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March 3, 2025

**Via Hand Delivery and Email**

Jane Wondergem, Board Secretary  
Village of Ridgewood  
131 N. Maple Avenue  
Ridgewood, NJ 07450

**Re: Les Dann, LLC  
246-264 South Broad Street  
Ridgewood, NJ 07450  
Block 3905, Lots 12, 13, and 14**

Dear Ms. Wondergem:

As you are aware, my office represents Les Dann, LLC, the applicant with regard to the above-referenced matter.

Please accept this letter and the enclosures as an amendment to the application and supplementary submission regarding same. In furtherance of the Applicant's request and in accordance with the Board's required submissions, ***please find the following enclosures, which amended and updated plans shall supersede the prior plans:***

- Preliminary & Final Site Plan, prepared by Bertin Engineering, revised as of November 4, 2024, consisting of 11 sheets (10 copies).
- Alternate Grading Utility & Soil Erosion Control Plan, revised as of February 25, 2025, prepared by Bertin Engineering, consisting of 1 sheet (10 copies).
- Alternate Landscape and Lighting Plan, prepared by Bertin Engineering, revised as of February 25, 2025, consisting of 1 sheet (10 copies).
- Setback Exhibit, prepared by Bertin Engineering, undated, consisting of 1 sheet (10 copies).

- Stormwater Drainage Analysis, prepared by Bertin Engineering, revised as of November 4, 2024, consisting of 157 pages (10 copies).
- Site Grading and Stormwater Control Plan Checklist (and accompanying exhibits), consisting of 5 sheets (10 copies).
- Architectural Plans, prepared by Bilow Garrett Group Architects and Planners, P.C., revised as of October 29, 2024, consisting of 4 sheets (10 copies).<sup>1</sup>

### *Summary of Amended Application*

As the Board is aware, this application seeks to consolidate by Deed all three lots involved in this application and seeks to expand pre-existing nonconforming uses of auto body repair shops/public garages with outside storage that have existed on lots 12 and 14 for over half a century (as previously determined by this Board) and to include lot 13, which lies between and has without approval been used in a similar capacity. The property lies between the West Bergen Mental Healthcare building to the north and residentially zoned but commercially used properties to the south.

On November 12, 2024, the Board granted the Applicant’s request for a Certificate of Pre-Existing Non-Conforming Use, which was memorialized in a resolution, dated November 26, 2024, and pursuant to which the Board issued the Applicant a Certificate of Non-Conformity for “autobody repair use.” As such, the Board affirmed the Applicant’s right to continue the pre-existing nonconforming use as an auto body repair shop on both lots 12 and 14, and now the Applicant is proceeding with the Second Phase of its application, seeking site plan approval, “D” variance, and bulk variance relief to construct a new auto body repair shop on all three lots.<sup>2</sup>

Since the filing of this matter, the Applicant has been receptive to concerns of the Board as well as that of the public and in the interests of being a meaningful and contributing member of the community, it has decided to amend its application and downsize the scope of this project in accordance with the plans attached hereto.

As the Board will see, the proposed use and overall general description of the project remains unaltered, but the position, location, and size of the proposed structure have been modified in order to enhance buffers. The building is repositioned so that it is set back 100 feet from South Broad Street and modified so that no garage door faces South Broad Street at all (as they do now), and that the square footage and height of the building have been significantly reduced.

The Applicant still seeks “D” or use variance relief, with respect to the expansion of a pre-existing nonconforming use as an auto body repair shop on Lots 12 and 14, and “D” or use variance relief on Lot 13, in the middle, as well as associated “C” or bulk variance relief, but the variances sought have been reduced to two (2) “D” or use variances (D(2) for Lots 12 and 14) and D(1) for

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<sup>1</sup> We have also provided two USB/Flash drives with complete sets of the documents submitted.

<sup>2</sup> The Applicant intends on consolidating the lots into one lot, by way of a Deed of Consolidation.

Lot 13) and seven (7) “C” or bulk variances (which are subsumed within the “D” variances, technically leaving just the two (2) “D” variances).

Of the seven would be bulk variances, three (3) of them relate to parking spaces in the rear (which are only used to park vehicles that are work in progress); one (1) is a rear yard retaining wall setback; two (2) are related to impervious coverage which is an improvement over existing conditions, and the last one (1) is a very modest side yard setback variance (which is also an improvement from existing conditions):

	Existing Lot 12	Existing Lot 13	Existing Lot 14	Required <sup>3</sup>	Proposed <sup>4</sup>
<b>Side Yard Setback - §190-106(E)(4)</b>	12.28 ft.	42.88 ft.	16.18 ft.	85 ft.	74.9 ft.
<b>Max. Improv. Cov. - §190-119(H)(1)</b>	100%	76%	94%	35%	68.82%
<b>Max. Improv. Cov. - §190-119(H)(2)</b>	100%	30.18%	85.7%	35%	57.48%
<b>Min. Rear Yard Setback (Retaining Walls) - §190-124(F)(2b)</b>	N/A	N/A	N/A	4.76 ft.	.6 ft.
<b>Parking Space Sizes - §190-90(B)</b>				9x20	9x18
<b>No. of Parking Spaces - §190-90(B)</b>				88.5	94 (81 + 3 EVSE Credits)
<b>Tandem Parking - §190-121</b>				Not Permitted	Proposed

As revised and amended, this application now provides a 40-foot-deep landscaped buffer along South Broad Street to the east, with the only exception being the driveway to the property and railroad yard to the west. With respect to the side yard setback variance, the combined side yard setbacks would equal 71.1. ft and, thus, the side yard setback being proposed of 74.9 ft., although requiring variance relief *improves* the existing conditions and (again) this variance is subsumed into the D variances.

<sup>3</sup> See FN2. The required and proposed distances/coverages/percentages have been calculated as if the Applicant has consolidated all three lots into one lot, by way of a Deed of Consolidation.

<sup>4</sup> See FN2 and FN3.

In addition to the proposed modifications to the application, the Applicant proposes the following stipulations with respect to on-site auto body repair operations:

1. Hours of operation:
  - a. Mechanic working hours shall be 7:00 a.m. to 5:30 p.m. (Monday through Saturday).
  - b. Office hours shall be 7:00 a.m. to 7:00 p.m. or such later time if permitted by Code, whichever is greater (Monday through Saturday).
2. Garage doors shall only be open to allow vehicles to enter/exit the building, unless there is an emergency or unexpected need to open the doors.
3. Any exhaust venting shall be located to the rear of the building and as close to the center as practicable and will comply with all environmental regulations along with design and construction requirements.
4. All deliveries to the site shall be made to the sides or rear of the building, behind the proposed gates and within the fenced-in yard.
5. All deliveries and waste removal shall occur during operating hours, behind the gates and within the fenced-in yard.
6. All work in progress and storage shall be located behind the gated area and within the fenced-in yard.
7. Maximum size of vehicle pick-ups/deliveries of vehicles to repair shall be a three-car-hauler.
8. All work on vehicles shall be done inside the building.
9. No deliveries of any kind including, but not limited to vehicles or parts, shall occur off-site or on any public road.

We believe that the reduced scale of this building and the substantially increased buffering and green space greatly enhances the properties from their current state and the stipulations reduce the current intensity and impact of existing operations to the point where the proposed project shall be less intensive and impactful than existing conditions and much more aesthetic.

Upon receipt and review of this letter and the updated submissions, please schedule this matter for the first available hearing date. We would also ask for a new 200-foot list and for an updated Tax Clearance Certificate. Please advise if additional fees are required with respect to the list and Certificate.

As always, we thank you for your kind consideration.

Sincerely,

*Mark J. Semeraro*

MARK J. SEMERARO

MJS/dfg

cc: Client

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