September 14, 2026

NTLYT26204

Mark Arcuti, Chairperson
Township of Nutley
Planning Board
1 Kennedy Drive
Nutley, NJ 07110

RE: Engineering Review #2
536-544 Washington Avenue
Block 1502, Lot 12
Township of Nutley, Essex County, NJ
Application Number: PB – 26-0002

Dear Board Members:

Pennoni Associates (Pennoni) is in receipt of the following documents concerning the above-mentioned application:

- "Topographic Survey of Property, Tax Lot 12 – Block 1502, 536-544 Washington Avenue, Township of Nutley, Essex County, New Jersey," prepared by Lakeland Surveying, Revised December 5, 2025.
- Engineering plans entitled "Preliminary and Final Major Site Plan for 536-544 Washington Avenue, Tax Map Block 1502 – Lot 12 Township of Nutley, Essex County, New Jersey," consisting of ten sheets, prepared by Matthew G. Clark, PE, of MCB Engineering Associates, LLC, dated March 18, 2026.
- Stormwater Management Plan for 536-544 Washington Avenue Project", prepared by Mathew G. Clark, PE of MCB Engineering Associates, dated March 18, 2026.
- Architectural plans prepared by Elizabeth E. Johnson, RA, of Sanbardesign, dated 03/18/2026.
- Application for Land Use Action, dated April 7, 2026

Additional Information Received:

- Cover Letter for Site and Architectural Plan Resubmission, prepared by Murphy Schiller & Wilkes LLP, dated July 24, 2026
- "Alternate Site Plan 536-544 Washington Avenue", prepared by MCB Engineering Associates, LLC, Sheet 1 of 1, dated 07/19/2026
- Renderings, two sheets, undated and untitled
- "Elevation 536-544 Washington Ave Nutley, NJ", prepared by Sanbardesign, drawing SK-3, dated 06/26/2026
- Truck Turn Exhibit Set, prepared by Stonefield Engineering & Design, drawings dated 06/25/2026, not signed and sealed, Drawings 1-15
- "Zoning 536-544 Washington Ave Nutley, NJ", prepared by Sanbardesign, drawing SK-001, dated 07/21/2026

We note the additional information received for this application is supplemental to the original submission and does not supersede that information. Comments contained in our June 15, 2026 report to the Planning Board have not been addressed for this additional submission. We request future submissions Include a narrative response to the comments contained in our review reports.

We have the following comments based on the Additional Information items listed above:

GENERAL COMMENTS

1. The truck turns show excess pavement in the vehicle maneuver area in the southeast corner of the property. The applicant should investigate reducing the pavement in this area in order to minimize impacts to the adjacent residential structure to the north. Reducing the pavement will allow the applicant to provide a more substantial buffer space that can screen the proposed development from the adjacent properties. The parking area as designed requires an elevated pavement surface which has retaining walls along a six feet corridor between the redeveloped portion of the site and the side property line. The current landscaping buffer shown in this buffer corridor will assist in screening the proposed retaining wall but have little screening affect for the parking and vehicle maneuvering that will be visible from above the retaining wall.
2. The truck turn plans should label the Washington Avenue curbline and pavement striping to assess whether the vehicles need to cross lanes to make the maneuvers indicated.
3. We note the deciduous tree shown on the left side of the untitled rendering, in front of the red car depicted in the entrance lane of the site, appears to be removed as per the Site Plan.
4. The applicant should provide a summary of the differences between the Alternate Site Plan included with this supplemental submission compared to the original submission. It appears for the Alternate Site Plan that the building has increased in size, from 24,740 SF to 26,833.41 SF. The traffic pattern is the same; however, the parking provided has been reduced from 25 spaces to 19 spaces. The reduction in parking occurs at the southwest corner of the site with the extra land area being used to facilitate truck turning on site; the pavement has not been reduced for the reduction in provided parking. We note it appears the building size has been increased on the south side of the building face, reducing the side setback dimension from 30 feet to 27 feet. We also note it appears the loading bay door locations have been shifted south, closer to the side property line.

Please contact this office with any questions or comments.

Sincerely,
PENNONI ASSOCIATES, INC.

Ken DeGennaro, P.E
Senior Engineer

cc: David Berry – Zoning Official
Salvatore Ferraro – Engineering Coordinator
Barry A. Kozyra- Board Attorney