



**Bright View Engineering**  
*Moving you forward*

**VIA E-MAIL (awaters@bloomfieldwpnj.com)**

Updated February 19, 2024

Amanda Waters  
Secretary to the Planning & Zoning Boards  
Township of Bloomfield  
1 Municipal Plaza, Room #203  
Bloomfield, NJ 07003

**Re: 78-88 Locust Avenue**  
**Block 129, Lot 70**  
**Project No.: 231155**

Dear Ms. Waters:

As requested, Bright View Engineering (BVE) has reviewed the additional information regarding the above referenced project. Specifically, the following documents were reviewed:

- Site Plan entitled “Preliminary and Final Major Site Plan Application, Proposed Multi-Family Residential Development – 78 Locust Avenue, (Block 129, Lot 70)” prepared by Neglia Engineering Associates **revised February 8, 2024**, 23 sheets.
- Architectural Plans entitled “78-88 Locust Avenue...Proposed 6-Story 44 Unit Multifamily Building w/ Parking on a Vacant Lot” prepared by AB design studio, inc, revised October 18, 2023, 14 sheets.
- Architectural Plans entitled “78-88 Locust Avenue...Proposed 6-Story 44 Unit Multifamily Building w/ Parking on a Vacant Lot” prepared by AB design studio, inc, **revised February 7, 2024, sheets T.01,A0.11, A.1.00, A1.10, & A1.20**
- “Traffic and Parking Study, Proposed Multifamily Residential Development, Block 129, Lot 70” prepared by Dynamic Traffic **revised February 16, 2024**.

The proposed project consists of constructing a 44 unit residential building mid-block between Locust Avenue and Willow Street. Vehicle access to the site is proposed via full movement driveways to both Locust Avenue and Willow Street, although the two access points are not connected.

With regard to the above referenced information, BVE offers the following comments. For ease of reference, our original comments are provided in *italics* and any additional commentary in regular text:

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### **Site Plan & On Site Circulation**

1. *Sight Triangles for the proposed driveways should be shown on the plans to confirm adequate sight distance is available.*

Comment remains.

2. *It is unclear from the information provided if the ground floor parking adjacent to Locust Avenue is open to the air or enclosed by a structure. It is also unclear the height of the landscaping proposed between the building and Locust Avenue. Please clarify. Of particular concern is the available sightlines for the two parking spaces closest to Locust Avenue.*

Comment remains.

3. *The architectural plans include spaces for dens in some of the units. Additional information / testimony should be provided on the intended use of this space including the likelihood these areas could be used as additional bedrooms.*

Comment remains.

4. *Information regarding if and how spaces will be assigned to the various units should be provided, including if and how the compact, ADA and EV spaces will be assigned. Specifically, the following items should be addressed with regard to how parking may be allocated:*
  - a. *It appears there are 6 compact, 21 standard, 28 tandem (14x2) 1 ADA, 1 Van Accessible ADA, 1 ADA EV, 3 Compact EV and 6 Standard EV spaces proposed to accommodate 44 units. Assuming the 14 sets of tandem spaces must be assigned to a single unit, that leaves 39 spaces to accommodate 30 units, 18 of which have some sort of restriction on their use. Please provide justification for how the parking breakdown was determined, including what provisions will be in place to make efficient use of the parking provided. Will tenants be asked to change spaces when a new tenant with a specific vehicle type moves in?*

The updated site plans include the following parking space breakdown:

5 compact, 19 standard, 24 tandem (12x2) 9' wide tandem spaces, 8 (4x2) 8' wide tandem, 1 ADA, 1 Van Accessible ADA, 1 ADA EV, 4 Compact EV and 8 Standard EV for a total of 71 physical spaces. Assuming the 12 sets of 9' tandem spaces and 4 sets of 8' tandem spaces must be assigned to a single unit, that leaves 39 spaces to accommodate 28 units, 20 of which have some sort of



restriction on their use. Please address our prior comments with regard to the assignment of spaces and methodology of how the available spaces will be used efficiently.

In addition, we note that 4 pairs of the tandem spaces are 8' wide. Please provide justification for the use of 8' wide tandem spaces, including how the inclusion of these spaces comports with the Township's requirements for compact parking spaces, which require compact spaces to be 8.5' wide. Also, 20% of the required spaces ( $82 \times 20\% = 16.4$  spaces) are permitted to be compact spaces whereas 17 compact spaces are proposed.

In addition, the site plans and architectural plans show a discrepancy in the number of tandem spaces in the surface lot. Please clarify.

- b. Is there an area proposed for staging vehicles for the tandem spaces when a vehicle needs to be moved to access the inner parking space?*

Comment remains.

- 5. Information on how trash pickup is proposed to be handled should be provided to the board including the anticipated frequency of pickup given the number of units and size of the trash room. Also, will recycling be stored in the same room as the trash?*

Comment remains.

- 6. The Parcel Van turning template includes a template for a van to back into the area on the far east of the site. Is it the applicant's intent to provide loading / unloading in this area or only from within the parking structure?*

Comment remains.

- 7. The Fire Truck Turning Template shows the fire truck entering the site from Willow Street perpendicular to the street. Please update the template to show the fire truck turning from Willow Street into and out of the driveway to confirm the vehicle can make the turn into the driveway.*

Comment remains.

- 8. We recommend the applicant seek comments from the Township Fire Official regarding the ability to fight a fire from the locations identified. This should include whether sufficient space is available for a ladder truck with the out riggers extended and if the fire department has an opinion on providing EV spaces within the parking structure.*

Comment remains.



9. *Additional information / testimony should be provided indicating the clearance height for vehicles entering the structured parking and the height of the highest anticipated vehicle within the structure.*

Comment remains.

### **Traffic and Parking Study**

10. *The traffic impact study indicates that the site will generate 14 trips during the morning peak hour, 13 trips on the evening peak hour, and 18 trips on Saturday. These rates are consistent with ITE 11<sup>th</sup> Edition projections for a 44 unit residential development close to rail transit. We note that utilizing rates not close to rail transit result in slightly higher, but consistent, peak hour values. Given the expected volumes on Locust Avenue and Willow Street, we anticipate acceptable levels of service at the site driveways. The applicant should provide testimony regarding the anticipated operation of the site driveways.*

Testimony to be provided.

11. *The applicant should provide testimony regarding how the existing time-based one-way restriction on Locust Avenue will affect access to/from the proposed development. Specifically, the following items should be addressed:*
  - a. *Will any signs be posted on site to remind drivers of the restrictions?*
  - b. *Parking is permitted on the eastbound side of Locust Street, but flow is restricted to one-way westbound from 7:30 AM – 9:00 AM and 3:00 PM to 4:00 PM. If residents of the proposed development park along Locust Street overnight, how will these vehicles exit Locust Street during the one-way operation?*

Testimony to be provided.

12. *The Traffic Study includes parking observations taken in the area surrounding the site from 5 PM to 11 PM on Tuesday, October 3, 2023, concluding that there is a minimum of 57 available parking spaces available on the street within walking distance. With regard to the provided parking observations, please address the following:*
  - a. *Parking count data should be provided for late Saturday night / early Sunday morning, when the majority of residents in the immediate area are home. At a recent site visit, this office noted a maximum of 7 spaces were available on Willow Street early on Sunday morning as opposed to the 13 spaces noted in the traffic study.*

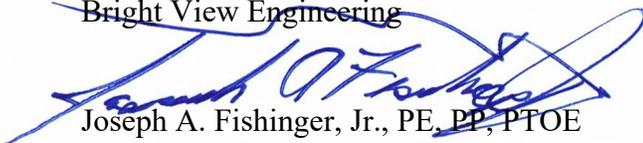


- b. *Parking count data should be provided for a typical weekday morning / mid-day, specifically along Locust Avenue. While parking along Locust Avenue appears to be available overnight, this office has concerns that parking during typical school hours is limited due to the operations of the elementary school.*
- c. *Parking along Willow Street is restricted to permit parking only from 2 AM to 5 AM. Please clarify if residents of the proposed development are anticipated to obtain resident parking permits and the effect additional parking permits will have on the parking supply on Willow Street.*

The updated Traffic and Parking Study provides additional on-street parking data for the time periods requested above, concluding that a minimum of 26 spaces are available on-street based on the data collected. We recommend testimony be provided summarizing the results of the parking study and the items identified above.

I trust this information will assist the Board as it considers the proposed application. I will be present at the upcoming Zoning Board of Adjustment meetings regarding this project to answer any questions the Board may have. If you have any additional questions or comments, I can be reached at 908-421-4674 or via email at JFishinger@BVEngr.com.

Sincerely,  
Bright View Engineering



Joseph A. Fashing, Jr., PE, PP, PTOE  
Director of Traffic Engineering

[https://bvengr.sharepoint.com/sites/bvengr/proj/231155-Bloomfield-78-88Locust/3-Correspondence/231155 Review--2-19-24.docx](https://bvengr.sharepoint.com/sites/bvengr/proj/231155-Bloomfield-78-88Locust/3-Correspondence/231155%20Review--2-19-24.docx)