relief requested as part of the application, and the proposal is also governed by the approved redevelopment agreement for the subject properties. Our office would offer the following comments pertaining to our review of the application;

Comments Relative to the Site Plan

- a. Sprinkler Room/Fire Department Connection Location: The site plan proposes a sprinkler room on the High Street side of the structure. This is a good location for this infrastructure and is near hydrant locations on High Street. The applicant has agreed to coordinate a Fire Department

Connection (FDC) location with our office. The Township of Cranford utilizes a five (5) inch “Stortz” type connection for FDCs.

- b. **Emergency Vehicle Access:** As a general comment, this project is a corner location with fairly good access. A loading zone is proposed on High Street just south of the South Avenue intersection, which is a good location and will serve to provide access and parking for emergency vehicles at times.

Comments Relative to the Architectural Plan

- a. **First Responder Access:** The Township of Cranford utilizes the “Knox” keybox system for first responder access. We would request the applicant plan for Knox keybox installations at ground level near the entrances to the Lobby as well as both stairwells. We will work directly with the applicant once the construction reaches this phase.
- b. **Roof Access:** The architectural plans propose a roof hatch in an acceptable location. We would request the dimensions are reasonably sized to allow for personnel and equipment to access the roof from the interior of the building.
- c. **First Responder Radio Communications Coverage:** The applicant should consider the Uniform Construction Code and Uniform Fire Code requirements for first responder radio coverage during the design phase of construction. In larger buildings, it is imperative that communications integrity is maintained. This may be done via several means, but is most commonly accomplished utilizing bi-directional amplifiers. It is typically impossible to assess radio coverage until after the building construction is completed and the interior spaces are finished. Therefore, it is important to consider the potential need for radio coverage mitigation in the design phase.
- d. **Fire-specific signage:** This office would note that the appropriate signage for truss roof and/or floor systems will be required near the main entry points should truss construction be utilized.

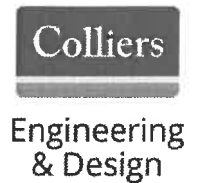
Specific fire protection design features, and other relevant code sections, will be reviewed during Uniform Construction Code permitting, but the aforementioned items are intended to highlight specific focus areas.

General Administrative Comments:

The new properties will fall under the Uniform Fire Code for periodic inspections and fire code compliance. As such, the multifamily use will require registration with the Bureau of Housing Inspection as Multifamily Dwelling and our office will share concurrent jurisdiction with the Bureau of Housing Inspection for code inspections.

Please feel free to contact our office if we can provide any further clarification or guidance regarding this memorandum or our review of the subject application.

400 Valley Road
Suite 304
Mt. Arlington, New Jersey 07856
Main: 973 810 0091



Memorandum

To: Kathy Lenahan, Land Use Administrator

From: Jacqueline Dirmann, P.E., C.M.E., C.F.M.

Date: March 13, 2023

Subject: 108 South Ave E, LLC, 112 South Avenue E, LLC, Boffard Holdings, LLC, VIBO Holdings, LLC, 2 Chestnut St, LLC, and Iron Ore Properties, LLC
108-126 South Avenue East, 32 High Street, 2 Chestnut Street
Block 478, Lots 2, 3, 4, 5, 6
Block 483 Lot 18
PB-23-001
Preliminary and Final Site Plan Approval

Project No.: CDZ0357A

Colliers Engineering & Design Inc. DBA Maser Consulting (CED) has reviewed the application prepared by the Applicants attorney, for the demolition of all existing features within the subject properties and the proposed construction of a mixed use four (4) story building containing 55 residential units & retail space. The Applicant is also proposing to expand municipal parking lot #6. The following documents have been submitted by the Applicant in support of this application:

1. Site Plans entitled, "Preliminary and Final Site Plan for 108-126 South Avenue East, 32 & 41 High Street & 2 Chestnut Street, Block 478, Lots 2,3,4,5, and 6, Block 483, Lots 18 and 17.01, Township of Cranford" prepared by French & Parrello Associates, 2/19/2021, revised March 1, 2023, consisting of fifteen (15) sheets.
2. Architectural Plans entitled, "Proposed Mixed Use Development, South Ave & High Street, Township of Cranford, Union County, New Jersey" prepared by Blackbird Group Architects, LLC, dated 3/1/2023, consisting of nine (9) sheets.
3. Topographic Survey for Tax Lots 2, 3, 4, 5, & 6 Block 478, 108-126 South Avenue East & 32 High Street, prepared by Butler Surveying & Mapping, Inc, dated 2/9/16 revised 11/7/22.
4. Topographic Survey for Tax Lot 18 Block 483, 2 Chestnut Street, prepared by Butler Surveying & Mapping, Inc, dated 2/9/16 revised 11/7/22.
5. Union County Transmittal Letter, dated December 7, 2021
6. American Land Title Association, Alta Survey Information, dated 9/28/2022, consisting of nine (9) pages.

7. Stormwater Management Statement, prepared by Bahram Farzaneh, PE, PP, of French & Parrello Associates, dated 1/26/23.
8. Traffic Report entitled, "Traffic Impact Study for Iron Ore Properties, LLC, Proposed Mixed-Use Development" prepared by Dynamic Traffic LLC, dated 11/8/2022.
9. NJDEP Flood Hazard Area Verification & Flood Hazard Individual Permit. Permit # 2003-21-0002.1 LUP 210001 Approved by NJDEP dated 5/24/2021.
10. Development Review Committee Memorandum dated March 9, 2023, Prepared by Topology.
11. Resolution No. 2022-244, Execution of Redevelopment Agreement in Furtherance of Redevelopment of Property Located at 201 Walnut Avenue, 100-126 South Avenue, 32 High Street, and 2 Chestnut Street in the Township of Cranford, Dated May 24, 2022.
12. Development Application, including Form Nos. 01, 09, 10, and 15. Date received by the Township: June 13, 2022.

The site is located within the South Avenue and Chestnut Street Rehabilitation Area in the Township of Cranford. The subject lots are located at 108-126 South Avenue East, 32 High Street and 2 Chestnut Street. The areas are improved with a parking lot, a restaurant, a medical office, a retail building, a home improvement garage, and a single-family home respectively. All existing features on the subjects lots will be razed as part of this application. The subject lots include three driveways located on South Avenue, two driveway access points on High Street and one driveway access on Chestnut. The driveway will be reconfigured as part of this applications. South Avenue is a county road. Chestnut Street and High Street are maintained and owned by the Township.

The Applicant is seeking approval for Preliminary and Final Site Plan Approval. The Applicant is proposing to construct a four (4) story multifamily building. The building will contain fifty-five (55) residential units, fifty-seven (57) ground floor parking spaces, a third-floor roof terrace. The Applicant is also proposing eight (8) parking spaces on South Avenue, two (2) parking spaces on High Street, six (6) parking spaces on Chestnut Street and nine (9) parking spaces on the Chestnut Street lot. Chestnut Street lot will be improved as an extension of existing Municipal lot #6. The Applicant is proposing a 7x20' loading zone on High Street. The Applicant is also proposing improvements including lighting, landscaping, and signage.

The property is located in the Zone X (area of minimal flood hazard), Zone X-Shaded (area located within the 0.2% Annual Chance Flood Hazard Area), and Flood Zone AE (area located within the 1.0% Annual Chance Flood Hazard Area), as shown on the Flood Insurance Rate Map (FIRM) for the Township of Cranford, dated September 2006. The property is also located within the State Flood Fringe area as shown on sheet 1 of the Delineation of Floodway and Flood Hazard Area plan prepared by NJDEP.

Based on a review of the above-referenced documents, our office offers the following comments:

A. General:

Cover Sheet (Sheet 1 of 15):

1. The Applicant has indicated in a transmittal letter dated March 3, 2023, that Block 478 Lots 1.01 & 1.02 will be included as part of the application. The Site plans shall be revised to include these lots in the calculations.
2. The Applicant shall specify if the lots will be consolidated as part of this application.

Existing Conditions Plan (Sheet 2 of 15):

3. It appears, based on aerial imagery that Lot 2 serves as an access point for parking and garbage collection related to Lots 14 & 15. It is unclear if there is an existing cross access easement in place which will need to be maintained as part of this development. The Applicant shall provide testimony.
4. The Applicant shall provide an aerial image of the lot and the adjacent lots.
5. The plan shows that an inlet is filled with standing water. The Applicant shall ensure this line is cleaned and is functioning properly.
6. There are five (5) existing on street parking spaces located on South Avenue East. The spaces shall be identified.

Site Plan (Sheet 3 of 15):

7. The Applicant is proposing to install fourteen (14) 8x18 foot parking spaces along with forty-three (43) 9x18 parking spaces. The Applicant shall provide testimony regarding the narrow parking spaces. The Applicant is proposing all twelve (12) EV parking spaces within the narrow parking spaces.
8. It is not clear based on the site plans that the parking area is opened to allow for vehicular traffic to access to the adjacent Lots # 15 & 14. The Applicant shall provide additional information regarding the use of this area.

9. It is our understanding the "Screened Enclosure" located at South West Corner of the proposed building will be used for the dumpster that serve the adjacent lots. The Applicant shall provide additional information regarding refuse pickup.
10. The Applicant is proposing a total of 57 parking spaces in the parking deck. The Applicant is required to provide a minimum of three (3) ADA Accessible Parking Spaces. The Applicant is proposing a total of 77 parking spaces between the onsite and offsite parking areas. The minimum number of parking spaces is four (4) ADA Accessible Parking Spaces. The Applicant shall revise the plans to include additional ADA parking space.
11. The Applicant proposed South Avenue driveway location will impact the existing parking meter. The Applicant shall coordinate the replacement and the new location of the parking meter with Cranford Township Police and the Parking Authority.
12. The Applicant is proposing improvement within the Townships right of way. The Applicant shall apply for the permits for all right of way improvements including but limited to Sanitary Sewer Connection, driveway curb, Apron, and Sidewalks.

Grading and Drainage Plan (Sheet 4 of 15):

13. The Applicant is not showing the location of the existing or proposed drainage connections including the roof leaders. The Applicant shall show the size and material of the roof leader connection and the proposed locations which will receive the runoff.
14. The Applicant is proposing a raised parking deck to allow for flood storage measures to be achieved under the parking area. The Applicant was granted NJDEP approval for the proposed flood storage measures. The Applicant shall provide measures of maintaining the area beneath the parking deck.
15. The Applicant is showing dry flood proofing barriers and wet flood proofing measures on the plans. The Applicant shall provide the location of the proposed flood vents. The Applicant shall ensure the flood vent information is captured on the elevation certificate.
16. The Applicant is proposing a barrier wall located between the parking area and the southern property. The height of the barrier wall shall be shown on the site plan.
17. The proposed loading zone is located within the site triangle of the High Street parking garage egress location. The Applicant shall provide information regarding the frequency of loading zone use. Will the loading zone support the residential and commercial uses for the site?

Site & Grading Plan Tract 2 (Sheets 5 of 15):

18. The plans indicate there will be fifteen (15) numbers and reserved parking spaces located between the municipal parking lot extension and the additional parking spaces located on Chestnut Street. The Applicant shall provide information how these parking spaces will be different from the other parking spaces in the municipal lot. Will additional signage be installed indicating these spaces are reserved?
19. The Applicant is proposing to install two (2) curb island and twelve (12) parking spaces as an extension of municipal parking lot #6. The existing curb in lot #6 is granite block curbing. The Applicant shall continue this curbing style for the parking lot extension.
20. The Applicant shall provide additional spot elevations to show how the proposed runoff from the parking lot will meet the existing parking lot. It is unclear if the additional runoff will have a negative impact on the existing parking lot.

Soil Erosion & Sediment Control Plan (Sheets 6-8 of 15):

21. No Comment.

Landscape Plan (Sheets 9-11 of 15):

22. The Applicant shall remove the lighting information from the plans. The plans shall be revised accordingly.

Lighting Plan (Sheets 12-13 of 15):

23. The Applicant is not proposing to install any "Downtown Light Poles along the properties frontage. The Applicant is proposing to remove some of the existing driveway aprons which may allow for the installation of additional light post. The Applicant shall work with the Downtown Committee to see if any additional light poles are needed.
24. The Applicant shall ensure the proposed parking lot lights are consistent with the existing light poles serving municipal lot #6.
25. It is unclear if the lighting levels shown on the plans take into consideration of the existing light levels in the field. The Applicant shall provide testimony.

Construction Detail (Sheets 14-15 of 15):

26. No Comment.

Traffic Report Comment:

27. The traffic study prepared by Dynamic Traffic, Dated November 8, 2022, was found acceptable and consistent with industry standards.
28. The speed limit on High Street is 25 mph; therefore, the required intersection sight distance (ISD) is 280 feet. The site plan should reflect the appropriate ISD for the access on High Street. In terms of geometry, the 280 feet are to be measured along the road. The sight line should start in the center of the egress lane at 14.5 feet from the edge of roadway or travel lane.
29. The driveway on South Avenue is shown as ingress only; therefore, a sight triangle is not needed. However, internal "Do Not Enter" and "One Way" signs need to be installed to prevent vehicles from exiting using this driveway.
30. The propose 8' parking spaces should be signed for "Compact Vehicle Only." These signs are not needed for the accessible spaces.
31. An ADA compatible transition may be needed between the sidewalk area and the driveways.
32. Testimony or written responses should be provided to address the following:
 - a. RSIS parking deficiency (the Board may grant a de minimis exception)
 - b. Snow removal operation
 - c. Trash removal operation

Miscellaneous:

33. The Applicant shall not direct any stormwater toward adjoining properties. The site grading and drainage should not adversely affect or burden the adjacent property owners or pose a negative impact as set forth by Subsection 351-4.
34. The Applicant shall ensure that the downspouts have cleanouts, as necessary, and that the overflow is directed away from the neighboring properties.
35. All excavated material shall be removed from the site. No material is to be stored on Township property unless prior approval is obtained from the Township Engineer. Under no circumstances can the contractor place excavated material within Township-owned property. Any soil disturbance shall be done as set forth by Subsection 351.
36. The Applicant shall be aware of their responsibility to repair any damage to improvements within the Township right-of-way, including but not limited to, sidewalk, driveway aprons, curb, and asphalt pavement as required by Subsection 367.

37. The Applicant shall call to coordinate inspections with the Engineering Department 24-hours prior to start of construction as related to grading and drainage improvements on-site.
38. The Applicant shall be aware that posting of engineering escrow for construction administration oversight, plan review, and project closeout will be required at the time building permits are issued. Please be aware that unused escrow money will be returned to the property owner upon the issuance of a Certificate of Occupancy (CO).
39. A signed and sealed "As-Built" site plan and elevation certificate should be submitted as a requirement for this office to "sign off" on the issuance of the Certificate of Occupancy (CO). The "As-Built" should accurately show site features including grading, spot elevations, drainage, structures, etc.

Should you have any questions, please do not hesitate to contact our office.

cc: Jonathan Drill, Esq., Planning Board Attorney (jdrill@sksdlaw.com)
Nicholas Dickerson, Planning Board Planner (nicholas.dickerson@collierseng.com)
108 South Ave E, LLC, 112 South Avenue E, LLC, Boffard Holdings, LLC, VIBO Holdings, LLC, 2 Chestnut St, LLC, and Iron Ore Properties, LLC, Applicant (jason@primelaw.com)
Jason Tuvel, Esq, Applicant's Attorney (jason@primelaw.com)

CPO/tva

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**Request for Recommendations
from Cranford Township Professionals**

TOWNSHIP OF CRANFORD – PLANNING & ZONING DEPARTMENT
8 Springfield Avenue - Cranford, NJ 07016
Phone: (908) 709-7216 * Fax: (908) 276-7664



Application #: PB-23-001
Date Sent to Township Professionals: February 23, 2023
Date Due Back to Zoning Office: March 10, 2023

TO: Cranford Department of Traffic & Safety
Cranford Health Department
Environmental Committee
Downtown Economic & Business Development Office

Cranford Fire Department
Cranford Engineering Department
X Historical Preservation Advisory Board

RE: Application #PB-23-001
108-126 South Ave E., 32 High St., 2 Chestnut St.
Block 478 Lots 2-6, Block 483 Lot 18
108 South Ave E., LLC, 112 South Ave E., LLC, Boffard Holdings, LLC,
VIBO Holdings, LLC, 2 Chestnut St. LLC, Iron Ore Properties, LLC
D-B & D-C Zones

The applicant in this matter is seeking Preliminary and Final Site Plan Approval to construct a four (4) story mixed-use building containing 55 residential units (9 affordable & 46 market rate), retail space on first floor and parking within the South Avenue & Chestnut Street Redevelopment Area. The application is also for the expansion of Municipal Parking Lot #6, which is also within the South Avenue & Chestnut Street Redevelopment Area.

Type of Variance	LDO Section	Requirement	Relief Requested

Following pre-existing conditions:

Type of Variance	LDO Section	Requirement	Relief Sought

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PLEASE CHECK ONE:

No negative impacts are apparent from my review of this application as it affects my area of review.

SEE ATTACHED

I request that the Board discuss/require the following items which relate to my area of review during the public hearing on this matter:

Project Hours: _____

Signature:



Date:

3.9.23

Historical Preservation Advisory Board (HPAB)

PB-23-001

Received - February 23, 2023

Returned - March 10, 2023

Applicant - 108 South Avenue east, LLC

112 South Avenue East, LLC

Boffard Holdings, LLC

VIBO Holdings, LLC

2 Chestnut Street, LLC

Iron Ore Properties, LLC

Addresses - 108 - 126 South Avenue East,

Block: 478, Lots: 2 (parking lot)

Block: 478, Lot: 3 (restaurant, constructed 1948)

Block: 478, Lot: 4 (medical offices not residential, constructed 1900)

Block: 478, Lot 5 (commercial space, constructed 1955)

32 High Street, Block:478, Lot: 6 (garages, constructed 1930)

2 Chestnut Street, Block 483, Lot:18 (residential)

Zone - DC (Downtown Core District), RR (Redevelopment)

The applicant is seeking site plan approval to construct a four story mixed use building with 55 residential units (9 affordable and 46 market rate) with retail on the first floor and 55 parking spaces within the South Avenue and Chestnut Street Redevelopment Area by expanding the municipal parking lot #6.

There are no variances required.

All structures are to be demolished.

HPAB was not involved with the Redevelopment Zone Plan for this area. We believe the building should have a softer transitional look because it is adjacent to a residential area with one and two story buildings within the same block. This design modification could incorporate a pitched roof (without extending the height of the building) reflecting the character of the neighborhood to the south of the proposed site.

Cranford's historic downtown development pattern is based on small scale, individual building projects undertaken by investors, developers and businesses, rather than monolithic multi-use redevelopment projects being constructed in every other town in New Jersey. The origins of a small scale approach are clearly visible in the survey supplied for this area as part of the application and the Sanborn Maps of Cranford 1922.

While HPAB strongly urges careful consideration of the demolition of any building since development and rebuilding irreparably changes the character of the community, from a historical preservation perspective, the demolition of these buildings and replacement with a four story building is a major issue. Preservation is not the opposite of development. The town needs to grow and be dynamic to remain viable. But that development needs to be carefully considered and planned, with an overall vision that includes all aspects of the past, present, and future. These should be addressed in the Master Plan and downtown Standards.



Township of Cranford
PLANNING BOARD MEMORANDUM

To Kathy Lenahan, Land Use Administrator

From John Ruschke, P.E., P.P., Mott MacDonald

Date March 10, 2023

Project # 507100769-004

Page 1 of 3

CC Cranford Township Planning Board Chairman & Members
Jonathan Drill, Esq., Board of Adjustment Attorney
108 South Ave E, LLC, 112 South Avenue E, LLC, Boffard Holdings, LLC.
VIBO Holdings, LLC, 2 Chestnut St, LLC, Iron Ore Properties, LLC
(Applicants)
Bahram Farzaneh, P.E., P.P., French & Parrello Associates

Subject **Application #PB-23-001**
108-126 South Ave E., 32 High St., 2 Chestnut St.
Block 478 Lots 2-6, Block 483 Lot 18
108 South Ave E., LLC, 112 South Ave E., LLC, Boffard Holdings, LLC,
VIBO Holdings, LLC, 2 Chestnut St. LLC, Iron Ore Properties, LLC
D-B & D-C Zones

On behalf of the Township of Cranford (Township) Planning Board, Mott MacDonald has received and reviewed the following documents, which have been prepared in support of the above referenced application for Preliminary and Final Site Plan approval to construct a four (4) story mixed-use building containing 55 residential units (9 affordable & 46 market rate), retail space on first floor and parking within the South Avenue & Chestnut Street Redevelopment Area. The application is also for the expansion of Municipal Parking Lot #6, which is also within the South Avenue & Chestnut Street Redevelopment Area. Our review of the subject application was confined to the stormwater management design for the proposed redevelopment:

- Stormwater Management Report for 201 Walnut Avenue, prepared by Bahram Farzaneh, P.E., P.P., of French & Parrello Associates, dated February 4, 2021, revised April 30, 2021
- Preliminary and Final Site Plan for Block 484, Lot 19.01, 201 Walnut Avenue, Township of Cranford, Union County, New Jersey, Bahram Farzaneh, P.E., P.P., of French & Parrello Associates, dated January 29, 2021, last revised August 24, 2022
- Boundary and Topographic Survey Plan, prepared by Kenneth D. Dykstra, P.E., P.L.S., of Dykstra Walker Design Group, P.A., dated July 20, 2017, last revised March 29, 2019
- NJDEP Flood Hazard Area (FHA) Verification and Individual Permit issued for the subject property dated May 5, 2021, with Permit Modification dated July 8, 2022

- Development Application Package, Statement of the Applicant & Checklists
- Architectural Renderings & Plans prepared by Blackbird Group Architecture, LLC,

M

MOTT
MACDONALD

M

MEMO

To Kathy Lenahan, Zoning Board of Adjustment Administrator
Date March 10, 2023
Page 2 of 3

last revised February 23, 2023.

- Preliminary and Final Site Plan for 108-126 South Ave East, 32 High Street & 2 Chestnut Street, Block 478, Lots 2, 3, 4, 5, and 6, Block 483, Lot 18, and 17.01, prepared by French & Parrello Associates, last revised February 21, 2023.
- Traffic Impact & Parking Assessment Study prepared by Dynamic Traffic, last revised September 19, 2022.
- Boundary & Topographic Survey Plan for 108-126 South Ave. E. & 32 High Street, prepared by Butler Surveying & Mapping, Inc., last revised November 7, 2022.
- Boundary & Topographic Survey Plan for 2 Chestnut St., prepared by Butler Surveying & Mapping, Inc., last revised November 7, 2022.
- Stormwater Management Statement, prepared by French & Parrello Associates, dated January 26, 2023.
- NJDEP Flood Hazard Area Verification & Individual Permit, dated May 24, 2021
- “Your Green & Healthy Home” Brochure
- “Energy Efficiency & Sustainability Features” Memorandum

APPLICABLE STORMWATER REGULATIONS AND PROPOSED FACILITIES

The proposed redevelopment is situated at two separate locations within the South Avenue and Chestnut redevelopment area within the Township of Cranford. Tract 1 is situated at 108-126 South Avenue East & 32 High Street and Tract 2 is situated at 2 Chestnut Street. The Applicants provided a Stormwater Management Statement that each site individually will disturb less than 1 acre and decrease the impervious cover and therefore is not a major development and will not require compliance with the N.J.A.C. 7:8 New Jersey Stormwater Management Rules.

The total disturbance for each of the two sites would not trigger N.J.A.C. 7:8, but if you add them together, it is more than one acre. Per N.J.A.C. 7:8, a major development” means an individual “development,” **as well as multiple developments** that individually or collectively result in: 1. The disturbance of one or more acres of land since February 2, 2004; 2. The creation of one-quarter acre or more of “regulated impervious surface” since February 2, 2004; 3. The creation of one-quarter acre or more of “regulated motor vehicle surface” since March 2, 2021; or 4. A combination of 2 and 3 above that totals an area of one-quarter acre or more. The same surface shall not be counted twice when determining if the combination area equals one-quarter acre or more. **Major development includes all developments that are part of a common plan of development or sale** (for example, phased residential development) that collectively or individually meet any one or more of items 1, 2, 3, or 4 above. Projects undertaken by any government agency that otherwise meet the definition of “major

To Kathy Lenahan, Zoning Board of Adjustment Administrator
Date March 10, 2023
Page 3 of 3

development” but which do not require approval under the Municipal Land Use Law, N.J.S.A. 40:55D-1 et seq., are also considered “major development.” Therefore, according to N.J.A.C. 7:8, the proposed redevelopment should be considered a major development and should require a stormwater management plan that addresses stormwater quantity, stormwater quality, and groundwater recharge.

The Applicant shall provide stormwater management for the proposed redevelopment sites or provide additional justification that compliance with the N.J.A.C. 7:8 New Jersey Stormwater Management Rules is not required.

It is our opinion that the project should be considered a major development and require stormwater management per N.J.A.C. 7:8. We have reached out to the NJ Department of Environmental Protection (NJDEP) for concurrence and a response is pending.

Should you have any questions regarding this memo, please do not hesitate to contact us.

101 Crawfords Corner Road
Suite 3400
Holmdel, New Jersey 07733
Main: 877 627 3772



March 10, 2023

Kathy Lenahan, Board Administrator
Zoning Department
Township of Cranford
8 Springfield Avenue
Cranford, NJ 07016

Planning Review Letter No. 1
PB-23-001 (Preliminary and Final Site Plan)
108 South Ave E, LLC, 112 South Avenue E, LLC, Boffard Holdings, LLC, VIBO Holdings, LLC, 2
Chestnut St, LLC & Iron Ore Properties, LLC
108-126 South Ave E; 32 High St; 2 Chestnut St
Block 478, Lots 2, 3, 4, 5, and 6; Block 483, Lot 18
Colliers Engineering & Design Project No. CDP-0011

Dear Ms. Lenahan:

As requested, our office has reviewed application PB 23-001, submitted by 108 South Ave E, LLC, 112 South Avenue E, LLC, Boffard Holdings, LLC, VIBO Holdings, LLC, 2 Chestnut St, LLC & Iron Ore Properties, LLC (the Applicant), seeking Preliminary and Final Site Plan approval to redevelop the existing property.

The following documents, which were submitted in support of the Application, have been reviewed:

1. Letter entitled, "Major Preliminary & Final Site Plan Approval (the "Application"), 108 South Ave E, LLC, 112 South Avenue E, LLC, Boffard Holdings, LLC, VIBO Holdings, LLC, 2 Chestnut St, LLC & Iron Ore Properties, LLC (collectively, the "Applicants"), Block 478, Lots 2-6, Block 483, Lot 18 (collectively, the "Property"), 108-126 South Ave. E; 32 High St., 2 Chestnut St. Cranford, NJ 07016), prepared by Jason R. Tuvel, Esq., of Prime & Tuvel, dated March 3, 2023.
2. Letter entitled, "Major Preliminary & Final Site Plan Approval (the "Application"), 108 South Ave E, LLC, 112 South Avenue E, LLC, Boffard Holdings, LLC, VIBO Holdings, LLC, 2 Chestnut St, LLC & Iron Ore Properties, LLC (collectively, the "Applicants"), Block 478, Lots 2-6, Block 483, Lot 18 (collectively, the "Property"), 108-126 South Ave. E; 32 High St., 2 Chestnut St. Cranford, NJ 07016), prepared by Jason R. Tuvel, Esq., of Prime & Tuvel, dated November 10, 2022.
3. Development Application, including Form Nos. 01, 09, 10, 15, 17, 18. Dated November 10, 2022.
4. Document entitled, "Statement of Applicant," no date.
5. Development Application to the Union County Department of Economic Development, dated November 11, 2021.

6. Letter entitled, "Brandon Boffard, 108, 112, 118, 122-126 South Avenue East & 32 High Street, Block 478, Lots 2-6, County File # SP 111-21," prepared by Kamal Saleh, PP, AICP of County of Union Department of Economic Development. prepared December 7, 2021.
7. Copy of Permit No. 2003-21-0002.1 LUP 210001 from New Jersey Department of Environmental Protection for Flood Hazard Area Verification and Flood Hazard Individual Permit. Approval date: May 24, 2021, expires May 23, 2026.
8. Title Search, dated September 27, 2022.
9. Copy of Township Resolution No. 2022-244, memorialized May 24, 2022.
10. Traffic Impact Study, prepared by Nick Verderese, PE and Justin P. Taylor, PE, PTOE of Dynamic Traffic, dated November 8, 2022.
11. Document entitled, Stormwater Management Statement, prepared January 26, 2023, by Bahram Farzaneh, PE, PP.
12. Plans entitled, "Preliminary and Final Site Plan for 108-126 South Avenue East, 32 & 41 High Street & 2 Chestnut Street, Block 478, Lots 2, 3, 4, 5, and 6, Block 483, Lot 18, and 17.01," prepared by Bahram Farzaneh, PE, PP, of French & Parrello Associates, dated February 19, 2021, and revised through March 1, 2023, consisting of 15 sheets.
13. Plans entitled, "Proposed Mixed Use Development," prepared by Avelino Martinez, RA, of Blackbird Group Architects, LLC, dated March 1, 2023, consisting of 9 sheets.
14. Document entitled, "South Avenue Redevelopment--Energy Efficiency and Sustainability Features," prepared by Iron Ore Properties, dated November 8, 2022.
15. Document entitled, "Your Green & Healthy Home."
16. Plans entitled, "Topographic Survey, Tax Lot 18, Block 483" prepared by John J. Butler, PLS of Butler Surveying & Mapping, Inc., dated February 9, 2016, and revised through November 7, 2022, consisting of 1 page.
17. Plans entitled, "Topographic Survey, Tax Lots 2, 3, 4, 5 & 6, Block 478," prepared by John J. Butler, PLS of Butler Surveying & Mapping, Inc., dated February 9, 2016, and revised through November 7, 2022, consisting of 1 page.

A. Existing Conditions

The subject area consists of two non-contiguous tracts, the first located along South Avenue East and High Street ("the Block 478 tract"), and the second located at the easternmost terminus of Chestnut Street ("the Block 483 tract"). Both sites are located within the Township's South Avenue & Chestnut Street Rehabilitation Area, specifically Subdistrict 1. (The Board should note that a previous application recently before the Board involved Subdistrict 2). The Block 478 tract contains approximately 35,000 square feet and contains several commercial structures. The Block 483 tract contains approximately 5,080 square feet in area and contains a residential structure.



Figure 1: Nearmap image of the sites, with the property boundaries approximated.

The Block 478 tract has frontage along South Avenue East and High Street. Surrounding uses include commercial development to the west and northwest, mixed use developments to the southwest and east, a place of assembly to the south, and surface parking for the NJ Transit rail station to the north. The Block 483 tract is located on the south side of Chestnut Street and is adjacent to a municipal parking lot to the west, the Rahway River to the east, and residential development to the north.

B. Applicable Land Use Controls

The subject tract composes the entirety of the South Avenue & Chestnut Street Rehabilitation Area's Subdistrict 1. The redevelopment plan for this area governs the use, bulk standards, design criteria, and building requirements of the site. Based on the redevelopment plan, any design or performance standards not addressed within the redevelopment plan relies on the applicable design and performance standards set forth in the Township's Land Development Ordinance.

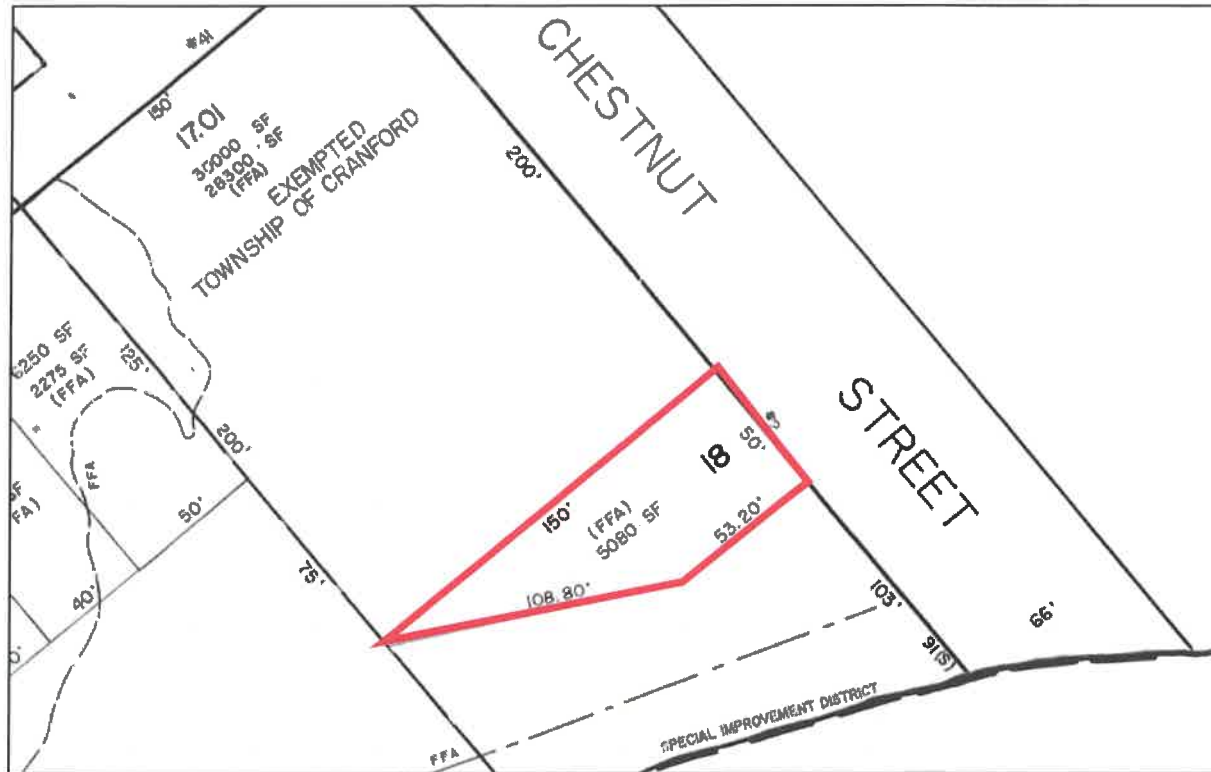


Figure 2: Tax Map of the site, with the Block 483 tract, boundaries approximated.

C. Proposed Conditions

The Applicant proposes to redevelop the existing site in accordance with the Township's redevelopment plan, which was prepared January 19, 2022, and adopted February 22, 2022. The proposed development would replace the existing structures with an inclusionary four-story inclusionary mixed-use structure on the Block 478 tract, containing 55 residential units and 5,672 square feet of retail space. Of the 55 residential units, 9 are reserved for low or moderate income households. The proposed development will also construct a surface parking lot on the Block 483 tract. The proposed uses are permitted by the Redevelopment Plan and the underlying zone.

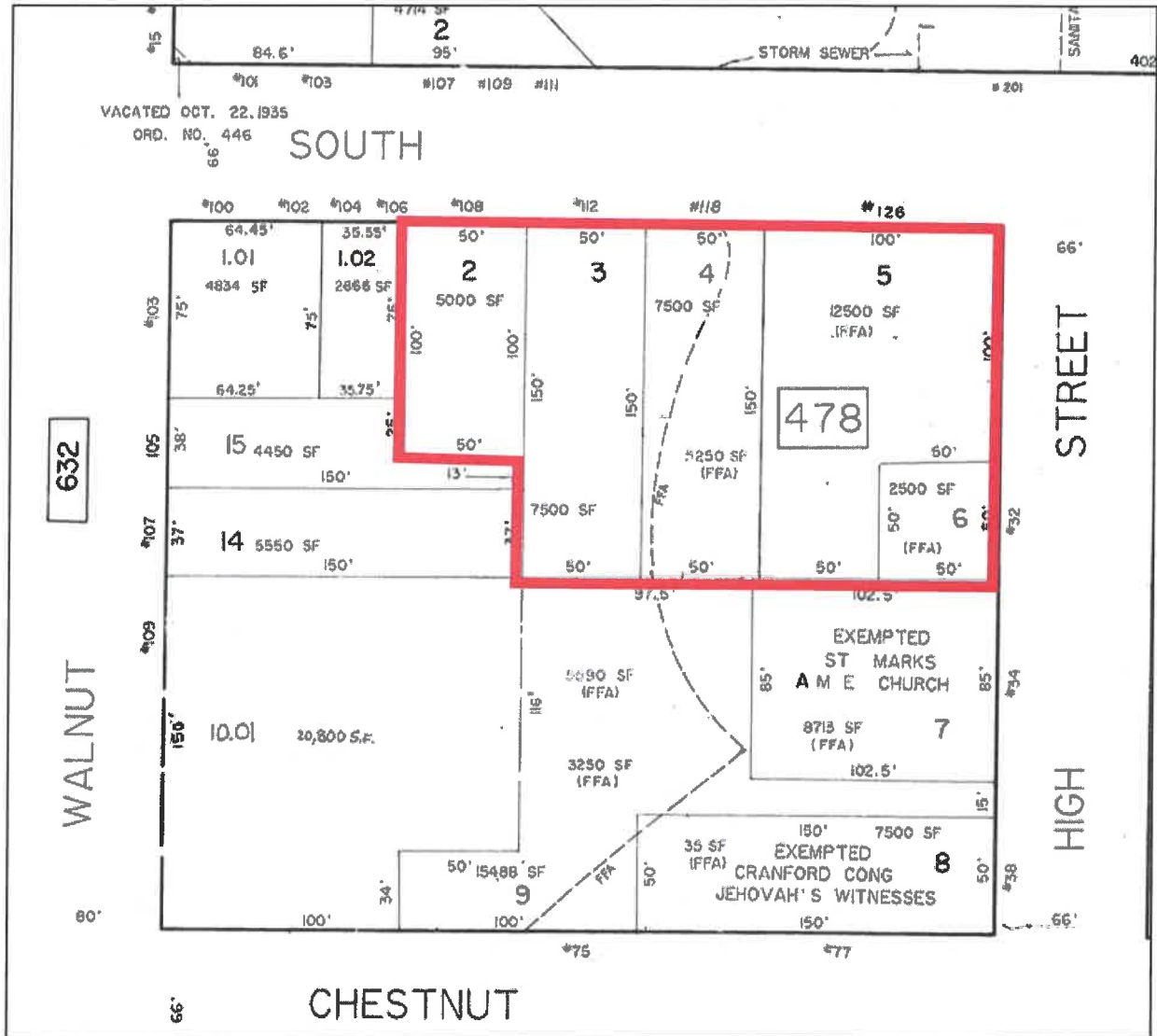


Figure 3: Tax Map of the site, with the Block 478 tract boundaries approximated.

BULK REQUIREMENTS - SUBDISTRICT 1		
	Required	Proposed
Minimum Lot Area (acres)	0.75	0.92*
Minimum Building Setback to South Avenue Curb Line (ft)	9 from face of curb (incl 8 foot sidewalk clearance and intermittent 2 feet of landscaping/planters along building)	9.8
Minimum Side Yard Setback from Curb Line of Walnut Avenue** and High Street (ft)	10 from curb line (incl. 8 foot sidewalk clearance and 2 foot interstitial zone adjacent to the building facade), or 0 foot for other areas.	13.4' High Street 0' Side Line
Minimum Rear Yard Setback (ft)	9 feet between buildings or 5 feet between curb or property line, whichever is nearest, and building facades	9
Maximum Building Height (stories)	4	4
Maximum Building Height (ft)	55	*
Maximum Building Coverage	90%	75.8%*
Maximum Lot Coverage	96%	96%*
Minimum Non-Residential Component	8,000 square feet	5,672*****
Maximum Dwelling Units	55	55
Minimum Ceiling Heights (feet)	12 ground story 9 upper story	13.5 ground 9 upper stories
Minimum Privately Owned Public Open Space (sq. ft.)	1,500	n/a***
Minimum Bicycle Spaces (indoor)	0.25/dwelling unit (14 required) 1 per 10 employees of Restaurant Use (not proposed) 1 per 3,000 sq. ft. of professional office space (not proposed)	16
Minimum Bicycle Spaces (outdoor)	0.1/dwelling unit (6 required) 1 per 25 seats of Restaurant Use 1 per 3,000 sq. ft. of professional office space and other uses (2 required)	9
Minimum Off-Street Parking Spaces	1.4/dwelling unit (77 required)	57 (Off-street Block 478)* 10 (Off Street Block 483)* 6 (New On Street Block 483)* 5 (New On Street Block 478)*

BULK REQUIREMENTS – SUBDISTRICT 1		
	Required	Proposed
Minimum EVSE/Make Ready Parking Spaces	15% of required spaces (12 total) 5% of EVSE to be ADA accessible (1 total)	12
Building Transparency	35% ground floor 30% upper floors	40.68% ground floor 32.11% upper floors
<p>*Applicant shall clarify. See comments in Section F of this Report.</p> <p>**Redevelopment plan appears to incorrectly reference the side streets. Section 4.4 A1 states that the primary facade shall front on South Avenue, so presumably the front yard setback applies to South Avenue. Section 4.4A3 regulating side yard setbacks, however, provides the required setbacks for "all facades along South Avenue and High Street." Considering that the Redevelopment Plan states that the primary facade shall face South Avenue, and because this subdistrict contains additional frontages along Walnut and High Streets, it is my assumption that the side yard setbacks would apply to those sides.</p> <p>***Provided as part of the previous application in Subdistrict 2.</p> <p>****While only 5,672 square feet of nonresidential space is provided, the Applicant has indicated that adjacent lots 1.01 and 1.02 (not included in this Application, but part of Subdistrict 1) contribute an additional 7,500 square feet of non-residential space.</p>		

D. Variances

The Applicant has not requested any variances as part of this application.

E. Waivers/Exceptions

The Applicant has not requested any waivers or exceptions as part of this application. As noted in the following section, however, the Applicant will require a de minimis exception from the off-street parking requirements, which, while compliant with the redevelopment plan, are less than those required by the statewide Residential Site Improvement Standards (RSIS).

In addition to the above, the Applicant should be prepared to provide testimony to the questions raised in the following section of this letter as additional exceptions may be required.

F. Comments

General

1. The Applicant shall provide evidence of all outside approvals.
2. The total lot area shown in the bulk chart appears to only account for the Block 478 tract, and not the Block 483 tract. As such, it is not clear if the remaining calculations, including lot

coverage, are based on the entire site, or just the Block 478 tract. The Applicant shall clarify, and revise plans accordingly.

3. The applicant shall provide testimony on the height of the proposed building. As noted in the redevelopment plan, "Building height shall be determined by the vertical distance from the average finished grade to the highest point of the roof surface....Notwithstanding the foregoing, for any properties located in a flood zone or Flood Hazard Area the building height shall be measured from the vertical distance from the Grade Plane to the highest point of the roof surface of a building." The architectural plans measure the building from the top of the parapet to the ground floor elevation. The plans suggest that the building is located within a flood hazard area, so the grade plane measurement should be included on the architectural plans.
4. Per 4.10A10, awnings and canopies shall be permitted not more than 4 feet beyond the façade of the structure to which they are attached. While a 4-foot measurement is shown in the plans, it appears to be from the property line, and not the building façade. The Applicant shall provide these measurements from the building façade to which the canopy is attached to clarify if a design exception is required.
5. In addition to the above comment, the Redevelopment Plan requires that any canopy overhanging a public right-of-way cannot be permitted without express consent of the Township Committee (4.10 A 10). This should be a condition of approval.
6. The proposed off-street surface parking lot on the Block 483 tract will be accessible via the adjacent municipally owned Lot 17.01. The Applicant should provide testimony as to whether an access easement has been prepared.
7. Similarly, the internal driveway on the Block 478 tract appears to connect to the driveways and parking of adjacent properties. The Applicant should provide testimony as to whether an access easement has been prepared.
8. Pursuant to the sustainable development requirements of the redevelopment plan, the Applicant is required to evaluate the feasibility of adding photovoltaic solar panels on each building roof and provide the Township with the evaluation and all underlying information. The Applicant shall provide testimony demonstrating compliance with this requirement.

Landscaping and Lighting

9. Per section 4.11 G 1 of the redevelopment plan, street shade trees shall be planted along the street at regular intervals. Small trees with a canopy spread of 30 feet, such as those proposed, are to be planted 30 feet on center. One existing tree is proposed to remain on High Street, and 4 trees are proposed along South Avenue East, with each of these trees spread more than 30 feet apart. Considering that this tract contains 400 feet of frontage, additional street trees shall be provided. The Board should note that similar to the previous application for Subdistrict 2, the Applicant required an exception due to the sight triangle

easement. While a large sight triangle easement exists along High Street, there may be room to provide an additional tree; the Applicant shall clarify.

10. Similarly, the trees along South Avenue East are spaced more than 30 feet apart. The Applicant shall clarify if additional trees can be provided, or if an exception will be required to ensure spacing between trees and street lights.
11. The redevelopment plan encourages brick or Belgian block pavers at the perimeter of tree pits. The plans do not appear to show any paver edging. The Applicant shall clarify.
12. The Applicant should consider additional plantings along the rear of the building to screen the amenity deck from the adjacent properties.
13. The lighting appears to go from as high as 1.1 footcandles at the rear property line shared with Lot 9 to 0 on Lot 9. It is not clear how this light is being screened or shielded. The applicant shall clarify.

Parking/Loading

14. The plans submitted by the applicant included a Traffic Impact and Parking Assessment which appears to be applicable to the other subdistrict of this redevelopment area. We defer to the Board's traffic expert if additional documentation or if a corrected memo is required.
15. The redevelopment plan requires bicycle racks be at least 2 feet in all directions from a wall, door, landscaping, or other obstruction (4.6 B 3 f). The Applicant shall provide measurements for the outdoor bicycle racks to demonstrate compliance.
16. As it is not entirely clear from the plans provided, the Applicant should provide testimony identifying and quantifying the number of existing on-street parking spaces, versus the number of new on-street parking spaces that will be generated by this development.
17. The Board shall note that per redevelopment plan, the size and style of bicycle racks shall be approved by the Planning Board.
18. The Applicant has correctly calculated that 12 parking spaces, as part of the residential component, shall be "made ready" for EV charging. Under the new state requirements, a minimum of 4 spaces shall have EV charging equipment installed. The Board should note that pursuant to the new state requirements, the remaining spaces shall have EV charging equipment installed within the time frames specified in the legislation.
19. The 55 off-street parking spaces proposed by this development complies with the redevelopment plan, however, it is less than required under the Residential Site Improvement Standards, and therefore a de minimis exception will be required.

Building Design

20. The Applicant is encouraged to bring in examples of building materials and/or provide conceptual renderings of the proposed building.
21. Apartment unit layouts are not provided in the plans. These details should be provided to confirm that the affordable units meet accessibility requirements.
22. The Applicant shall provide testimony on the 1 bedroom with den spaces, and what measures will be taken to limit conversions to a second bedroom space.
23. The redevelopment plan has very specific requirements related to openings (doors, windows) and façade treatments (see pg. 22 et. seq.). The Applicant shall provide testimony on the proposed design, and plans should provide details to demonstrate compliance.

Should you have any questions concerning the above comments please do not hesitate to contact my office. We reserve the right to make additional comments based upon further review or submission of revised plans or new information.

Sincerely,

Colliers Engineering & Design, Inc.
(DBA Maser Consulting)



Nicholas Dickerson, PP, AICP, CFM
Board Planner

cc: Molly Hurley Kellett, Esq., Planning Board Chair (via email)
Jonathan E. Drill, Esq., Planning Board Attorney (via email)
Jacqueline Dirmann, Planning Board Engineer (via email)
Ty Apgar, Township's Engineering Consultant (via email)
Maurice Rached, Township's Traffic Expert (via email)
Michael Ash, Esq., Township's Redevelopment Attorney (via email)
Ryan Cooper, Esq., Township Attorney (via email)
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