

**MINUTES
TOWNSHIP OF WEST ORANGE
PLANNING BOARD MEETING
June 7, 2023 7:30 P.M.**

The Township of West Orange Planning Board held its regular meeting on June 7, 2023 at 7:30 P.M. via virtual ZOOM videoconference.

Chairman Bagoff called the meeting to order at approximately 7:30 P.M. He announced that notification of the meeting was given to the Township Clerk, and posted on the Township Bulletin Board, sent to the West Orange Chronicle and the Star Ledger, and posted on the Township's website calendar. This meeting has been properly noticed to the public in accordance with the Open Public Meetings Act. No new matters will start after 10:30 P.M.

PLEDGE OF ALLEGIANCE

- *Chairman Bagoff* requested all persons stand for the Pledge of Allegiance.

ANNOUNCEMENTS

- The next Planning Board regular meeting will be held **Wednesday July 5, 2023** at **7:30 P.M.**

ROLL CALL

PRESENT: Dr. Robert Bagoff; Mr. Ken Alper; Mr. Jerry Guarino; Mr. Christopher Morgan, Sr.(7:35pm); Mayor Susan McCartney (7:33pm); Mr. Peter Smeraldo; Councilwoman Tammy Williams; Mr. Sal Jensen; Mr. Cardoza;

ABSENT: Mr. Lee Klein; Mr. William Wilkes

ALSO PRESENT: Diana P. McGovern, Esq., Planning Board Attorney;
Paul Grygiel, Town Planner;
Mr. John Hess, Board Engineer;
Sarabraj Thapar, Esq., Public Advocate
Jamilet Baquerizo Vite, Acting Planning Board Secretary

MINUTES & RESOLUTIONS

(Adopted 6/5/2023)

- [3-29-2023 WO PB Draft Minutes](#)

Motion: Mr. Guarino

Second: Mr. Smeraldo

Alper:	Y	Morgan:	----
Bagoff:	Y	Smeraldo:	Y
Cardoza (Alt.2):	Y	Wilkes:	----
Guarino:	Y	Williams:	Y
Jensen (Alt. 1):	Y		
Klein:	----		
Mayor Susan McCartney:	----		

SWEARING IN

- The Township Professionals *Mr. Paul Grygiel, Township Planner* and *Mr. Joh Hess* were sworn in.

APPLICATIONS

- **PB-23-04 Redwood LLC**
200 Pleasant Valley Way
Block: 151 Lot: 33 Zone: IHO-2
Applicant proposes to construct a four (4) story/142-unit residential rental community with luxury amenities and on-site parking for 338 vehicles.

PRESENTATION

The applicant's attorney, Mr. William Dimin, entered on the record and introduced Mr. Shaun Delaney in which he was sworn in and his credentials were accepted by the Board. Mr. Delaney began his testimony stating that the subject property is Lot: 33, Block: 151 and is located along Pleasant Valley Way approximately 1200 feet north of the intersection of Pleasant Valley Way and Woodland Ave.

Mr. Delaney stated that, as shown on the plans, the property is tucked behind the existing Brighton Gardens Senior Living Facility. He stated that to the North and East of the subject property is the Montclair Country Club, and on the Southern side there's an existing wooded lot currently owned by the Township of West Orange; this lot was predominantly covered in wetlands. Rounding out the surrounding properties is the Pleasantdale Nursery, just to the southwest of the subject line.

Mr. Delaney stated that as shown in the aerial image, the property is irregularly shaped and with the Peckman river essentially splitting it into two separate pieces. He stated that the western

portion of the lot is going to be the main entrance. The property contains 5.913 acres of the land the eastern portion of the lot provides access to Pleasant Valley way with 62.7 feet of total frontage and where the majority of the improvements will happen.

Mr. Delaney stated that the site was the former JT Sports Complex which has been demolished as part of an environmental cleanup which has been completed. He said that currently this part of the property is mostly unimproved, consisting of rubble piles, gravel, asphalt and remains of portions of the prior buildings.

Mr. Delaney stated that the Peckman River in this area is regulated by the New Jersey Department of Environmental protection DEP which means that it has both a flood hazard area and a riparian zone associated with it.

Mr. Delaney stated that the applicant is requesting one design waiver; the mounting height for lighting fixtures to be twenty (20) feet where 18 feet is the maximum.

Mr. Delaney stated that the applicant is also proposing to construct a 142-unit apartment building with four stories of apartments over one level parking. The property actually has a front yard setback of 692.4 feet from Pleasant Valley, the building is also set back from the sides of the property lines fairly substantially with a 66-foot setback from the northern property line and 68.3 feet from the rear property line both. He also stated that the building has a 92.1-foot setback from the southern property line which is owned by West Orange.

Mr. Delaney stated that in order to service the new apartment building they are going to reconstruct the existing driveway which will be the main entrance to the apartment complex. The main entrance is going to follow roughly the same path as the existing one today, however as it gets near the sewer pump house, they will be pulling the driveway a little further to the South and the reason they're doing this is to provide a little bit of a buffer between the drive aisle on the sewer pump house.

Mr. Delaney stated that as you come down the main drive aisle, they are proposing a brand new pre manufactured bridge to replace the existing one. He said that as you come across that bridge and enter the main portion of the site, the drive aisle splits and wraps around the building to provide two-way circulation around the entire building itself.

Mr. Delaney stated that, based on the parking requirements of both RSS and West Orange, the applicant is required to provide two parking spaces for every dwelling unit in the apartment building. He said that, in this case, since there are 142 units, they were required to provide 284 parking spaces but they are proposing 168 parking spaces at grade around the perimeter of the building and an additional 170 parking spaces are proposed within the parking level below the building itself, which combined the total on-site parking provided will be 338 parking spaces.

Mr. Delaney stated that this does not take into account any EV credits that can be counted in as well.

Mr. Delaney stated that they are proposing six ADA compliant parking spaces in the front of the building. And to the left of the front entrance, they are proposing eleven (11) fifteen-minute parking spaces to provide parking for delivery drivers.

Mr. Delaney stated that to the right or South of the ADA spaces in the front entrance they are providing eight (8) visitor parking spaces and these will be for any visitors not staying overnight or any perspective tenants for the building. He said that to the South seven (7) parking spaces are designated with sign #12; these spaces have been designated for no overnight parking. The reason that they are doing this is so that the management team can cone these spaces off and they can be reserved for parking for tenant loading as they move in and out of the building.

Mr. Delaney stated that in the North East corner of the parking lot, they are proposing 16 EV charging stations combined with the 26 EV parking spaces inside the building itself. He said that in that parking level, they are proposing a total of 42 electric vehicle charging spaces. Combined, this meets the requirements and provides 15% of the required parking as electric vehicle charging. Mr. Delaney said that it should be noted that these electric vehicle spaces will not all

be installed at one time; 1/3 of the spaces will be installed prior to the building's certificate of occupancy being issued, then the next one third will be constructed within three years of that date and the final one third and will be constructed within six years of the certificate of occupancy being issued.

Mr. Delaney stated that the state law allows up to 10% of the overall requirement, or in this case 28 parking spaces, to be counted as two for one so this would bring our overall parking or regulatory parking up to 366 parking spaces, still in excess of what the requirement is. Mr. Delaney stated that in addition to providing vehicular access into out of the site and around the building, we're also proposing pedestrian access in three distinct areas. The first area is pedestrian access via a sidewalk that loops around the building itself and provides pedestrian access in and out of the building, as well as to the parking lot and the parking level. He wanted to point out that the parking level to the building can be accessed on the northern and southern side of the building.

The second area of pedestrian access that they're providing is what they call a nature walk and this starts near the northwest corner of the main lot and goes down near the river, along the river to the South wraps around the southern property line and ultimately ends at the southeast part of the building at a large outdoor patio.

The third area that they're providing pedestrian connectivity to is Pleasant Valley Way itself and we're doing this by providing a brand-new sidewalk from the building across the bridge and up to Pleasant Valley Way.

Mr. Delaney stated that another amenity that they're adding on site is bicycle storage/bicycle parking in front of the main entrance to the left.

Mr. Delaney stated that in addition to all of these improvements they are proposing 2 two signs for the building; the first sign will be located near Pleasant Valley way right at the entrance and the second sign will be as you come across the bridge right in the center island where the driveway splits into two. These signs will act as way findings for anybody trying to find the site, since it is set back so far from the road.

Mr. Delaney stated that the signs against Pleasant Valley Way will have a total area of 71.1 square feet and the one near the site will have an area 53.2 feet; again, both of these comply with the maximum signage allowed in the redevelopment ordinance. The sign at Pleasant Valley way is going to be a standard wood sign mounted on a masonry block wall with a stone veneer pilaster on either side. The interior sign is going to be the same construction but just slightly smaller in nature.

Mr. Delaney stated that the proposed grading plan overall mimics the existing patterns that were on site but incorporates additional drainage and detention features. The proposed grading generally slopes toward the Peckman river but, in this instance, the driveway slopes from the West to the East and the main portion of the lot slopes from the East to the West. The grades of the parking lot and drive aisle undulate as you go around the building; this helps provide accurate access in the front and in the rear to the first level or the main level of the building and then it goes down to provide accurate access to the parking levels. The site drops off generally to the West and the South toward the Peckman River. He stated that there is a nature walk that traverses through this area and in order to create this flat nature walk we had to put in a short retaining wall along the front of the building. The retaining wall begins just across from the northern portion of the ADA spaces and extends to the South parallel to the Peckman River and terminates essentially caddy corner from the southwest corner of the building.

Mr. Delaney stated that the retaining wall has a maximum height of three feet and a setback about 6 1/2 feet from the parking lot itself.

Mr. Delaney stated that the second retaining wall that they are proposing is located just to the northeast of the bridge at the northern property line; this retaining wall will also have a maximum height of three feet.

Mr. Delaney stated that the applicant is proposing a brand-new storm sewer system that will capture all of the runoff from the driveway and it will discharge it directly into the Peckman River. He said that on the eastern portion of the lot, they are proposing a new storm sewer system which will collect runoff from the building, parking lots and walkways to the landscape areas; these will be channeled into one of two subsurface detention basins. He said that the first subsurface detention basin is located just to the north of the building and it's underneath the parking; consists of 550 linear feet of 36-inch HDP pipe and provides a total storage capacity of 4185 cubic feet. He said that the purpose of this is to collect runoff from the property and release slowly.

Mr. Delaney stated that the second detention basin is shown in front of the building and is significantly larger than detention basin number one. This one consists of 680 linear feet of 48-inch HDP pipe, it provides a total of 9100 cubic feet of storage. He said that these detention basins will work to control the peak flow of storm water leaving the site and have been designed to reduce the peak flows during the two years, the 10 year and the 100-year storm events by 50 percent 25% and 20% respectively.

Mr. Delaney stated that, finally, there is a fairly large off-site drainage area that drains through the subject property along the eastern portion that comes from the Montclair Country Club. In order to capture that water and ensure that it doesn't affect the proposed improvements he said that they are providing swale along the rear property line, which will collect that stormwater runoff and direct it via an outfall along the southern property line.

One of the things that Mr. Delaney wanted to point out is that the grading and stormwater management designs have already received approvals from the DEP.

Mr. Delaney detailed the utility plan and stated that they are proposing to construct all new utilities which will include new gas lines, new water lines, new sewer/sanitary lines and new electric lines. He said that gas and water will come directly from Pleasant Valley Way, will travel down the proposed main entrance drive underneath the Peckman River and will eventually terminate at the northeast corner of the building where it will connect to it. He said that the water line will be split into two separate surfaces; one for domestic service to the building and one for fire service to the building itself. However, the fire service will continue to loop around the building and will service four proposed fire hydrants, one on each side of the building.

Mr. Delaney stated that the electric service itself will be fed from an existing utility pole located near the northeast corner of the site and this will tie into their proposed generator and transformer located in the northeast corner of the site.

Mr. Delaney stated that they are proposing to install a new sanitary sewer service as well that will connect to the building through its laterals and will take the flows to the existing sewer pump house on the other side of the Peckman river on the north side of the entrance drive.

Mr. Delaney also explained the proposed lighting plan. The proposed lighting plan calls for all new LED fixtures throughout the driveways, parking lots and the pedestrian areas on site. He said that, starting at the front of the site in the main entrance, they are proposing a series of fixtures mounted at 20 feet which come all the way down the driveway. These fixtures continue down the new main entrance drive and then they actually wrap around the perimeter of the parking lot and shine into the site to provide lighting for the driveways parking areas and sidewalks.

Mr. Delaney stated that along the front of the building there will be some smaller fixtures, and these are going to be our bollard fixtures that are against the new main entrance; he said that this will help accent the main entrance and provide additional lighting for the sidewalks. As Mr. Delaney mentioned previously, the applicant is requesting a waiver to allow a mounting height of 20 feet, where 18 feet is the maximum allowed. The reason they are requesting this waiver is to ensure that proper lighting can occur across the parking lot. Considering the surrounding uses, it is in Mr. Delaney opinion that the granting of this waiver will not cause any detriment to the

surrounding properties, especially considering that all the lights on site shine in toward the property and they all have house side shields which will help minimize any lighting throw onto the adjacent properties. It should also be noted that the residential uses in the area are well distant from the site and wouldn't be affected by this 2-foot increase in the mounting height of the lights. Mr. Delaney introduced the landscaping plan for the new property and the new redevelopment. However, to facilitate this landscaping plan, he said that we will have to remove some of the existing trees from the site. At first, they are going to be removing 23 trees along the main entrance drive; he said that the removal of these trees is necessary because it will widen the driveway to 24 feet to provide proper circulation and allow the driveway to curve away from the sewer pump house.

Mr. Delaney stated that a good portion of the trees are being removed in order to accommodate the new sidewalk that goes to Pleasant Valley.

Mr. Delaney stated that, in addition to these 23 trees being removed on the main entrance drive, they are proposing to remove 19 additional trees scattered throughout the main lot itself. He said that it should be noted, however, that we are not proposing to remove any trees along the stream corridor of the Peckman River. In total they are calling for 42 trees to be removed; 21 of the trees will require replacement with a minor tree and 21 of the trees will require replacement with a major tree; he said that the reason they know that is because the West Orange tree removal ordinance specifies that based on the diameter of the tree either a minor or major tree will need to be replanted, so for trees between four and six inches in diameter that are removed a minor tree will need to be planted in its place and any tree greater than 6 inches will require a major tree. Mr. Delaney stated that the proposed landscaping plan calls for the planting of a series of new trees along the new entrance drive; he said that this will include a row of Valley Forge Elms along the southern side of the driveway and run the western portion of it.

Mr. Delaney said that near the pump house they are proposing a row of red Cedars to provide screening to that pump house and then opposite that we're proposing a row of Norway spruces. Mr. Delaney stated that the perimeter of the proposed parking lot will be lined with a variety of tree species. These will include red maples, pine oaks and dura heat river birch. These perimeter plantings will then be supplemented with additional plantings in between these and will consist of arrow woods along with green leaf American Hollies. He said that the applicant is proposing additional plantings along the front of the building that will include some of the Valley Forge Elms and Cherokee Princess dogwoods; they will be accented by other winter gem boxwoods and north wind switch grass.

Mr. Delaney stated that they are also providing a couple of three main areas where we can provide for annual plantings. In total we're proposing 74 new trees throughout the property and this does not include some of the smaller supplemental plantings or even the Evergreen trees that we're proposing. He said that as mentioned previously, the requirement is to replace 21 minor trees and 21 major trees and we're proposing 74 major trees overall. Mr. Delaney stated that this new landscaping plan will enhance the proposed development and increase the number of trees and the variety of species on site. He said one of the things that he thinks is important to understand about the landscaping plan, as it pertains to DEP approvals, is that the plantings along the stream were specifically chosen and selected while working with the DEP and they were subsequently approved by the DEP along that stream corridor.

Mr. Delaney stated that the final set of plans are the turning templates. The first turning template that Mr. Delaney referred to is for the fire truck access to the property; he said that the fire truck can enter the main drive aisle from Pleasant Valley Way, go down the drive across the bridge and then circulate around the entire building so it can tackle an emergency on any side and then exit the property.

Mr. Delaney stated that the next template is for refuse/garbage trucks; it shows that the garbage truck can enter the site from Pleasant Valley Way, go down the main drive aisle and circulate

around the building. One of the interesting things about this building is that all the refuse is going to be stored internal to the building itself, so obviously the refuse truck will not be able to go inside the building to get the garbage. It is Mr. Delaney's understanding that at the time that the garbage truck arrives on site, the management company will wheel out the refuse to the waiting refuse truck, unload it and the refuse truck will then go up around the building and exit the property.

Mr. Delaney stated that the final turning movement that will be presented is for a typical delivery truck that we can expect for this site; this will include your standard Amazon delivery, U.S. Postal service and the smaller FedEx and UPS trucks. He said that we expect that these locally smaller local delivery trucks will utilize these 15-minute parking spaces located in front of the building, in which the trucks can access these spaces can back into it and then leave the site.

Mr. Delaney went back to the layout plan and show that portion of the Peckman River is regulated water by the New Jersey Department of Environmental Protection so our firm prepared the necessary site plans and reports to obtain the required permits from the DEP and ultimately this project did receive approval from the DEP on September 21, 2020. These permits included a number of things, such as the flood hazard area verification which established the limits of the floodway on site and the flood hazard area. They were also issued a flood hazard area individual permit which provided approvals for the new bridge that the applicant is proposing, the utility crossings under the Peckman River and approval of the stormwater management design itself. Mr. Delaney stated that in addition to the flood hazard area permits, they also received permits for disturbance to wetlands and state open waters which will allow for the construction of the bridge, as well as for the stormwater outfalls.

Mr. Delaney stated that the final permit that we received from the DEP included approvals for the disturbance of the actively disturbed areas on site that are located within a wetlands transition area located just to the south of the site and along the stream corridor itself.

Mr. Delaney went over Mr. John Hess letter and agreed to comply with all the comments outlined in the report as a part of any final site plans developed, so this project can ultimately be approved.

Mr. Delaney wanted to go over three comments from the letter. The first comment, number 7, referred to the proposed retaining wall along the nature walk and whether or not it needs a fence or guard along the top of it. He said that this wall is only going to be 3 feet in height and will be set back from the parking lot by at least six and a half feet. Mr. Delaney said that there will be substantial plantings between the wall and the parking lot itself so they feel that it will provide an adequate buffer and that no railing or fence will be required. Comment number 8 referred to the need to provide details for the new proposed bridge; he said that the bridge they are proposing was approved by the DEP is a pre manufactured bridge, so since the bridge is pre manufactured the final construction details of the bridge and engineering design can't be released until the structure itself is purchased from the manufacturer.; he said that the applicant would prefer to provide any construction details associated with the bridge during construction permit review. The final comment is number 11 and this is relating to the need to analyze the existing sewer pump house and its capacity. Mr. Delaney stated that if this project is approved the applicant will be willing to work with the Township to ensure that the pump station has adequate capacity to handle flows in the new building. He said that this would be required as a part of the TWA or treatment works application that they would have to make to the State of New Jersey to connect the sanitary sewer to the Township system.

BOARD QUESTIONS

Mayor McCartney asked if there were any wetlands to the South or east of this project. Mr. Delaney said that there are wetlands to the South, which are located in the lot owned by the

Township and there are a little bit of wetlands and state open water along the Peckman River itself.

Mayor McCartney also asked if there will be any buffer. Mr. Delaney said that he does not remember exactly what the required buffer to those wetlands was. He said that the one thing he would want to point out is that all of the proposed activities in that portion of the site are within actively disturbed areas of the transition area and not in the wetlands.

Council President Williams asked Mr. Delaney to explain again the lighting fixtures from 20 feet instead of the required 18 feet. Mr. Delaney said that the lighting plan is providing a series of fixtures that wrap around the perimeter of the parking lot and the intent behind this design was to have all the lighting shine internal to the site rather than having any internal fixtures that shine out away from this site. In order to accomplish that feat what they had to do, particularly around the main building itself, is they had a span that we had to throw the light from the fixtures not only across the parking spaces but across the drive aisle itself as well and in order to accomplish that we needed to have a mounting height of 20 feet rather than 18 feet. If they were to go down to an 18-foot mounting height they would have to put additional fixtures around closer to the building which would shine out and away from the site and they are really trying to avoid that in this lighting design.

Mr. Guarino asked if there will be any speed controls along the roadways and around the parking areas for this development, also if there will be any signage for speed and will there be anything by the entrances and the egresses for the parking to let people know that cars may be coming in and out of that area. Mr. Delaney said that the first part of the answer is no, they are not providing any speed controls such as speed tables, speed humps or speed bumps throughout the parking lot. The main entrance drive as it comes down has a natural curve to it which should help slow down cars. As far as speed limit signs, they are not proposing any of those at this time but it's certainly something they can consider and certainly something will be implemented by management should that be an issue on this site. As far as stop signs, they are providing a stop sign and a stop bar for traffic exiting out onto Pleasant Valley Way and they are providing stop bars throughout the site itself including at the exits to the garage as they go into the parking lot. Mr. Smeraldo asked what is the weight limit of the bridge. Mr. Delaney said that he doesn't remember the exact weight, but it will certainly support the large moving trucks in and out of the site. He said that he can confirm that it is designed for H20 loading, which is a high weight loading.

Mr. Smeraldo also asked what is the diameter size of the suppression line. Mr. Delaney said that it's going to be an 8-inch fire line that wraps around the building.

Mr. Smeraldo asked if there are emergency vehicle spots in the front of the building. Mr. Delaney said that there are two spots for emergency vehicles and they certainly can pull up anywhere along the perimeter of the building. He said that there is a fire line that wraps around 75% of the building and they can park in front of the perpendicular spaces in front of the building.

Mr. Jensen asked how many ADA parking spaces there would be and where they would be located. Mr. Delaney said they are proposing six ADA compliant spaces and these are going to be right in front of the proposed main entrance; one of which will be van accessible. He said that they will all have proper curb ramps that will go up to the sidewalk and allow access and there will also be ADA spaces within the parking level themselves below the building.

Mr. Jensen also asked if the electric lines will be underground or on poles. Mr. Delaney said that they will have to coordinate with PSE&G exactly how it will be brought to the site.

Chairman Bagoff asked if either one or both of the signs will be lighted and if so, what is the timing of the lighting of the signs. Mr. Delaney said there is not going to be any internal lighting as far as external lighting; the architect will address that or will abide by whatever the board wants to do in regard to the lighting.

Chairman Bagoff asked if the lighting in the parking lot is going to be on timers. Mr. Delaney said that they will be on dusk to dawn timers and they will drop down to security lighting at night.

Chairman Bagoff asked if there will be any lighting around the nature walkway. Mr. Delaney said that there is no lighting provided around the natural walkway.

Chairman Bagoff asked if what if the building is filled before six years, will the applicant then agree to fill the rest of the EV stations. Mr. Delaney said that the logic behind the 1/3 initially, 1/3 after three years and the final third after six years that actually comes from the state law itself has nothing to do with how fast their building is going to be filled up; he said that it has more to do with how quickly electric vehicles are being brought onto the road. Chairman Bagoff asked who will maintain in perpetuity the two major detention basins. Mr. Delaney said that the owner will have to maintain those in perpetuity and Mr. Hess has pointed out in his review letter they will have to put an easement around them and will need to be incorporated in the deed and the maintenance manual itself; it will also be logged in the deed as well.

PROFESSIONAL QUESTIONS

Mr. Grygiel wanted to clarify that this is actually not a redevelopment plan property.

Mr. Hess also wanted to clarify that during Mr. Delaney's testimony he only requested one waiver for the light fixture mounting height, but there were actually two other waivers one was from the requirement to submit a staging plan and the other was from the requirement to submit an environmental impact statement.

PUBLIC QUESTION

Ms. Joyce Rudin at Woodland Avenue asked if Mr. Delaney is aware that the storm water management regulations were updated in 2021 and that now require the use of green infrastructure. Mr. Delaney said that the new regulations do require the use of green infrastructure and there are exceptions to those regulations and those exceptions specifically state that any project that received approvals prior to that date even if it was from the DEP means that it's exempt from these new regulations requiring green infrastructure.

Ms. Joyce Rudin asked about management needing to have somebody on site to bring the garbage out to the garbage truck. She asked Mr. Delaney to explain if he has ever seen that happen in another building that he has worked on and how exactly that would work in West Orange. Mr. Delaney said that he has seen it in operation and has seen it function successfully.

Ms. Joyce Rudin asked if having only one egress entrance could possibly be a problem in the case of an emergency when everybody needs to get out all at once. Mr. Delaney said one main entrance leaving the site is sufficient.

Mr. Kevin Malanga at Ridge Road asked how many trees in the parking lot does this project require. Mr. Delaney said that it requires one tree for every 10 parking spaces and they are proposing 35 trees around the perimeter of the parking lot.

Mr. Jack Dean at Bromley Drive asked how would a school bus access the property or pick up or drop off children at the beginning or end of the day there. Mr. Delaney said that they have to drive on site, he said that they can certainly fit on site and circulate around it. Mr. Li at Mayfair Drive asked how traffic will be impacted. Mr. Delaney said that there was not a traffic report prepared for this. Mr. Delaney did point out is that this is a fully conforming application, so that's why no traffic report was done.

NO PUBLIC COMMENT*

PRESENTATION

The architect Mr. Arthur Michels entered on the record, he was sworn under oath and his credentials were accepted by the board. He started his testimony by giving a quick description of the project. It is a 142-unit building, four story building on top of one level of parking. The parking is partially below the finished grade. Out of the 142 units there are 12 one bedrooms, 110 two bedrooms and 20 – three bedrooms. Of those 142 units 28 of those units will be affordable units. The mix of the affordable units is 4 one bedrooms, it is 16 two bedrooms and is 8 three bedrooms it also has a large amenity space on the ground floor and partially on the second floor. There's a garage in the lowest level, which has 170 parking spaces.

Mr. Michels said that, at this point, they have not indicated gates, but the owner would like to have the option to put those gates in. He said that they will be operated by a wireless fob to open the gate. He said that within the garage, besides the 170 parking spaces, there are 26 EV spaces that are immediately along the left of the entry drive as you come in from the southerly entrance. There are two elevator cores, one in the lower left-hand corner and one in the upper left that relates to the entrance up above at the ground level. There is a stair close to each of those elevator cores and there's handicapped parking spaces; there's two on the South core, 3 on the North core to supplement the outside spaces.

Mr. Michels also stated that on the North core, there's a van accessible space and the ceiling height in the garage would enable the van access into the garage. He said that off of those two cores, there is the trash room on each side, so there are two trash rooms on the North and South side by the elevator cores; those relate to some trash shoots and smaller trash rooms that are on the upper floors. Mr. Michels said that there is one shoot in each room for trash and there's one shoot for recycling; he said that they will be collected into bins that will get rolled out.

Mr. Michels stated that on the north side next to the trash room and next to the parking there's 40 feet by 25 feet wide storage area that the owner intends to designate as a storage area for bicycle storage for the residents, so that the outside bike racks can be utilized by visitors. Mr. Michels said that, additionally, there are various mechanical rooms around the perimeter of the garage that tie into to the utilities and then there's a small pet spot off of the one elevator lobby to help residents deal with their pets. The ground level plan shows the building with a donut shape going around and in the middle of the donut, there is a courtyard. He said that the courtyard would have a pool, some amenity areas that would be predominantly paving with some landscaping on it and there would also be balconies or patios off of these units that circulate the interior courtyard.

Mr. Michels said that the main entrance into the building is on the West side, you come into a lobby and in that lobby, there will be a package/mailing room, leasing offices and management office. As you go in, there is a larger ceiling height space in this lobby and as you go in, it goes from steps or an elevator up and then there's amenity areas that are available for the residents. There's a large lounge area with very wide doors into an area that would have a pantry that could work in conjunction with the lounge and outside of that there would be a little grill station that would be available for the residents.

Mr. Michels stated that on the other side of it there would be some restrooms that would serve as both the public spaces on this level as well as the pool area with a little cabanas space behind it and possibly a yoga space.

Mr. Michels said that the second floor is very similar type. There's a gym on this floor, there's a library/conference room and then there's some co-working space available for the residents as well as the screening room.

Mr. Michels detailed the plan of what a typical affordable unit look and what typical units are for the market rate units. He said that all of the units meet all the size requirements, all the units are 100% adaptable for a handicap compliance, all the units have stackable washers and dryers and very nice eating kitchen areas with some kind of bar. Mr. Michels said that one thing about many of the units we have is that a number of the units will have a den and is an area in the back of the unit by the entrance that is intended to be a home office. These units are a little bit larger; this

particular unit is 7 1/2 feet wide by 11 feet long, it doesn't have any windows or closets in it and it's not intended to be a bedroom. It was recommended during SPRAB meeting not to have a door, but the architect feel it is appropriate to have one. Most of the units are intended to have a balcony and the mechanical system will sit off the edge of the balcony that vents directly outside. The corners of the building would have a cap metal standing seam roof and the larger extents would have an asphalt shingles roof.

Mr. Michels stated that the building height meets within the requirements of being a maximum of 65 feet and that is to the absolute peak of the roof. It is the owner's intention to put cameras around the property and as far as the two entry signs there is a desire to light those with up lights and that would be dusk to dawn for that lighting. In regards to the construction time frame of the building, the architect believes that a project like this take approximately 18 months after a construction permit has been issued.

BOARD QUESTIONS

Chairman Bagoff asked if the colors and materials that Mr. Michels show in his rendering design will be the colors and materials used in the final product. Mr. Michels said that the intent is to do this color scheme; the actual sample hasn't been picked at this time, but this is the color scheme that they are intending to use.

Chairman Bagoff asked if the applicant is considering to use a light, white or reflective roof to help reduce the heat island effect. Mr. Michels said that's not appropriate for this building because the majority of their roofs are sloped shingle roofs. The interior of the courtyard will have lighter pavers and the landscape will help decrease the heat island effect.

Chairman Bagoff asked if they will be providing architectural design for the cameras that will be put up around the property. Mr. Michels said that they will provide plans.

Mayor McCartney asked if the building design was to intentionally mimic Brighton Gardens.

Mr. Michels said that they did not specifically copy them, but they did use it as a reference.

Chairman Bagoff asked if it is possible to add islands with trees in the parking lot. Mr. Michels deferred that question to Mr. Delaney.

Mr. Alpert asked if Mr. Michels has a sense of how many school children we might expect coming out of this project. Mr. Michel said that what is generally found in these types of projects is that the school children impact is very minimal.

Mr. Smeraldo asked if the building will have fire suppression systems. Mr. Michels said that the entire building will be fire suppressed with NFPA 13 in which it saves buildings and lives; he said that it's a much more intense system The garage would be expected to have a dry sprinkler system which means that the sprinkler system is charged with compressed air that's holding the sprinkler heads from going off. The sprinkler head and the fusible link in them when they reach a certain temperature that fusible link melts and the sprinkler head goes off. He said this is different from a wet system which is water behind it and immediately sprays.

Mr. Smeraldo asked if the fire alarms and stand pipes are in compliance. Mr. Michels answers in the affirmative. Mr. Smeraldo asked how is the architect going to protect the entrance from people crashing into it. Mr. Michels said that the entrance is wide enough for vehicles.

Mr. Smeraldo asked if the elevators are large enough for medical emergencies. Mr. Michels said they are and that their minimum weight is for 3,500 pounds.

Chairman Bagoff asked if there is any plan for an emergency standby generator. Mr. Michels said that the engineer shows it on the on the site plan as a placeholder. And as they go into the construction detailing of this with the new code it'll be determined if it's required by the code or not.

Mr. Smeraldo asked how will the medical vehicles have access to the building if the gates are approved. Mr. Michels he is not sure about the answer, but will work with the fire department subcode official.

Mr. Smeraldo asked where will the chemicals and pumps for the pool be stored. Mr. Michels said that right underneath the pool itself there is a room.

PROFESSIONAL QUESTIONS

Mr. Hess asked that the gates at the entrance must be shown in the plans for the board to review. Mr. Hess asked where will the air conditioning units be located. Mr. Michels said that the units have balcony and also there will be a mechanical room in the corner that it goes and vents outside. On the common spaces there will be small condensers located on the flat roof, since it is going to be limited to just the hallways.

PUBLIC QUESTION

Jennifer Sharret at 11 Howell Drive asked if the only access to the building is going to be through the sliding doors, since there is a synagogue close to the building and if accommodations will be made for those residents. Mr. Michels that accommodations will be made and said that there are three main entry points at the front entrance and there will be an elevator that will run on Sabbath.

Jennifer Sharret also asked if there are traffic studies and what impact will the traffic have with the new cars coming to the building. Mr. Michels said that is going to be issues for the county. Sasa Academy asked if there were any more updated designs considered for this project. Mr. Michels said that he and the owner went through several designs and the owner was very involved in developing this design and this is one that he likes and feels is very appropriate. Sasa Academy asked if the architect took any sustainability measures. Mr. Michels said that there are a lot of sustainability measures that they are taking into the design certainly there's going to be a lot of building products that are recyclables in there, this is a very energy compliant building. It's going to have the modern elevators that are very efficient and they regenerate when it goes up and down and offsetting the energy costs. There are energy star appliances that are in the building and the principles that in the green building design are really incorporated into this building.

Sasa Academy asked if they have considered solar panels either on the roof or on the parking lot which would actually mitigate their need for snow removal. Mr. Michels said that they have talked about solar panels on the roof, it's on the owner's agenda to go and look at that a little bit more closely as we do the construction documents on the building. But that is one of the items that that as we developed the construction drawings for the building that we were going to review more closely.

Joyce Rudin at Woodland Avenue asked if the County will be testifying in regards the traffic studies. Mr. Dimin said that if there's a need for a traffic study that might very well have to be addressed by the county because this the application is totally within the confines of the ordinance and a traffic study isn't necessary from this planning perspective.

Joyce Rudin asked if the affordable units have balconies. Mr. Michels said that all of them have balconies.

Joyce Rudin asked if the architect can discuss the amenities that will be in the market rate apartments, what amenities do they plan to have and are they exactly the same amenities as in the affordable units. Mr. Michels said that they have not designed the interior finishes of the units yet.

Joyce Rudin asked why would it be problematic to have trees in the parking lot for snow removal. Mr. Michels said that it's just not as clean an operation through the snow removal, it is more money and curbs tend to get damaged.

Joyce Rudin asked since the building is approximately 2 feet higher than Brighton Gardens, how will that look from if you are a resident at Brighton Gardens will they now be looking straight at

the new building. Mr. Michels said that the building is quite a distance away, but based on a slope study recently done they felt there was no problem.

Mr. Kevin Malanga at Ridge Road asked what type of material will be used to pave the parking lot. Mr. Michels defers the question to the civil engineer.

Jack Dean at Bromley Drive asked if the architect could explain the difference on the placement of the mechanical units in the affordable units versus the market rate units it appeared to that the market rate units had the mechanicals at the exterior to the building off of their balconies and it appeared that the affordable units had the mechanicals inside the units. Mr. Michels said dependent on the unit design and where the unit falls within the building. They're both going to operate the same way, they're going to be the same efficiency. The ones that don't have them on the balconies he will need to go and find a little piece of flat roof somewhere to put the condenser and those are a little bit harder to work with, but where the units were located, we thought this is what they felt was appropriate, it shouldn't have a negative effect with respect to noise and vibration inside the affordable units.

PUBLIC COMMENT*

Sasa Academy said that she is concerned that how will the new kids coming to live at this building be accommodated in the schools, since they are at maximum capacity.

Kevin Malanga at Ridge Road said that it's important that all the charging stations be installed upon completion of the project, they should not be staged. 8% of new car sales in New Jersey are electric vehicles and that can only grow year by year.

Joyce Rudin is concerned that this building does not have a traffic study, no approximate time in how long will this project take and the applicant is not sure how will affect the schools in town.

Roz Moskowitz said that she would like to see a traffic report, since she is concerned about the traffic pattern. And she is concerned about people crossing four lanes of traffic to get to a sidewalk.

Conditions:

- The applicant will work with the engineer on the pump house capacity to ensure that it's adequate.
If any trees that are part of the landscape plan die the applicant must replace them and must use native plants. The property owner will maintain the driveway up to Pleasant Valley Way.
- The architect will work with the fire department for a number of issues including the key fob and the knock box.
- the DEP approval letter will be supplied to the building department
- Should gates be installed to the parking garage they will work with the fire department to make sure that safe access can be gained by all emergency vehicles.
- The signs will be lit from dusk to dawn with uplighting.
- The colors and materials as shown in the design will be presented in sample form to the planner and will work with the planner to achieve the look closest to the designs as presented.
- The interior flat area with pavers will use a lighter color paver to help environmentally and the flat roofs will also be done with the lighter color roof.
- Bike rack in the storage areas not shown on the plans will be installed and noted on the plans.
- The uplighting on the sign near the roadway will not interfere with roadway traffic.
- All conditions will be placed on the plans.
- Siamese connection will not be blocked with any plants.

- Defibrillators must be placed at the pool and gym area.
- The appliances used in all the apartment units shall be the same make, model, and quality but in the event of a supply chain or other limitation as to a specific model, any substituted models must be of the same quality and size and must be distributed evenly between market rate and affordable housing unit apartments, the distribution of said units shall be approved by the Building Code Official.
- Applicant must install and maintain an emergency generator
- Surveillance cameras must be shown on the plans.
- Applicant shall use cool pavement materials for construction of the parking lot.
- Access to the flat roof areas for fire, mechanical repairs or other technical issues must be by an internal staircase.
- Detention basins shown on the plans must be maintained by the property owner.
- The Board recommends that the County Planning Board review and study the traffic at the site, specifically the location of crosswalks and sidewalks.

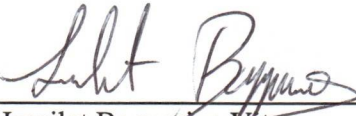
Motion: Chairman Bagoff

Second: Mr. Cardoza

Alper:	Y	Morgan:	Y
Bagoff:	Y	Smeraldo:	Y
Cardoza (Alt.2):	Y	Wilkes:	----
Guarino:	Y	Williams:	Y
Jensen (Alt. 1):	---	Yes: ; Absent:	
Klein:	----		
Mayor Susan McCartney:	Y		

Meeting adjourned at 10:30PM.

ADOPTED:


 Jamilet Baquerizo Vite
 Planning Board Secretary