

# STONEFIELD

January 19, 2026

**RE: Trip Generation and Parking Analysis Memorandum  
V-Fee Mendham Apartments, LLC – Pickleball Court Addition  
90 East Main Street  
Mendham Borough, Morris County  
SE&D Job No. RUT-200218**

Stonefield Engineering and Design, LLC (“Stonefield”) has prepared this memorandum to examine the adequacy of the traffic impacts and parking supply provided on the amended Site Plan.

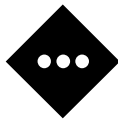
## **Parking Supply**

The parking supply was evaluated as it relates to the Ordinances of the Borough of Mendham, specifically the parking standards for the “East Business (EB)/East Business – Affordable Housing (EB-AH) Overlay” District were considered. The uses and relevant parking ratios that are proposed for the site are the following:

- a. Retail uses shall have 3.5 parking spaces for each 1,000 square feet of floor area.
- b. Residential dwellings shall follow the NJ Residential Site Improvement Standards (RSIS) which require 1.8 parking spaces per 1 bedroom, 2 parking spaces per 2 bedroom, 2.1 parking spaces per 3-bedroom apartment.
- c. There is no parking standard for Pickleball Courts in the zoning ordinance, but a conservative value of 4 parking spaces per court was utilized.

The development would have 80,472 square feet of retail space which equates to 282 required parking spaces. The residential portion of the development would have 33 one (1)-bedroom units, 39 two (2)-bedroom units, and 3 three (3)-bedroom units. This equates to a required 145 parking spaces. As per P.L. 2021, c.171 (C.40:55D-66.18 et al.), all projects involving multifamily dwellings with more than five (5) units must have 15% of the parking supply be pre-wired for electric vehicle charging stations (“make-ready”). Of the make-ready spaces, 5% must be ADA compliant. For the proposed residential parking supply of 145 parking spaces, this equates to 20 make-ready spaces with one (1) ADA accessible. The electric vehicle requirements consider electric vehicle spaces as a minimum of two (2) parking spaces for the purpose of satisfying parking requirements, up to a 10% reduction of the total requirement. As such, the development plan would be considered to require 131 (145 - 14) total parking spaces for the residential uses. There are six (6) pickleball courts proposed which would conservatively expect a demand of 24 parking spaces. In total the development would require 437 parking spaces.

The proposed development plan includes 462 parking spaces which are split into two lots. Lot B, the southerly lot, that fronts along East Main Street, serves the existing retail uses and would have a parking supply of 313 parking spaces and Lot A would have a total of 149 spaces, including residential garage parking spaces and surface parking spaces. The lots would have cross-access and cross-parking agreements, with the ability for retail customers, residents, residential guests, and pickleball patrons to park in the surface parking lot to the northeast of the Kings building and employees of Kings can primarily utilize the surface parking behind the Kings loading area that is on Lot A. The shared parking area would not have assigned parking so that the lot usage can remain flexible throughout the day as each of the three uses on the subject site have different peak parking usage



## Trip Generation

Trip generation projections for the proposed six (6) pickleball courts were prepared utilizing the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 12<sup>th</sup> Edition. Trip generation rates associated with Land Use 489 "Pickleball Courts" were cited for the new pickleball courts which are proposed as part of the Amended Site Plan application. **Table I** provides the weekday evening, and Saturday peak hour trip generation volumes associated with the proposed development.

**TABLE I – PROPOSED TRIP GENERATION**

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
<b>Proposed</b> 6 Pickleball Courts <i>ITE Land Use 489</i>	6	6	12	16	10	26	25	21	46

The proposed development is expected to generate 12 additional trips during the weekday morning peak hour, 26 additional trips during the weekday evening peak hour and 46 new trips during the Saturday Midday peak hour. Based on Multimodal Transportation Impact Analysis for Site Development published by ITE, a trip increase of less than 50 vehicle trips would likely not change the level of service of the adjacent roadway system or appreciably increase the volume-to-capacity ratio of an intersection approach. Additionally, the trip generation calculations are conservative as they assume all users of the pickleball court would be new to the site and not coming from the other uses on-site, such as residents from the building on Lot A or retail customers on Lot B utilizing the pickleball courts. As such, the proposed development is not anticipated to significantly impact the operations of the adjacent roadway network.

## Conclusion

The amended site plan would include 80,472 square feet of retail space, and 75 total residential units, inclusive of 33 one-bedroom apartments, 39 two-bedroom apartments, and three (3) three-bedroom apartments, and six (6) pickleball courts. Using the parking ratios provided above, the site would require 282 spaces for the retail component, 131 spaces for the residential development, and 24 spaces for the pickleball courts for a total required parking supply of 437. The site would provide a total of 462 spaces, which is sufficient to meet the Borough ordinance and is sufficient to accommodate the anticipated parking demand. With cross-access and cross-parking agreements, the parking spaces for each use can be conveniently located proximate to the use and there is still excess parking. The trip generation calculations, which are conservative in nature as they do not assume any residents on site, nor retail patrons would be utilizing the pickleball courts, result in a trip increase of less than 50 vehicle trips in the peak hour and therefore is not anticipated to significantly impact the operations of the adjacent roadway network.

Best regards,

Matthew J. Seckler PE, PP, PTOE  
**Stonefield Engineering and Design, LLC**