

March 6, 2026

via email

Chatham Borough Planning Board
54 Fairmount Avenue
Chatham, New Jersey 07928

Re: AJDM Chatham, LLC
39 River Road
Block 140, Lots 7.01, 8, 9 and 10
Application No. PB -26-01
Our Project No. 26CHP-101

Dear Mrs. Favate and Members of the Board:

This office is in receipt of the application package submitted in connection with the above referenced project, which includes the following plans and project reports:

- Preliminary and Final Site Plan drawings prepared by Langan Engineering and Environmental Services, LLC, consisting of fourteen (14) sheets dated January 15, 2026.
- Architectural drawings prepared by Minno Wasko Architects and Planners, consisting of ten (10) sheets dated January 16, 2026.
- Landscape plans prepared by Melillo Bauer Carmen Landscape Architecture, consisting of ten (10) sheets, with the first sheet being undated and sheets L-1 through L-9 dated January 15, 2026.
- Boundary and Topographic Survey prepared by Matrix Newworld dated March 15, 2017 and revised through November 5, 2025.
- Stormwater Management Report prepared by Langan Engineering and Environmental Services, LLC dated January 15, 2026.
- Stormwater Maintenance Plan prepared by Langan Engineering and Environmental Services, LLC dated January 15, 2026.
- Traffic Impact Assessment prepared by Dolan & Dean Consulting engineers dated January 15, 2026.
- Community Impact Assessment prepared by Langan Engineering and Environmental Services, LLC dated January 16, 2026.
- Environmental Impact Assessment prepared by Langan Engineering and Environmental Services, LLC dated January 16, 2026.
- Well Head Protection Area Compliance letter prepared by Langan Engineering and Environmental Services, LLC dated January 15, 2026
- Application package with checklists and site photograph booklet.

This application seeks preliminary and final site plan approval, which includes the demolition and removal of the existing structures on the various parcels for the purpose of constructing a four-story,

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mixed-use development containing 100-unit residential units and ground floor retail spaces. We have the following comments and/or recommendations.

A. General

1. The property in question is located in the Gateway Affordable Housing Overlay 1 District and contains approximately 127,059 square feet or 2.92 acres, excluding the right-of-way of River Road. The properties are presently developed as follows:
 - a. Lot 7.01, which contains approximately 36,885.5 square feet, and Lot 8, which contains approximately 15,544 square feet, including the area of the right-of-way, presently contains a large soil stock pile that appears to be placed over the existing asphalt. The property contains other visible asphalt areas used for vehicle parking.
 - b. Lot 9 contains approximately 31,159.5 square feet, including the area of the right-of-way and is presently developed with a commercial use, formerly/present Pipe Works, which includes a 1-story masonry building and asphalt and gravel vehicle parking areas.
 - c. Lot 10 contains approximately 53,219 square feet, including the area of the right-of-way and is presently developed with a commercial use.
 - d. Under Application ZBA #17-13, the Zoning Board of Adjustment approved a site plan and use variance to permit First Student, Inc. to utilize Lots 7.01 and 8 for school bus and vehicle parking, while Lot 10 included school bus and vehicle parking, as well as vehicle maintenance. At the time of the application, Lot 9 was also being leased by First Student, but was prohibited from continuing the use as a condition of approval.
2. The proposed project will combine the above referenced tracts for the construction of a 4-story, mixed use building containing 96 residential apartment units on the upper three floors, 4 residential apartment units on the upper level garage floor, a lower level garage, associated amenity spaces and ground floor retail spaces fronting on River Road.
3. The 100-unit residential component will contain twenty (20) one-bedroom units; fifty-seven (57) 2-bedroom units; and twenty-three (23) 3-bedroom units. The plan indicates a retail area of 2,370 square feet; a storage area of 2,935 square feet and; a lobby/lease area of 9,375 square feet.
4. The project proposes a one-way access driveway loop at the central point of the u-shaped building. Access to the upper-level parking garage, which will contain 88 spaces, is provided off the center access loop. A secondary access driveway is proposed along the left or northeasterly side of the building. This driveway provides access to the open/at grade parking area, which will contain 31 parking spaces. A loading area is provided at the end of the parking aisle, as is access to the lower-level parking garage, which will contain 199 spaces. The garage parking areas are not otherwise connected.

B. Completeness



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1. *Checklist A, Item 7 requires a letter from the Borough Water and Sewer Department stating that all fees and charges are paid and current.* The application package only includes proof of utilities paid for Lots 9 and 10. Letters from the Borough for utilities paid for Lots 7.01 and 8 should be submitted prior to finalizing any approval by the Board.
2. *Checklist A, Item 8 requires a certificate from the Borough tax collector stating that taxes for the property have been paid and are current.* The certificate included in the application package for Lots 7.01, 8 and 10 indicates that the certification expires on February 11, 2026. A certificate of taxes paid for Lot 9 was not included in the application package submitted to this office. An updated certificate of taxes paid should be submitted for all of the tracts prior to finalizing any approval by the Board.
3. *Checklist A, Item 11 requires submittal of any prior resolutions of approval for the property either by the planning Board or the Zoning Board of Adjustment.* The checklist submitted with the application indicates that this item is not applicable. The Borough Use column indicates that there were two resolutions. It is our understanding that these resolutions are related to the First Student bus company, applications made to the Zoning Board of Adjustment. If available, these resolutions should be submitted to the Board for consideration.
4. *Checklist A, Item 15 requires a copy of any deed restrictions or easements that effect the property be submitted.* The checklist submitted with the application indicates that the checklist item is not applicable. The survey submitted with the application indicates that there is an easement to Jersey Central Power and Light on Lot 7.01, which will cover the amenity area at the rear appendage of the property. Documentation must be provided to the Board, prior to finalizing the approval, to confirm that the proposed improvements are permitted in the easement area.
5. *Checklist C, second part, Item 4 requires standard sheet sizes up to 24 by 36 inches.* The Applicant has requested a waiver to allow plan sheets that are 30 by 42 inches. This office recommends that a waiver be granted based on the size of the tract and scope of the project.
6. *Checklist C, second part, Item 7 and 8 (which are similar) requires a zoning analysis showing required, existing and proposed zoning conditions, variances and design waivers.* The checklist submitted with the application indicates that Item 7 has been provided and that a waiver is requested from Item 8. The January 22, 2026 letter from the Applicant's Attorney, which discusses checklist waivers on page 3, does not address this checklist request. The site plan drawings provide a detailed analysis of the required and proposed condition, but do not include an analysis of existing conditions. While perhaps not as critical on a redevelopment project, we would support a waiver provided a breakdown of the existing lot coverage, by material type, is provided.
7. *Checklist C, second part, Item 13 requires showing the location of all structures, mechanicals and any and all improvements.* The checklist submitted with the application indicates that the



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item has been submitted. We note that the plans do not show the location of all mechanical equipment; HVAC, standby generators, etc.

8. *Checklist D, Item 3 requires a letter from the Borough Water and Sewer Department stating that all fees and charges are paid and current.* The application package submitted to this office only includes proof of utilities paid for Lots 9 and 10. Letters from the Borough for utilities paid for Lots 7.01 and 8 should be submitted prior to finalizing any approval by the Board.
9. *Checklist D, Item 4 requires a certificate from the Borough tax collector stating that taxes for the property have been paid and are current.* The certificate included in the application package for Lots 7.01, 8 and 10 indicates that the certification expires on February 11, 2026. A certificate of taxes paid for Lot 9 was not included in the application package submitted to this office. An updated certificate of taxes paid should be submitted for all of the tracts prior to finalizing any approval by the Board.
10. *Checklist D, Item 5 requires submittal of any prior resolutions of approval for the property either by the planning Board or the Zoning Board of Adjustment.* The checklist submitted with the application indicates that this item is not applicable. The Borough Use column indicates that there were two resolutions. It is our understanding that these resolutions are related to the First Student bus company, applications made to the Zoning Board of Adjustment. If available, these resolutions should be submitted to the Board for consideration.
11. *Checklist D, Items 6, 7, 8, 9, 11 and 12 requirements for Final Site Plan Approval.* The Applicant has requested a waiver from providing Checklist D Items 6, 7, 8 and 11. Since the application is for preliminary and final site plan approval, the requirements of Checklist D Items 6 through 9 and 11 and 12 should be made a condition of any approval, to be satisfied prior to the issuance of a building permit and or the issuance of a certificate of occupancy, as applicable and determined by the Borough Engineer or the Zoning Official.
12. It is our recommendation that waivers of the above referenced items be granted for completeness only, subject to testimony and submittal of additional documentation as discussed above or as required by the Board and that the application be deemed complete.

C. Site Plan Drawings

1. The signature legend block on sheet CS001 should be revised at the Board's signature item to indicate that the plans have been approved by the Planning Board. The term Chairman should be changed to Chair. Also, the owner's name and signature, as well as the Applicant's Engineer and the Applicant, will need to be completed on any plans submitted to the Board for signature. Further, the term Borough Engineer should be changed to Board Engineer in the codes and ordinance jurisdictional certification item.



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2. Clarification is required with regard to the building height calculations. When calculated using the ground elevations provided on the grading plan inset on sheet CG101 and the roof elevation of 270.16, we calculate the building height in accordance with the building height definition under §165-10, to be 54.3 feet, where a maximum of 54 feet is permitted.
3. The table of zoning requirements on sheet CS001 should be revised as follows:
 - a. A footnote should be added to the minimum lot area item to indicate that the combined lot area indicated excludes the area within the right-of-way (50-foot wide along this section of River Road).
 - b. The table should include an item that analyzes the percentage of rooftop appurtenances and mechanical equipment setbacks in accordance with §165-35E(12).
 - c. In the guest parking calculation, the 199 required parking space figure should be corrected to 198 spaces.
 - d. The minimum car parking space size indicated in the table needs to be clarified. While a depth of 18 feet is indicated, the architectural plans indicate that there are offsets/jogs in the rear wall of both levels of the parking garage. The stall dimension is only provided for the deepest portion, with several parking spaces appearing to have a depth that is less than 18 feet. A design waiver appears to be required.
 - e. The table indicates that 21 bicycle parking stations are required; one per every 10 required parking space. The table does not indicate how many bicycles can be parked in the bike room.
 - f. A design waiver is required from §165-82B(1) where a landscaped area at least the size of a parking space is required for every ten (10) parking spaces. Three (3) landscaped areas are required at the at grade parking area and none have been provided. The design waiver should be listed.
 - g. A design waiver is required from §165-82B(3)(b) where all parking and loading areas and access drives are required to have granite block curbing. The site plan drawing indicates that the center driveway loop and the at grade parking area are to have concrete curb. It is noted that the driveway for the Ivy project utilized block curb. A design waiver should be listed if concrete curb is proposed.
 - h. A variance is required from §165-76.2E(2) where all ground-based mechanical equipment shall be setback a minimum of four feet from any property line and the transformer is set back 3.2 feet from the right, or westerly side yard.
4. Calculations should be provided to demonstrate that the lower-level parking garage is not considered a story above grade, based on the Borough's definition of a walk-out basement, which if classified as a walk-out, is considered a story.



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5. The index of drawings on sheet CS001 should be revised when submitted to the Board for signature to list the number of sheets in the set and the latest revision date for each of the various professional set of plans.
6. In accordance with the Electric Vehicle Supply/Service Equipment (EVSE) and Make-Ready Parking Spaces requirements, as a condition of preliminary site plan approval and noting that all parking space calculations for EVSE and Make-Ready equipment are to be rounded up to the next full parking space, the following is required for the residential component of the application:
 - a. Prepare thirty (30) Make-Ready electric vehicle parking spaces (15% of the required number of off-street parking spaces, rounded up) and install EVSE in at least ten (10) parking spaces (one-third of the 15% requirement, rounded up).
 - b. Within 3-years of the date of the issuance of the certificate of occupancy, install EVSE in an additional ten (10) parking spaces (one-third of the original 15% requirement rounded up).
 - c. Within 6-years of the date of the issuance of the certificate of occupancy, install EVSE in the final ten (10) parking space (one-third of the original 15% requirement).
 - d. At least 5% of the electric vehicle supply equipment must be accessible for people with disabilities. Therefore, two (2) of the required EVSE spaces need to be accessible for drivers with disabilities. The accessible EVSE spaces do not count towards the number of required accessible spaces regulated by ADA.
 - e. A parking space prepared with EVSE and Make-Ready equipment shall count as at least two parking spaces for the purpose of complying with the minimum parking space requirement, limited to a reduction of no more than 10 percent of the total required parking. Therefore, with the inclusion of the required electric vehicle parking spaces, it appears that the residential component of the project requires 188 parking spaces.
7. As discussed in the completeness review, a breakdown of the impervious surfaces by material type under both the existing and proposed conditions should be provided.
8. The following comments pertain to the site plan drawing, sheet CS101:
 - a. The pavement material within the circular driveway should be indicated. The type of curb proposed along River Road should also be indicated.
 - b. The Board may wish to consider, based on the turning exhibits provided on sheet CS102, as well as testimony, whether or not the width of the one-way driveway can be reduced, noting that a 24-foot wide driveway is typical for two-way traffic. With the wide driveway loop, the number and size of the regulatory signs may be appropriate, but could be perceived as sign clutter, or less aesthetic than more decorative enter, exit and one-way signs. The Board's Traffic expert should provide an opinion. *(Note that the plan for the*



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driveway loop currently show eight (8) regulatory signs, not including pick-up and drop-off only/no parking signs that will be required.)

- c. The driveway loop, as mentioned above, should include a minimum of three (3) no parking, drop-off and pick-up only signs of the same design as the signs placed at the Ivy.
 - d. The site plan drawing should indicate the location of the bollards proposed on the landscape plan to separate the vehicle pavement from the pedestrian pavement.
 - e. A sidewalk easement dedicated to the Borough will be required since the proposed sidewalk will be outside of the right-of-way. The easement should be shown and labeled.
 - f. The Board should consider the sidewalk material proposed between the driveway loop exit and the northeasterly driveway. Presently, the plan calls for pavers within this area, which will extend to the proposed building, and a 5-foot wide concrete sidewalk along the remaining frontage of the property. A portion of the paver sidewalk will be in the Borough's sidewalk easement.
 - g. The 5-foot wide public/accessible path should be delineated and maintained; not blocked by seating, planters or similar store front accessories.
 - h. The 90° curb cut-out at the westerly side of the existing E inlet near the entrance driveway should be eliminated and replaced with a 5-foot flared taper to better facilitate street sweeping at the inlet.
 - i. The plan indicates that the existing fence on the southern, western and eastern property boundary is to remain. Based on the boundary and topographic survey, a significant portion of the fence does not appear to be on the Applicant's property. Testimony on the ownership and condition of the fence should be provided.
9. The sight line triangles shown on the bottom of sheet CS101 do not show existing conditions within the shaded sight line areas. This is particularly a concern at the easterly driveway where the sight line may go through fencing and landscape areas.
10. As indicated in the truck turning exhibits on sheet CS102, the 3-point turnaround maneuver required for garbage and typical moving trucks, while possible, will be tight. Has there been any consideration to extending the K-turn area to the northeast? By adding an additional 10 feet the k-turn area would be closer to the general rule-of-thumb of 2.5 times the length of the truck. Testimony should be provided.
11. The following comments pertain to the grading plan, sheet GC101:
- a. While well prepared, the proposed contour lines on the grading plan are generally extended out to the property lines, leaving little room for errors associated with creating the contour lines from surface points. Is there the ability to terminate the grading at 1 to 2



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feet from the property line to allow for a typical half-interval variation? Testimony should be provided.

- b. Top of curb elevations, as well as the bottom of curb elevations should be provided along River Road. The spot grades provided appear to match the existing profile of the road. A minimum slope of 0.5% should be maintained.
 - c. Proposed spot grades should be provided at the northerly side of the crosswalk at the easterly driveway to verify a maximum cross slope of 2%.
 - d. Spot grades, including top and bottom of curb elevations, should be provided at the ADA curb ramps adjacent to the retail portion of the building to demonstrate compliance with the accessibility standards. Also, an additional spot grade should be provided at the end of the ADA stall to demonstrate the slope within the ADA parking area.
 - e. Grading at the crosswalk in front of the lower-level parking garage is somewhat problematic due to the location of the parking garage access door and the parking garage service doors. Sections of the curb line will have very little to zero slope. It is requested that the Applicant's Engineer take a second look to see if a minimum slope of 0.5% can be maintained along the curb line in order to help prevent potential ponding.
 - f. An additional grading note should be provided to indicate that the maximum cross slope on any sidewalk shall be 2.0% and the maximum running slope on any sidewalk shall be 5.0%. General note 11 from the site plan sheet regarding ADA requirements should also be included in the grading notes, noting that the grading notes presently skip from Note 9 to Note 12.
12. The following comments are related to the grading and drainage design within the center access driveway loop:
- a. The section of driveway pavement between the curb line that runs through the center access driveways and the crosswalk stripes appears to have a cross slope of around 9% to 10% in both locations. The asphalt driveways then need to transition to a maximum cross slope of 2% within the crosswalk before changing again to slopes in excess of 6%. We believe constructing an asphalt driveway to these slopes, in short transitions, will result in much hand work and will be problematic.
 - b. While the entrance drive at the Ivy does not contain curb, we would recommend maintaining the drop curb for this project to help with the grades. Also, consideration should be given to setting the driveway slope at 2% from the curb to the back edge of the crosswalk.
 - c. From the back edge of the crosswalk, we would recommend a maximum slope on the access driveway of 5.0%. This will require eliminating the forced low points at proposed catch basins CB-1 and CB-2, which are problematic. The forced low points create the



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unnecessary steeper slopes and the inlets appear to catch very little of the driveway in the present locations.

- d. Catch basins CB-1 and CB-2 should be moved closer to the proposed crosswalk locations to maximize the area of driveway collected. Also, the minimum pipe size of the drainage run between these catch basins, and subsequently the connecting runs, should be increased to 12-inches. An 8-inch pipe is acceptable for roof leader runs.
 - e. A 2-foot sump should be indicated for catch basins CB-1 and CB-2.
13. The drainage design includes multiple concentrated discharge points close to the rear property line, as well as a stone chute to handle surface flows from the at grade parking area. The following comments pertain to the stormwater discharge points and are subject to any specific stormwater management comments below or provided separately:
- a. Can the entire (excluding the end transitions) length of the riprap apron at the bottom of the retaining wall at the rear of the property be set at the same elevation, with the same scour hole invert? It appears the 210.20 elevation can reasonably be established across the entire length to help further spread any overflow.
 - b. Can a continuous trench drain be placed along the curb line at the end of the parking aisle to collect runoff rather than attempting to have surface flow run over the riprap level area? It should be expected that debris will build up as it is caught in the rocks. The trench drain could be connected to inlets with catch basin sump and discharge at multiple points to the riprap scour hole system along the rear retaining wall. It appears the wall could be extended as necessary.
14. The following comments pertain to the proposed utility connections as shown on sheet CU101 of the plans:
- a. The plan indicates that the gas service will enter the building near the center of the westerly wing at the utility room. The plan does not indicate where the location of the gas meters will be placed. If the meters are to be located on an exterior wall, consideration should be given to placing the meters along the westerly side of the building.
 - b. The plan indicates that a transformer will be placed in the westerly side yard and that the electric service will enter the building near the northwest corner at the utility room. The plan does not indicate where the location of the electric meters will be placed. If the meters are to be located on an exterior wall, consideration should be given to placing the meters along the westerly side of the building.
 - c. The plan indicates that the domestic and fire service water lines will enter the building near the northeast corner of the westerly wing at the utility room. The plan does not indicate where the location of the water meters will be placed. If the meters are to be



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- located on an exterior wall, consideration should be given to placing the meters along the easterly side of the westerly wing of the building.
- d. The plans do not indicate where the backflow prevention device will be placed. Any backflow prevention system should be located inside the building mechanical room. If an exterior enclosure is required, the location and method of screening should be subject to approval of the Board.
 - e. The plans indicate that there will be a new sewer lateral installed from each wing of the building. Doghouse type manholes are proposed at each location to facilitate the connection to the existing sanitary sewer in River Road.
 - f. Consistent with utility note 13, the existing sewer main should be video inspected to determine the location of the existing building sewer laterals in order to properly plug these connections. If there are existing laterals in reasonable proximity to the proposed connection, we would recommend placing the new manholes at these locations in order to minimize openings in the existing sewer main.
15. The following comments pertain to the soil erosion and sediment control plan, sheets CE101 and CE501:
- a. A separate leader note should be used to indicate the typical silt sack location since a legend is not shown on the plan.
 - b. The dimensions indicated on the rock chute detail do not match the plans. The detail indicates an overall chute length of 25.5 feet, with 4-foot level areas at the top and bottom of the chute connected by a 17.5-foot long sloped section, while the plan indicates a chute length of approximately 10 feet. The detail also indicates the sloped/chute portion at a 0.4% slope, while the grading plan indicates a 2.5 to 1 slope, or 40%.
 - c. Haybales should be added to the various discharge points, or super silt fence installed along the rear property line.
16. The following comments pertain to the lighting plan, sheets LL101 and LL501:
- a. The post top fixture 'A' listed in the lighting schedule indicates a color temperature of 3,000K while the IES File column indicates 40K, which refers to a CCT of 4,000K. A maximum of 3,000K should be specified.
 - b. The at grade parking area is proposed to be lit by three building mounted lights. The plan indicates that the lights will be mounted at a height of 15 feet, which will place the lights basically between and adjacent to the windows of apartment units. The parking lot lighting should be revised to include pole mounted fixtures set below the height of unit windows, fitted with house side shields and or moved to the opposite side of the parking area (with house side shields) and directed to light only the parking area. The sidewalk



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may need to be lit with bollards as necessary. Wall sconce type lights may be more appropriate at the garage entrances.

- c. The sidewalk area that runs along the westerly side of the building is proposed to be lit by seven building mounted lights. These lights, based on the architectural elevations, will be at differing heights, sometimes above the first apartment floor. Can the sidewalk be lit with bollards and the stairway door with a sconce to eliminate or minimize disturbance to residential units and reflectance off the side of the building?
 - d. Similarly, the sidewalk that runs along the rear of the building is proposed to be lit with five building mounted lights. While below unit windows, we question whether or not it would be more appropriate to light the sidewalk with bollard or pedestrian scale pole mounted fixtures that could direct light reflectance off the building.
 - e. With the exception of the 12 round cylinder wall mount fixtures, which appear to have the ability to tilt up to 40°, the lighting plan for the access loop and River Road frontage appears to be similar in design as the main entrance and street frontage as the Ivy. Testimony should be provided to confirm the need for the wall mounted lights. The Board members may wish to confirm through experience and or a sight visit to the Ivy that the lighting plan along the frontage of the property is appropriate in scale.
 - f. Testimony should be provided with regard to the rear yard patio area, which appears to propose dusk to dawn lighting, with average lighting of close to 2-foot candles, similar to the parking lot. Also, testimony should be provided with regard to the dusk to dawn lighting of the pickleball courts.
17. The following comments pertain to the construction details, sheets CS501 through CS504:
- a. The curb detail should be revised to indicate that any curb along River Road requires the following:
 - o Full depth sawcut of the existing pavement a minimum of 2 feet from the face of curb.
 - o A 2-foot wide, full depth pavement restoration from the face of curb, to include a 6-inch thick layer of dense graded aggregate; 4-inch thick layer of hot mix asphalt, 19M64 base course and; a 2-inch thick layer of hot mix asphalt, 9.5M64 surface course.
 - o All pavement restoration items to be in accordance with the NJDOT Standard Specifications.
 - b. Reconcile the discrepancy between the pedestrian paver details shown on the civil plans and the detail shown on the landscape plan with regard to section materials and thickness.
 - c. Reconcile the discrepancy between the vehicle paver details shown on the civil plans and the detail shown on the landscape plan with regard to section material and thickness.



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- d. Reconcile the discrepancy between the concrete sidewalk details shown on the civil plans and the detail shown on the landscape plan with regard to section materials and thickness.
- e. Reconcile the discrepancy between the bollard details shown on the civil plans and the detail shown on the landscape plan with regard to section materials and size. If different sized bollards are proposed in different locations, the plans should clarify the locations.
- f. The catch basin detail should specify an open bottom, 18-inch by 18-inch minimum. Also, an additional note should be added to indicate that the inlet details shall be in accordance with the NJDOT Standard Specifications and construction details.
- g. The size of the drain basin should be indicated and the detail should note that it is applicable to the yard drains shown on the drainage plan.
- h. The details for the sanitary sewer manhole should be revised to indicate an “O-ring” flexible watertight rubber gasket joint in accordance with ASTM C443. The detail should indicate that the manhole shall meet the standard specification under ASTM C 478. Also, note 6 should include the requirement to submit all shop drawings to the Borough Engineer as well as the design engineer.
- i. The sanitary sewer manhole casting detail should include the terms “Sanitary Sewer, Borough of Chatham and a year.” The year on the casting should be as required by the sewer department.
- j. The retaining wall detail should include a note indicating that all shop drawings and structural calculations, signed and sealed by a New Jersey licensed engineer shall be submitted to the Building Department and that a building permit will be required for all walls exceeding a height of 4 feet.
- k. The detectable warning surface detail should be revised to indicate that the color shall be safety red, which we understand is the color installed at the Ivy project. Also, the warning surface should be the type that is embedded into the concrete surface.

D. Landscape Plans

- 1. The title page and the title block on each sheet, references BNE Chatham, while the project Applicant and title on the civil drawings reference AJDM Chatham, LLC.
- 2. The standard signature legends should be added to the first sheet of the landscape plans, which should be part of the approved plans to be submitted to the Board for signature.
- 3. The leader note on sheet L1 indicating decorative pavers for the detectable warning surface should be removed. The note should reference the details on the civil drawings.
- 4. A note should be added to sheet L2 to indicate that the 5-foot public sidewalk area is to be maintained in front of the retail portion of the building. The width of the sidewalk should be provided at the proposed seasonal planting strip.



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5. We defer to the Board's Planner with regard to the proposed landscape plantings.

E. Architectural Drawings

1. The title page references Chatham River Road and the title block on each sheet, references Chatham River Road, Phase II, while the title on the civil drawings references AJDM Chatham, LLC. The project title should be consistent across all plan sets that accompany the application.
2. The standard signature legends should be added to the first sheet of the architectural plans, which should be part of the approved plans to be submitted to the Board for signature.
3. As discussed above, the ADA/wheel chair symbol at the two ADA spaces shown to have EVSE, should be removed. These spaces should be dimensioned in width and include an access aisle to demonstrate that these are accessible EV spaces, as required by the model EV ordinance. Two ADA parking spaces, with an access aisle, should be added to the right of the proposed ADA spaces.
4. Stall and aisle dimensions should be provided for the ADA parking spaces shown on sheets A-01 and A-02. Also, the depth of the parking stalls at the offsets/jogs in the rear wall of both levels of the parking garage should be shown. The access aisles on sheet A-02 should be crosshatched.
5. The plans should confirm whether or not there is an access door to the bike room and the lobby from the bedroom corridor on sheet A-02.
6. Testimony should be provided with regard to how the residential trash rooms will operate and how refuse bins are moved in and out of the building. Testimony should be provided with regard to how refuse from the retail portion of the building will be handled.
7. Testimony should be provided with regard to the orientation of the elevator shown on sheet A-01 at the southeast corner of the lower-level parking garage. Will the three parking spaces block access to the elevator or the service doors? Should the space be reserved for loading/staging for move-ins rather than parking considering that 238 parking spaces are proposed and 207 spaces are required?
8. Testimony should be provided to indicate if any pipe projections, (fire lines, sanitary sewers, ducts or other utilities) will be mounted on the interior walls of the underground parking garage, as well as any bollards that would be required to protect these facilities. Pipe projections and bollards could have an impact on the actual parking stall depth and or width.
9. Testimony should be provided with regard to the storage space shown adjacent to the retail space shown on sheet A-02. Is this space for residential tenant use or retail use?



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10. Testimony should be provided with regard to the lobby/lease space shown on sheet A-02. Is the lease space for residential tenants or additional retail? Will this space include a package room?
11. Testimony should be provided with regard to the number of bikes that can be stored in the bike room. Will the leases permit E-bike storage?
12. It should be noted that the at grade parking area shown on sheets A-01 and A-02 does not match the civil drawings.

F. Stormwater Management

1. The stormwater report indicates the project will result in a net decrease in impervious surface of 0.10 acres and the plans indicate the project will disturb 3.03 acres. As a result of the amount of disturbance required, the project is considered a major development under the stormwater rules.
2. A portion of the drainage area along River Road is included with Watershed Drainage Area #1 where it appears it is tributary to River Road. Revise accordingly.
3. It is noted the calculated time of concentrations were rounded off in the analysis versus using the calculated time of concentration. The calculated time of concentrations should be utilized.
4. The report indicates a minimum time of concentration of 2.0 minutes was used in the analysis due to program limitations. Minimum time of concentrations are not allowed. The calculated time of concentrations need to be used in the analysis.
5. N.J.A.C. 7:8-5.2(l) indicates "If there is more than one drainage area, the groundwater recharge, stormwater runoff quality, and stormwater runoff quantity standards at N.J.A.C. 7:8-5.4, 5.5, and 5.6 shall be met in each drainage area, unless the runoff from the drainage areas converge onsite and no adverse environmental impact would occur as a result of compliance with any one or more of the individual standards being determined utilizing a weighted average of the results achieved for that individual standard across the affected drainage areas." The analysis utilizes two analysis points for comparison of post developed runoff to existing runoff. Based on the existing site topography, there appear to be at least two analysis points along the front of the property (River Road), located generally at the existing inlet in River Road, and at the northeast property corner where it intersects with River Road. There appear to be at least five to six analysis points located along the rear of the property under existing conditions. The drainage plan which depicts proposed conditions indicates four proposed scour holes and a rock chute that discharges onto the adjacent property to the rear of the site. The analysis needs to account for the various drainage areas that discharge across the property lines at each location versus using a single analysis point at each of the front and rear property lines. Only the portion of the existing runoff area tributary to each point where the proposed runoff discharges across the property lines can be used for comparison purposes.



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6. Time of concentration flow paths need to be provided for each subarea that drains to the separate analysis points.
7. The boundary and topographic survey depict existing inlets and a gutter behind the two-story masonry building but it is not clear where these structures drain to. Additional information needs to be provided to confirm drainage patterns.
8. The topography and improvements depicted on the boundary and topographic survey are different than what is depicted on the existing watershed area map. For example, there are several areas labeled “timber” that do not appear on the survey. It is unclear whether these “timber” areas impact surface runoff (are these timber curbs?). Clarification is required. It is not clear why the existing watershed area map and the survey are not consistent with each other (outside the stockpile area).
9. The Engineer should provide additional information on what the topography for the existing watershed area map that is used in the analysis is based upon. It is noted the boundary and topographic survey indicate a large soil stockpile that is not reflected on the existing watershed area map.
10. The report indicates the stormwater runoff quantity standards at 7:8-5.6 (b)1. “Demonstrate through hydrologic and hydraulic analysis that for stormwater leaving the site, post-construction runoff hydrographs for the current and projected two-, 10-, and 100-year storm events, as defined and determined pursuant to N.J.A.C. 7:8-5.7(c) and (d), respectively, do not exceed, at any point in time, the pre-construction runoff hydrographs for the same storm events;” are being met. The comparison charts in the stormwater report indicate there is an increase in the stormwater leaving the site for post construction runoff hydrographs when compared to the pre-construction runoff hydrographs, for watershed area #1, for all storm events. In addition, the comparison assumes the existing site runoff leaves the site at one point (the analysis point) along the rear of the property which is not supported by the existing topography or the proposed discharge points. Revise accordingly.
11. Based on the proposed grading, a large portion of the area’s tributary to CB-1 and CB-2 will bypass the inlets and drain to River Road. Either the grading needs to be revised, or this needs to be accounted for in the stormwater analysis.
12. The storm sewer tabulation indicates the 100-year storm event is being analyzed but the rainfall intensities are based upon the 25-year storm event. The 100-year storm event should be utilized to ensure design assumptions are being met (to ensure the runoff from a 100-year storm event is being carried to the analysis point verses if the system were designed for a smaller storm event, would there be any overflow that would drain to a different watershed than is being utilized in the runoff quantity analysis).
13. The capacity of the yard drain inlet grates should be provided in the report.
14. Calculations for the roof drainage system need to be provided in the report.



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15. Review of the stormwater maintenance manual is deferred. Once the stormwater management design is substantially approved, an updated Operation and Maintenance Manual should be prepared for the stormwater management system. The Manual should include the applicable maintenance requirements of the NJDEP BMP Manual. The O&M Manual will need to be recorded on the deed for the property.

G. Other Reports

1. While the Environmental Impact Statement is informative, it appears that the report should address or provide some discussion related to the various monitoring wells noted on the boundary and topographic survey.
2. We defer to the Board and or other Board Experts with regard to the Community Impact Statement.
3. The Traffic Impact Statement has not been reviewed by this office since it is assumed that the Board may retain a traffic expert to provide a review and analysis.
4. The Flood Damage Prevention Compliance letter should be revised to clarify the statement indicating that the project is not subject to the Flood Hazard Area Control Act, by noting that the flood hazard elevation has been consider in accordance with the latest FHA rules by adding 3 feet to the FEMA flood hazard area elevation or 2 feet to the established flood hazard area elevation. (In Riverine areas, you need to determine your local design flood elevation (LDFE) based on the most restrictive of the effective or preliminary data). The statement should confirm the following has been done: Check both NJFHA effective/published mapping & NJFHA delineation on the preliminary FEMA FIRM and add +2-feet. Check both FEMA effective FIRM and FEMA preliminary FIRM 100-year floodplain and add +3-feet.

H. Other Matters

1. It should be determined whether or not the 25-foot wide, half width right-of-way along the River Road frontage is to be dedicated to the Borough for roadway purposes. If the Borough requires the dedication, the site plan should label the area as a proposed dedication for roadway purposes and include the area in square feet and acres. The deed of dedication and the metes and bound description should be subject to the approval of the Borough Attorney and the Borough Engineer.
2. The project will require the merger of Lots 7.01, 8, 9, and 10, Block 140. The new lot number should be assigned by the Borough's Tax Assessor. A deed of merger will be required and should be subject to the approval of the Board Attorney. Metes and bound descriptions should be included and be subject to the review of either this office or the Borough Engineer. A sidewalk easement should be included in the deed. The requirement for maintenance of the stormwater management facilities in accordance with the Stormwater Management Facilities Maintenance Manual should be recorded upon the deed for the property.



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3. The method of connecting the new sewer laterals to the existing sanitary sewer system should be reviewed and approved by the Borough's Sewer and Water Department.
4. A treatment works approval (TWA) will be required from NJDEP since the sewer connection will exceed 8,000 GPDA.
5. The project may require a Bureau of Water Systems Engineering (BWSE) permit from NJDEP for the water service connection.
6. The plans should be reviewed by the appropriate fire official and EMS departments.
7. Approval will be required from the Morris County Soil Conservation District.
8. Approval will be required from the Morris County Planning Board.
9. Documentation should be provided to confirm that the proposed amenities shown within the JCP&L easement are permitted by the beneficiary of the easement area.
10. Any approval should be subject to requiring the Applicant's Engineer prepare a detailed engineering cost estimate for the project in order to establish performance guarantees and inspection escrow. The estimate and bonding requirements should be subject to the approval of the Borough Engineer.
11. The Applicant should be required to enter into a Developer's Agreement with the Borough prior to the start of construction.
12. Prior to the start of construction, a construction phasing and a traffic control plan should be submitted to the Borough for approval by the Borough Engineer and the police department.
13. Any approval should require the submission of an as-built plan prior to the issuance of a certificate of occupancy.

We trust this information is useful to the Board in its consideration of the application. Should you have any questions or need additional information, please do not hesitate to contact this office.

Very truly yours,



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Boswell Engineering



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