

**MINUTES
TOWNSHIP OF WEST ORANGE
PLANNING BOARD MEETING
July 19, 2023 7:30 P.M.**

The Township of West Orange Planning Board held its regular meeting on July 19, 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 August 2, 2023 at 7:30 P.M.**

ROLL CALL

PRESENT: Dr. Robert Bagoff; Mr. William Wilkes; Mr. Ken Alper; Mr. Jerry Guarino; Mr. Christopher Morgan, Sr.; Mayor Susan McCartney; Mr. Peter Smeraldo; Councilwoman Tammy Williams; Mr. Sal Jensen; Mr. Cardoza;

ABSENT: Mr. Lee Klein

ALSO PRESENT: Diana P. McGovern, Esq., Planning Board Attorney;
Liz Leheny, Town Planner;
Mr. Zach Jordan, Board Engineer;
Jamilet Baquerizo Vite, Acting Planning Board Secretary

MINUTES & RESOLUTIONS

(Adopted 7/19/2023)

- PB-23-06 Crestmont Country Club Resolution

Motion: Chairman Bagoff

Second: Mr. Guarino

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

- PB-23-05 TBZ/Wellness Center Resolution

Motion: Chairman Bagoff

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:	Y		

SWEARING IN

- The Township Professionals *Ms. Liz Leheny, Township Planner* and *Mr. Zach Jordan* were sworn in.

APPLICATIONS

- **PB-21-01/West Orange Plaza**

Block: 152.01; Lots: 1445 & 1445.05; Zone: P-C/R-5

235 Prospect Avenue

Improvements to West Orange Plaza Shopping Center with addition of new buildings.

PRESENTATION

- Mr. Meese, attorney for the applicant, entered on the record. Mr. Meese stated that the new renovations on the West Orange Plaza will bring a lot of benefits to the West Orange Community such as aesthetic improvements.
- Mr. Meese also included that there will be new signage, the landscaping is going to be substantially enhanced there will be enhanced pedestrian connectivity throughout the center and enhanced lighting.
- The Mavis building will be eliminated to either transform it into a restaurant or a medical or retail space.
- In addition to all of the retail space, restaurant space and service space they will allow the residents of West Orange greater shopping opportunities as well as additional employment opportunities and opportunities for the local entrepreneurs.
- The applicant is also proposing to add many different size spaces to accommodate different uses in the center.
- Mr. Delaney, professional engineer, entered on the record and was sworn under oath; his credentials were accepted by the board.
- Mr. Delaney mentioned that the subject property itself is actually split zoned; the front portion of the shopping center, which contains the building itself and all of the parking lots, are within the PC or the planned commercial zone. The rear of the property is within the R6 zone. The subject property itself contains a total of 32.67 acres.
- The subject property contains 3 separate levels; the upper level contains the existing Whole Foods and the former Kmart space. As we go to the north of the building, there is another level down that is considered the mid level of the main building and this is where the former retro fitness space was. Continuing down another level will be considered the lower level, in which a small series of retail stores exist. In the northeast corner of the property is the existing Mavis building; it has a front yard setback of 31.3 feet and a side yard setback of 10.1 feet going down to the southeast corner of the property. There is an existing Verizon store, which is tucked in near the corner of Prospect Avenue, that has a side yard setback of 113.8 feet from Prospect Avenue and a 43.4-foot setback as existing from Eagle Rock Ave.
- The parking lot itself occupies the eastern portion of the property and is generally located in front of the main building that stretches all the way to the north and around the back of the building to provide parking throughout this entire parking lot. There are 1476 existing spaces in which the majority are mostly unused.
- This site has three primary entrances and exits to the site. The first one is the signalized intersection coming off of Eagle Rock Avenue this is a signalized intersection that allows for both right and the left hand turns into the shopping center and has a dedicated left turn into the center. Exiting the shopping center there is a dedicated right turn lane and a second lane that provides straight through and left turn movements out of the shopping center. At Prospect Avenue, they have two existing entrances to the site. On the

southernmost one there is an unsignalized intersection that provides left and right turns into the shopping center, but only provides for right hand turns out of the shopping center. To the north, closer to the Mavis building, they have the third entrance to the site again. This entrance allows for both left and right turns into the shopping center and allows for left and right turns out of the shopping center as well.

- They also have an existing slip ramp which is on the southbound lane of Prospect Ave. and that provides access to the shopping center.
- From the topographic and drainage perspective, the site generally slopes from the southeast corner of the site to the northwest corner of the site with grades ranging in just the parking lot itself from a high point of 590, near the existing Verizon building, to a low of 530, in that northwest corner of the parking lot.
- Throughout the parking lot there are sections that are relatively flat, closer to the main building, and there are sections of the parking lot that are relatively steep today.
- There are two main drainage systems that go through this existing parking lot. The first system is a county system and it's shown kind of running through the middle of the parking lot. This system drains from the county reservation across the street and drains into a portion of the Prospect Avenue right away; it only drains into a little bit of the existing parking lot. Ultimately, the system discharges into an existing ditch just behind the property to the north and behind that residential development.
- The second drainage system that exists today runs along the frontage of the existing main building. It runs along that frontage, turns to the West and eventually back to the North where it discharges through a new outfall structure that was recently created. It then again discharges into that same ditch.
- The system has recently been upgraded and modified in anticipation of this forthcoming development.
- The proposed plan calls for the complete overhaul and modernization of the existing shopping center. The plans for the new West Orange Plaza include the construction of three buildings on site, an addition to the existing Verizon building near the corner of Prospect Ave. and Eagle Rock Ave. and the conversion of the Mavis building to a non-automated use. Most notably this application also includes the inclusion of Target as the new anchor tenant, which will be within the former Kmart space.
- To complement these new buildings and future tenants, they are proposing to reconstruct the existing parking lot completely. This new parking lot will include reconfiguring all three entrances into the center, the elimination of that previously mentioned slip ramp, repaving and restriping the entire parking lot and overall improving vehicular and pedestrian circulation throughout the site.
- The parking lot and the proposed improvements have been designed with sustainability in mind. They are proposing electric vehicle charging stations throughout the shopping center and compact car parking spaces throughout the center. Together these two features will encourage the use of smaller and more efficient cars and the use of electric vehicles, but most notably the most significant sustainability measure that they are incorporating is the inclusion of landscaped islands through the parking lot. These landscape islands will dramatically increase the amount of onsite landscaping and will reduce stormwater runoff. By reducing the amount of asphalt on site they will reduce the heat island effect caused by the existing massive uninterrupted parking lot that exists today.

- They will also be replacing all the lighting fixtures with new LED fixtures. They are proposing to construct 2 new outbuildings which are referred to on our plans as buildings A and buildings B; these buildings have been designed to take advantage of the generally unused portions of the parking lot that exist at this northern end and give the center a sense of place and provide for more shopping and employment options to the community. Significantly, they provide for a connection of the existing Mavis building with the main building essentially completing and integrating the shopping center as one.
- Building A is the western building proposed along the northern end and has a footprint of 15,794 square feet, while building B eastern building has a smaller footprint of 8,055 square feet. Each of these buildings will be one story in height and will only have a maximum height of 35 feet, which is the maximum permitted height in the zone. These buildings include different size units to accommodate small local retailers.
- The two buildings have been designed with large sidewalks along the frontage of the stores and a large courtyard between buildings A and B; this courtyard will also include landscaped areas. In addition to constructing these two new buildings, the proposed plan calls for the existing Mavis building to be renovated and converted it to a retail medical or restaurant use.
- They are proposing to reconstruct the existing parking lot in this area. The first step in reconstructing the parking lot will be the removal of the slip ramp. They are going to realign the existing entrance off Prospect Ave. and shifting this entrance to the South; what this has allowed them to do is provide a larger parking field in front of the A, B and Mavis buildings.
- This parking field will also be used to service the mid level of the main building itself; this new entrance will be a Boulevard style entrance with large landscape islands on either side and a smaller landscape island that runs through the middle of it. This entrance has been designed to maintain the existing traffic light and the existing ingress and egress movements. Dedicated lanes will be provided for the left and right turns out of the shopping center. As you enter the site, you can continue straight to the main building or you can make a right as you enter the site; this will bring you right in front of the B and the Mavis buildings.
- Throughout the parking lot there will be proposed landscaped islands and 20 electric vehicle charging stations within this parking field. 1,088 parking spaces have also been spread throughout this portion of the parking lot to provide ADA accessible access to all of these three buildings. To the rear of buildings A&B they are proposing a one-way service drive which will accommodate deliveries to the stores and the collection of refuse. To service these three buildings, they are proposing 4 new refuse enclosures. The engineering letter issued by Mr. Hess asked if the spacing and the amount of the dumpsters that they are providing here is sufficient to support the two new buildings and the Mavis building. After reviewing these buildings in detail, they believe that we have provided sufficient refuse and sufficient spacing. However, they understand that it really comes down to just exactly what the tenant mix is going to be. For instance, a restaurant may have a higher refuse load than a gift shop or another retail type establishment and because of that they have provided additional areas in the rear of the building where refuse could be added in the future.
- Buildings A&B really help to create a sense of place and community for the center, but they do require a few variances for their construction. First, they require a variance for

the front yard setback; the proposed buildings have a setback of 135.9 feet, then 268.3 feet for buildings A and B respectively and this is where 300 feet is required. These buildings also require a variance for the minimum distance between buildings. They are proposing 54.2 feet between the Mavis building and building B, 38 feet between buildings A&B and finally 90.3 feet between building A and the main building; this is where 150 feet is required for the spacing between buildings in this zone. The other variance that they are seeking for these buildings is the side yard setbacks;

- they are proposing a side yard setback for building A of 50.7 feet and 60 feet for building B and this is where 100 feet is required.
- The proposed layout includes a sidewalk from Prospect Ave. along the South side of the Mavis building along the storefronts of buildings A&B. This will provide pedestrian access to that mid-level of the main building.
- Continuing South to the shopping center, they are proposing to reconstruct the existing vestibule and provide access out the front of it. In order to accommodate access out the front they are proposing to expand the sidewalk there and provide a large pedestrian gathering area. As you continue East through the parking lot, they are also providing a scored concrete crosswalk which will be 30 feet wide and just as wide as the entrance; this will give the pedestrians a sense of space and will also give cars a sense of awareness that they're approaching the main entrance and should slow down.
- They are proposing stop signs on either side of this, again to help protect pedestrians accessing the site. This new vestibule will be protected by targets signature red spherical bollards that they have in front of most of their stores.
- The parking field in front of target will accommodate a customer pickup area that will be located just to the north of that new main entrance. These spaces will have a sidewalk running down the middle of them and are separated by loading zones, which will allow target employees to navigate safely and easily to the customer's car and load their items. The parking field will also contain 12 electric vehicle charging stations, all placed directly in front of the target space. In addition, six ADA spaces are also proposed directly from Target's main entrance.
- Directly across from the new target, the plans also call for the construction of a third building, which is label as building C. This building will have a footprint of 8,400 square feet and like buildings A and B will only be one story in height. This building will be shorter and have a maximum height of 28 feet.
- This building will include the first of two drive-thru that they are proposing on the site which will have the capacity to queue up to 10 cars without affecting any movements within the remainder of the parking lot.
- They are proposing a loading area to the South side of building C; this loading area will be screened on the southern and western sides by a screen wall, which has been designed to match the facade of the building and blends seamlessly into the building. To accommodate the new Target space and the proposed building C, they are also proposing to reconstruct the southernly entrance off of Prospect Ave. The new entrance, like the northern one, will be a Boulevard style entrance with large landscape islands on either side and a small landscape island down the center.
- The ingress and egress movements will remain the same, only right-hand turns will be allowed out of the shopping center, and they will also be maintaining the existing left turn lane on Prospect Ave. into the center.

- Currently, making a right turn into the center from Prospect Avenue is rather tight. The radius on the curve and that movement could be quite difficult and they are proposing to enlarge that radius and making that movement a little bit safer and easier for cars entering the site.
- A few other highlights in this parking field include compact spaces, which are being proposed directly across from building C, and run up towards the existing Target space. They are also including six additional EV spaces located at the northern end of this parking field near building C and providing ADA spaces directly in front of building C. Additionally, a sidewalk will be installed which will connect building C with the main building itself; this sidewalk will run right through the center of this parking field and up to the target.
- Mr. Hess's letter indicated that perhaps an additional sidewalk should be installed in this area, to provide access from these angled parking spaces to the north of building C, to the sidewalk that is proposed in front of building C. The applicant agrees with his comment and they will work to include that sidewalk into any final site plans should the board ultimately act in favor of this application.
- Continuing to the South, they are proposing an addition to the existing Verizon building itself and they refer to this addition as building D. Building D is a one-story building with a footprint of 5,502 square feet; this building will be one story tall and will have a maximum height of 35 feet.
- Building D has been designed to include a large pedestrian area along the frontage of the stores which is the northern side of the store facing in towards the parking lot. A series of ramps and stairs will be installed which will help make up the difference in grade from this new proposed building to the existing parking lot.
- This building will also include the second of two drive throughs on the site; this drive through will have sufficient space to allow for the queuing of approximately 5 cars without interfering with any traffic flow in the parking lot. Mr. Hess has recommended again in his engineering review letter that the applicant should provide additional signage at this drive through indicating that left turns are not allowed. The engineer agreed with this comment and will work to incorporate that into their plans.
- On the eastern side of the building, they are proposing a new refuse enclosure which will be designed to match the building façade, like the other refuse enclosures on site, and will have attractive gates along the front.
- Beyond this building they are also proposing to reconstruct the parking field as well; that is the parking field in front of the new building D and in front of the existing Whole Foods.
- They are also proposing to upgrade the existing intersection that comes into the site from Eagle Rock Ave; this upgraded intersection will maintain the same movements into the site while also making these movements safer.
- The new entrance will be narrowed down; they are proposing a new elongated island that will help to control cars entering the site, give them sense of belonging and also help to slow them down and separate them from our pedestrians.
- One of the most notable features of this new reconfigured entrance and exit is that they are providing one left turn and then they are providing another lane that will also accommodate left turns and through movements to cross the street.

- At the back of the existing shopping center, they are proposing to renovate and expand the three loading docks, which will serve the proposed Target. Three additional loading docks will also be constructed and they will be renovating the three existing to make them more conforming with modern designs.
- To accommodate the new trucks going into these loading docks and provide for better and safer movements, they are going to be expanding the pavement in this area.
- Finally, they are proposing three potential future loading docks slightly further to the north and these have been designed and included in these plans to provide for flexibility as Target builds out their space at the lower level. These loading docks will require a variance for the rear yard setback. These loading docks, which are only one story in height, will have a rear setback of 39.6 feet where 75 feet is required. There is also a variance for the number of loading docks provided throughout the shopping center. According to the ordinance, we're required to provide 34 loading spaces and we're only providing 12 throughout the shopping center. However, they feel that there is a sufficient number of loading docks given the size, the configuration and the expectancy of the times that will be in the shopping center. They also know that some of the loading will take place outside, which does require a variance in this particular zone, but they feel that the location provided is safe, adequate and well screened from the public right of way.
- Finally, continuing to the north, we will also be reconstructing the parking area in the back. They are providing landscape islands and this will provide parking and access to that lower level.
- Based on the improvements described, they are moving a significant amount of the existing asphalt and are providing approximately 1 acre of new landscaped islands on site, so that's a significant increase in the landscape islands. The overall shopping center will include 1,204 parking spaces; this is inclusive of the EV credit that we're allowed. They also believe that they have achieved the correct balance of parking, landscaping, pedestrians, and pedestrian sidewalks given the square footage of the center and its expected vibrancy. New ADA compliant parking has been strategically placed throughout the site and they are providing more ADA parking than what is required by ordinance.
- They are providing 48 EV parking spaces all scattered throughout the site in strategic locations. There will be 36 compact car parking spaces, again strategically located throughout the site. For pedestrian access and connectivity, they are providing new sidewalks for the entire length of Prospect Ave. and Eagle Rock Ave., majority which does not exist today. These pedestrian walkways will also link in with the buildings proposed on site. They are also proposing bicycle storage racks throughout strategic locations at the shopping center.
- Overall, the proposed grading drainage has been designed to mimic the existing patterns on site. Starting at the South corner of the site, building D the parking lot in this area will remain roughly the same grade that it is today with the milling and paving replacing it as is.
- To the North through the shopping center directly in front of Target, they are proposing to regrade this area to accommodate the new landscape islands and their new entrance; these grades will remain similar to the conditions they are today.

- At building C that portion of the parking lot gets a little bit steeper in the existing conditions; we are proposing to fill in that area, raise it up and create a flatter parking field throughout that area to accommodate building C and its surrounding parking.
- Continuing to the North toward buildings A&B, these buildings will be slightly elevated above the existing grade in this area. This portion of the parking lot will be regraded to provide flatter parking spaces more consistent with modern design.
- The back of the main building, where they are proposing the loading dock additions for Target, there is an existing hill along the back of the property line. In order to expand that pavement out and accommodate the change in grade, they will need to put in a retaining wall. The retaining wall will vary in height from zero feet all up to its maximum of 13 1/2 feet. It will have a one-foot setback and can be constructed without having to go into the adjacent property; this can be done by using sheet piles. Another option that ownership has been exploring is the possibility of a construction easement onto the adjacent property, to help build that wall as well, but it can be built either way.
- There are two primary drainage systems on site, which they will be maintaining and upgrading; all new storm sewers are being proposed throughout the shopping center. This is because they are providing landscape islands that work to break up the water flowing across the parking lot in order to capture the runoff.
- They are proposing all new utilities throughout the shopping center to service these new outbuildings and the addition to the Verizon space. These utilities will include gas, water (which is both fire and domestic) electric services and sanitary sewer services. They are proposing to reconstruct a large portion of the sanitary sewer lines and upsize them to provide for better sanitary sewer service to the site.
- The lighting plan will include the installation of all new LED fixtures throughout the entire shopping center. Most of these fixtures will be standard pull mounted fixtures with the mounting height of 25 feet. These fixtures will mostly be placed within the parking field itself and, because of that, they will be placed on a concrete pedestal. Each of these pedestals is 3 feet in height and will help to protect these poles from cars in the parking lot.
- They are proposing building mounted fixtures with a mounting height of 18 feet along the rear of buildings A&B to illuminate those service drives. They are also providing building mounted lights at 18 feet along the rear of the main building to light the loading docks behind the building.
- The lighting plan has been designed to adequately light the entire parking lot and all the existing and proposed walkways through the shopping center. The lighting plan was also designed to produce a maximum lighting level of 0.3-foot candles at the side and rear property lines.
- They did exceed the 0.3-foot candle minimum along the property frontage on Prospect Ave. and Eagle Rock Ave. This was done intentionally and it was done in order to provide additional lighting for the new sidewalks that they are proposing along the frontage of this site.
- Finally, these fixtures all have a mounting height of 25 feet that will require a waiver because 18 feet is the maximum height allowed.
- The lighting fixtures will be placed on a dusk to dawn timer and the fixtures will be dimmed down to security level lighting at night when the center is not being used. The

applicant will have to coordinate that exact timing with their existing tenants and future tenants in order to provide lighting for them accordingly.

- According to Mr. Hess's comment #6 they are showing six EV spaces just South of the proposed A building, suite 4 and across from the mid-level from the main building; these six EV spaces were not labeled on the plans as to when they would be installed. These will be installed within three years of obtaining the CO, since the state statute requires that they install 1/3 of the EV spaces before CO is issued, the next one third within three years and the final one third within six years of the CO. The applicant intends to follow that phasing schedule and may even accelerate it depending on how the development of shopping center goes.
- Comment #10 on Mr. Hess's review letter indicated that the loading dock one or LD one was not included in the submission; the engineer believes that they did include it in the submission between pages seven and eight in the site plan set.
- Finally, under comment #14 they did provide a copy of the maintenance manual and it is their understanding that Mr. Hess has since received it, but if not, they will provide a copy.

BOARD QUESTIONS

- Mr. Wilkes asked if the engineer could go over the entrance on Eagle Rock Avenue. Mr. Delaney said they are proposing to shift the curb line significantly to the West and they are proposing to elongate it. What this will do is help control the movement of cars in, it will narrow it up and help slow them down before they get right in front of the main building. For the out movements they are going to be maintaining that existing right hand turn only lane and as far as exiting the shopping center they are going to have a dedicated left turn only lane and second lane which will provide through access onto the side street across Eagle Rock and left turn access out.
- Mr. Wilkes asked if the sidewalks are going to be changed. Mr. Delaney said that the sidewalks will be maintained and they will be providing additional sidewalks.
- Mr. Wilkes asked if each individual company would have their own signage. Mr. Delaney answered in the affirmative.
- Mr. Wilkes asked if there will be a sign that lists all of the different stores or shops that would be there. Mr. Delaney said that there will be a couple of pylon signs throughout the shopping center. The existing sign near the northern entrance to the site on Prospect Ave. will be replaced with a new pylon sign; he said that they are also providing a new pylon sign at the southern entrance and there will be a smaller sign at the intersection of Eagle Rock Ave. and Prospect Ave. with the name of the site on it.
- Ms. Williams asked if there will be a crosswalk as well as stop signage at the new building so that pedestrians will have the right of way. Mr. Delaney said that coming from the back of the shopping center there's a stop bar/sign there and they are proposing a crosswalk as well.
- Ms. Williams asked how close the loading docks are to the residential development, what type of barriers will they use and if the trucks there have the capacity to enter and exit without any challenges. Mr. Delaney said the trucks movements have been designed to park in those three spaces and be able to maintain traffic flow throughout the shopping center. In regards the barriers there is a buffer at the back where the loading docks are away from the residential development.
- Mr. Guarino asked if it is possible to have blinking lights for more pedestrian awareness. Mr. Delaney said that it is something they can consider, since he thinks that the blinking

stop signs will become less effective because there will be so many of them. He said that they will consider putting the light in the areas of high traffic and pedestrian volume.

- Chairman Bagoff asked if the blinking stop lights can be solar powered. Mr. Delaney said that they can incorporate solar powered lights to the stop lights.
- Mr. Morgan asked if they will be increasing ADA spaces. Mr. Delaney said that there will be 27 ADA spaces strategically placed throughout the parking lot.
- Chairman Bagoff asked if the applicant will use cool pavement to decrease the heat island effect. Mr. Delaney said that the applicant has considered using the cool pavement technology, but believes that there are some disadvantages in using those pavement types because the materials are not as strong and not as robust which is not something you want for a shopping center, since shopping centers see very high vehicular loads, a lot of loading movements, truck traffic, etc. Another option would be porous pavers, but unfortunately the site has not been filtered and based on their prior drainage work done, the soils on site really don't provide permeability. He said that the water would have nowhere to go once it goes inside of the permeable pavers and because of that is why they focused so heavily on incorporating these large landscape islands throughout and plant trees in there, which will have some large canopies.
- Mr. Smeraldo asked if the entrance near Mavis building will be eliminated. Mr. Delaney answered in the affirmative.
- Mr. Smeraldo asked if the elevated areas will be safeguarded. Mr. Delaney said that they will be providing a guardrail along the top of that to protect pedestrians from falling and have a handrail on it. He said that in the rear, where that 13-half foot wall is to accommodate the loading docks, they are going to be providing a fence along the top of that wall. They don't expect any pedestrians in that area, but because it is so close to the property line, they want to make sure that they are providing safety measures.
- Mr. Jensen asked where trucks will be entering and exiting the building. Mr. Delaney said that they will enter the site off of Eagle Rock Ave and will be able to make either a right into the site or a left into the site. He said that they will then continue around the South side of the building going to the West around the rear and they'll access all of the loading docks. They will then continue out through the rear parking lot along a small portion of the frontage of the A building, then continue South along the main building; the trucks will make a left and go out the northern entrance and exit the site onto Prospect Ave.
- Chairman Bagoff asked what the hours will be for deliveries. Mr. Delaney said they will be during the evening.

PROFESSIONAL QUESTIONS

- Mr. Jordan asked if they go over water quantity. Mr. Delaney said that there are a handful of different calculations that we can provide. The most common and the one this board has probably seen the most is the incorporation of detention basins, to meet specific reductions in stormwater runoff and this is common in any kind of development, where they are proposing to increase the impervious on site, add new buildings, add new parking lots, etc. This site is rather unique in that they are actually reducing the impervious coverage on site and also the amount of motor vehicle surface.

PUBLIC QUESTION

- Mr. Matthew Rosen, representing the owners at 57 Terrace Ave., asked how high the light at the back of the shopping center will be. Mr. Delaney said that the high is 18 feet.
- Mr. Rosen asked if it is possible to put a barrier between the property and shopping center to keep the noise, odors and light away from the residential properties to the north. Mr.

Delaney believes that there will be a screen wall proposed in this courtyard that will help provide some noise attenuation coming out of the courtyard to the property to the north. He said that he believes the landscape architect will talk about additional landscaping that's going to be added along this northern property line.

- Mr. Rosen asked if any improvements will be done to the county drainage pipe. Mr. Delaney said that they are not touching that existing county line; they are going to leave the existing line as is and inspect it during construction to make sure it's still adequate, but they are not going to be increasing the size of it.
- Mr. Dannemiller at 10 Greenwood Avenue asked if there is a direct pedestrian access between Jersey Mike's corner and where the bus stop is. Mr. Delaney said that the pedestrians have the option to cross twice, but they can come down to the site where the sidewalk ends and cross the drive aisle and enter into Jersey Mike's at the southeast corner.
- Mr. Dannemiller asked what the radius is at southbound off of Prospect and eastbound off of Eagle Rock Avenue and what kind of design speed are they trying to achieve on the entrance to the parking lot. Mr. Delaney said that the radius is a 50-foot radius, which tries to slow down the movements into the site and that is why they didn't want to put in a tight radius there.
- Arden Fusman at 77 Terrace Avenue asked how it's going to affect the environment, the trees, and the wildlife. Mr. Delaney said that as far as wildlife goes and anything like that, all the proposed improvements, except for the small loading dock expansion behind Target, is wholly contained within the actively disturbed areas of the site. He said that they are not going into any of the wooded areas or any of the wetlands in the rear of the site, so no wildlife should be impacted. The landscape architect can certainly talk in more detail about the trees, but they are providing a significant increase in landscape islands throughout the site to provide for over 100 more trees on the property.
- Kevin Malanga at Ridge Road asked if the engineer was responsible for designing the island placement on the parking lot. Mr. Delaney said that he designed it in conjunction with the landscape architect.
- Mr. Kevin Malanga asked if there is a fast-food restaurant proposed in the plans. Mr. Delaney said that no fast-food restaurants are proposed.
- Mr. Malanga asked how long does cool pavement last. Mr. Delaney said that based on their research the cool pavement last approximately 10-15 years.
- Mr. Malanga asked how long does standard asphalt last. Mr. Delaney said that it lasts approximately 25 years or longer.
- Mr. Andy asked if there has been a noise study done and what the refuse policy is. Mr. Delaney said that they'll have regular refuse pickup once twice a week, to help mitigate any kind of issues with that. He said as far as the noise study goes, there has not been a noise study conducted for these proposed improvements, but of course any improvements that we're doing here on the site they'll have to comply with the townships noise ordinance.

NO PUBLIC COMMENT*

PRESENTATION

- Target representative Alison Mathern entered on the record. Target will be taking three spaces; The former Kmart, the Staples and the Dollar Tree. There will be major internal renovation to accommodate a typical target store approximately 100,000 square feet. There

will be a CVS pharmacy, an optical center, a Starbucks with no seating just the counter, but a full-service Starbucks, there will be an Ulta beauty store in store, as well as about 10,000 square feet of grocery in addition to our usual retail merchandise. The lower level of the store will accommodate all the stocks for the existing first level store and then there is a portion of the lower level for which they are seeking approval to use as a delivery center. It is a newer concept for target; it basically brings merchandise from other stores pre-sorted for delivery to local customers and residents. She said that there's no storage of product in that portion of the facility it really is just shifting presorted boxes from larger vehicles to smaller local delivery drivers.

- There will be 224 customer drive up parking stalls in the parking lot.
- They will be using LED bulbs, reclaimed wood on the interior finishes and occupancy sensors on most of our different rooms and restrooms. They will be also using a trans critical CO2 system for their refrigeration which is much more environmentally friendly. Additionally, they are replacing all the mechanicals for the existing building, which will all be newer and obviously much more energy efficient than what is there today. There will be low flow water fixture, plumbing fixtures and hand dryers in the restroom; no paper towel dispensers.
- Customer will have no access to the rear of the store or in the back by the loading docks.

BOARD QUESTIONS

- Mr. Cardoza asked what store and delivery hours are. Ms. Mathern said that typically it's from 8:00am to 11:00pm and seven days a week.
- Mr. Guarino asked if there will be any adjustments in the traffic flow around holiday season. Ms. Mathern said she is not sure about the answer.
- Councilwoman Williams asked if there will be optical services, salon services and automotive services. Ms. Mathern said that there will be optical services but no other services.
- Mr. Guarino asked if there will be stock replenishment during closed hours. Ms. Mathern answer in the affirmative.

PROFESSIONAL QUESTIONS

- Ms. Leheny asked what type of vehicles are the ones that pick-up. Ms. Mathern said that they are passenger vehicles.
- Ms. Leheny asked how many times a day does the delivery trucks come in. Ms. Mathern said that according to the report 2-4 a day.

PUBLIC QUESTION

Mr. Rosen asked if there will be on site security in the form of a private security car with flashing lights. Ms. Mathern said no.

NO PUBLIC COMMENT*

PRESENTATION

- Mr. Jim Welsh, Landscape architect, entered on the record and was sworn under oath and his credential were accepted by the board.

- Mr. Welsh described the existing landscape stating that there is a little bit of lawn and some trees along Prospect Ave. to the east side and along Eagle Rock Ave to the South side. There are about 20 trees interior to the parking lot, they worked with the owner to plant some trees along the edge of Prospect Ave last fall, in which they planted about 15 new shade trees along the edge there and they were planted with the thought of moving forward.
- In the large open parking lot there are 20 trees, a total of 28 trees along the perimeter that includes the newly planted one's last fall as well as some along the corner of Eagle Rock Ave and Prospect Ave and some existing going down the side of Eagle Rock Ave as well. Part of our planting plan last fall they did add some grasses and shrubs at the corner.
- They are going to remove trees from the parking lot to work with the new parking layout. All the trees along the perimeter are going to be protected and each will have barriers to protect them during construction.
- The engineer suggested to possibly remove the trees located in the corner because they were considered invasive, but the architect thought they were in decent shape, decent health and they checked with the Township forester Walter Kipp and they have an e-mail from him suggesting that he thinks they should be saved as well.
- The overall landscape will have shade trees along the perimeter and throughout the parking lot. The trees will provide shade to the parking lot, which will help cool the urban heat island effect.
- The trees are also there to visually direct people where to go; there will be a line of trees in front of buildings A&B to make a nice driving experience and also direct the cars to move along there as well.
- In all they are planting 151 shade trees; the shade trees that will be planted are currently calling for about 2 1/2-inch caliper planting size and they'll grow to be much larger trees over time. 27 Evergreen trees, 11 ornamental trees which would be smaller trees something that might flower like a red bud service berry, and then there's a couple of river birches in there as well.
- They will plant trees along Prospect Ave. to finish that tree line they started.
- The trees that they are going to be planting are four different main types of shade trees; zelkova, honey locusts, hackberry and lindens.
- There will be lawn along the streetscape along Prospect Ave. The understory planting will be both deciduous and evergreen, so that there's something there in all different seasons. There's also going to be some herbaceous plantings; those are going to be seasonal highlight planting areas, so whether it's mum beds in the fall or begonias and marigolds in the spring, all different flowers that could happen in those small spaces to really highlight the entry spaces along the Prospect Ave. as well as along the Eagle Rock Ave. entry.
- The paving throughout the front of buildings A, B, C and D are going to be a nicer paving. They are going to do a travertine paver in a couple of different ways in front of the building and in between some of the buildings and some of the areas where you might want to pause and sit for a little bit longer. In front of the building there's going to be two types of paving in there; it's going to be a herring bone pattern for the most part in the pedestrian areas with a square travertine paver. It is just a little bit darker around the edges; it will signify that is the pedestrian zone and, just to break it up a little, there's going to be some of those square edge pavers showing where the different lines are within the building where the different stores are. When you get into more of the area between building A and B, it's a place where people are going to linger a little bit longer. When restaurants open up there will be a courtyard and they will use an ashlar paving

which is basically just a different shape of the stone, a different pattern of the stone, but still the same tone so that it mirrors nicely.

- The pavers are going to be set on a concrete base and mortared in so the pavers don't lift.

BOARD QUESTIONS

- Chairman Bagoff asked if the trees can be beefed up on the residential side. Mr. Welsh said that there are trees that can grow up to 15-20 feet high, which will become their green wall that will separate the back with the residential side, but they will add a few more trees.
- Chairman Bagoff asked if it is possible to screen the refuse area without compromising traffic flow or parking. Mr. Welsh said it's kind of tough, but will talk with the engineer to see what can be done.
- Chairman Bagoff asked how will the plants and trees be maintained. Mr. Welsh said that they are still working out whether or not they want to irrigate a lot of the different islands and planting throughout. Even if they choose not to irrigate, we usually put a guarantee on whoever installs them so that they have to maintain and water. The contractor has to maintain and water the trees for at least the first year whether they're bringing a watering truck there to do that or they may install an irrigation system.

NO PROFESSIONAL QUESTIONS

PUBLIC QUESTION

- Kevin Malanga at Ridge Road asked is there a reason why the landscape architect chose nonnative trees over a native tree and would it not be preferable to have native trees. Mr. Welsh said the chosen trees have proven themselves to be very hearty in the parking lot, along streets and in drive areas in New Jersey.
- Mr. Rosen asked if the proposed trees will improve water runoff. Mr. Welsh said that the leaves will capture some of the rain as it comes down and the roots may absorb a little bit of the water, but most of it's going into the ground so he doesn't think it's going to change the hydrology all that much in planting those trees.
- Mr. Rosen asked how does a planting site get prepped. Mr. Welsh said that there will be clean up and mulch bed underneath.
- Mr. Rosen asked how high the trees will be when fully grown. Mr. Welsh said they will grow up to 15 feet tall and the trees will block a lot of the light spillage.
- Ms. Joyce Rudin asked if the landscape architect can consider planting native trees. Mr. Welsh said that they will consider that possibility.
- Ms. Sally Malanga asked how wide are the islands. Mr. Welsh said that the width varies; some are 9 feet wide and some will be narrow, around 6 feet wide, which will have only one tree so the roots can have more room to spread.

NO PUBLIC COMMENT*

Application carried to the August 2, 2023 Planning Board Regular Meeting

Meeting adjourned at 11:34PM.

ADOPTED:

Jamilet Baquerizo Vite
Acting Planning Board Secretary