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TOWN OF WESTFIELD

PLANNING BOARD

IN RE :
PUBLIC HEARING :
: :
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TRANSCRIPT OF PROCEEDINGS
Monday, February 7, 2022
Municipal Building
425 East Broad Street
Westfield, New Jersey
Commencing at 7:30 p.m.

Meeting held virtually via Zoom

1 B E F O R E:

2

MICHAEL ASH, CHAIRMAN

3

MICHAEL LAPLACE, VICE-CHAIRMAN

4

MAYOR SHELLEY BRINDLE, MAYOR DESIGNEE

5

COUNCILMAN MICHAEL DARDIA, COUNCIL LIAISON

6

MATTHEW CEBERIO, MEMBER

7

ANASTASIA HARRISON, MEMBER

8

ROSS GOLDSTEIN, MEMBER

9

ASIMA JANSVELD, MEMBER

10

ALEXANDRA CARRERAS, FIRST ALTERNATE

11

ANN FREEDMAN, SECOND ALTERNATE

12

13

DON SAMMET, TOWN PLANNER/BOARD SECRETARY

14

DAVID BATTAGLIA, TOWN ENGINEER

15

16

17 A P P E A R A N C E S:

18

BANNON, RAWDING, MCDONALD & MASCERA

BY: GREGORY MASCERA, ESQ.

19

Attorney for the BOARD APPEARING ON BEHALF
OF ALAN TREMBULAK, ESQ.

20

21

BISGAIER HOFF

BY: PETER FLANNERY, ESQ.

22

Attorney for the APPLICANT WESTFIELD PARK
PARTNERS, LLC

23

24

25

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P R O C E E D I N G S
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CHAIRMAN ASH: Good evening,
everyone. Welcome to the February 7, 2022,
regular meeting of the Westfield Planning Board.
May we have a roll call, please.

MR. SAMMET: Chairman Ash.

CHAIRMAN ASH: Here.

MR. SAMMET: Mayor Brindle.

MAYOR BRINDLE: Here.

MR. SAMMET: Mr. Ceberio.

MR. CEBERIO: Here.

MR. SAMMET: Councilman Dardia.

MR. DARDIA: Here.

MR. SAMMET: Ms. Harrison.

MS. HARRISON: Here.

MR. SAMMET: Mr. Goldstein.

MR. GOLDSTEIN: Here.

MR. SAMMET: Ms. Jansveld.

MS. JANSVELD: Here.

MR. SAMMET: Mr. LaPlace.

MR. LAPLACE: Here.

MR. SAMMET: Chief Tiller is absent.

Ms. Carreras.

1 MS. CARRERAS: Here.

2 MR. SAMMET: And Ms. Freedman.

3 MS. FREEDMAN: Here. Thank you,
4 everyone.

5 MR. SAMMET: Thank you, everyone.

6 CHAIRMAN ASH: Notice of this
7 meeting has been provided in accordance with the
8 Open Public Meetings Act, and publication of the
9 notice of this meeting published in the newspapers
10 of record the Town of Westfield.

11 Let's see have a flag solute.

12 (Whereupon, the Pledge of Allegiance
13 was recited.)

14 CHAIRMAN ASH: We have minutes from
15 January 26, 2022. There was a revision made and
16 that was circulated. Can I have a motion to --

17 MR. LAPLACE: Mr. Chairman.

18 CHAIRMAN ASH: Mr. LaPlace.

19 MR. LAPLACE: I just want to
20 clarify. I guess I have to abstain because I
21 voted against -- oh, I'm sorry, the minutes. I
22 was thinking resolutions. I'm sorry. Did I have
23 another question? No, I guess that's it. I'm
24 sorry.

25 CHAIRMAN ASH: I'll entertain a

1 motion to approve the minutes of January 26, 2022.

2 MR. CEBERIO: I'll motion.

3 CHAIRMAN ASH: Second, please.

4 MR. LAPLACE: I'll second.

5 CHAIRMAN ASH: All those in favor
6 say "aye."

7 BOARD MEMBERS: Aye.

8 CHAIRMAN ASH: Any opposed. Any
9 abstentions. We have resolution tonight, and that
10 is a resolution to approved PB-21-11, it's the
11 application for 552-556 North Avenue and 560 North
12 Avenue from Vimasap, LLC. Can I have a motion to
13 approve?

14 MR. CEBERIO: I'll make that motion.

15 CHAIRMAN ASH: Thank you. And a
16 second.

17 MS. HARRISON: I'll second it.

18 CHAIRMAN ASH: Thank you. Can I
19 have the roll call, please?

20 MR. SAMMET: Chairman Ash.

21 CHAIRMAN ASH: Yes.

22 MR. SAMMET: Mayor Brindle.

23 MAYOR BRINDLE: Yes.

24 MR. SAMMET: Mr. Ceberio.

25 MR. CEBERIO: Yes.

1 MR. SAMMET: Councilman Dardia.

2 MR. DARDIA: Yes.

3 MR. SAMMET: Ms. Harrison.

4 MS. HARRISON: Yes.

5 MR. SAMMET: Mr. Goldstein.

6 MR. GOLDSTEIN: Yes.

7 MR. SAMMET: Ms. Jansveld.

8 MS. JANSVELD: Yes.

9 MR. SAMMET: Mr. LaPlace.

10 MR. LAPLACE: Abstain.

11 MR. SAMMET: Ms. Carreras.

12 MS. CARRERAS: Yes.

13 MR. SAMMET: Ms. Freedman.

14 MS. FREEDMAN: Yes.

15 CHAIRMAN ASH: Thank you, everyone.

16 Before we get to our first application tonight,

17 Don, do we have any announcements?

18 MR. SAMMET: No announcements. Just
19 members of the Board, you're about to get very,
20 very busy. So be ready. Have your Wheaties. And
21 I'm going to meet the subcommittee next month as
22 well; Site Plan Subcommittee.

23 CHAIRMAN ASH: All right.

24 Subcommittee, you're on hold. That will take us
25 to PB21-09, 522 Springfield Avenue, Block 1905,

1 Lot 13. This was carried from our November -- no,
2 December 6, 2021, meeting. And with that, I think
3 Mr. Flannery is up.

4 MAYOR BRINDLE: Mr. Chairman, I have
5 to recuse myself from this application. So I'm
6 going to leave and if somebody wants to ping me
7 when you're back on and I'll rejoin.

8 CHAIRMAN ASH: Okay. We will do
9 that. Thank you.

10 (Whereupon, Mayor Brindle leaves the
11 meeting proceedings.)

12 MR. SAMMET: Good evening,
13 Mr. Flannery. I know you will have a number of
14 witnesses with you this evening, so I just need to
15 know some names that I can add to the panelist
16 group here.

17 MR. FLANNERY: Thank you,
18 Mr. Chairman, and members of the Board. For the
19 record, Peter Flannery from Bisgaier Hoff on
20 behalf of the applicant Westfield Park Partners,
21 LLC. I have, as the Board will recall at the
22 December 6th meeting, we had presented our
23 engineer and were about to present our architect.
24 So I have Mr. Avelino Martinez, our architect, as
25 well as Gary Dean, our traffic engineer that will

1 be presenting tonight. I also have Mr. Rob Espasa
2 the engineer in case we need him to testify as
3 well. But we're going to lead with Mr. Martinez
4 and then go on to Mr. Dean.

5 MR. SAMMET: Mr. Flannery, if any of
6 your witnesses need to share their screen to
7 present exhibits, they should have that ability.
8 If you have any trouble, just let me know.

9 MR. FLANNERY: Thank you. Just
10 waiting a few moments here while my team joins.

11 CHAIRMAN ASH: Just let me when
12 you're ready to proceed, Mr. Flannery.

13 MR. FLANNERY: Certainly,
14 Mr. Chairman. Thank you.

15 CHAIRMAN ASH: All right. I'm
16 seeing cameras turn on.

17 MR. FLANNERY: Avelino, are you on
18 yet? Here we go.

19 MR. MARTINEZ: I am.

20 MR. FLANNERY: I just need to ad
21 video. Perfect. If I can have Mr. Avelino sworn
22 in.

23 AVELINO MARTINEZ, having been duly
24 sworn, was examined and testified as follows:

25 BY MR. FLANNERY:

1 Q. Mr. Martinez, if you could just for
2 the record just state your name and
3 qualifications, licensure, and experience as an
4 architect.

5 A. Sure. Avelino Martinez,
6 M-a-r-t-i-n-e-z. I hold a bachelor's degree in
7 architecture and I'm a licensed architect in the
8 State of New Jersey as well as a number of other
9 states. And I have been accepted throughout a
10 number of boards throughout the state. I have not
11 been before this Board, however.

12 Q. Your license is current in the State
13 of New Jersey; correct?

14 A. It is, yes.

15 MR. FLANNERY: May I ask that the
16 Board recognize Mr. Martinez as an expert in
17 architecture?

18 CHAIRMAN ASH: Any members of the
19 Board have questions for Mr. Martinez? I see
20 none. We accept his qualifications as an expert
21 in architecture.

22 BY MR. FLANNERY:

23 Q. Mr. Martinez, can you just briefly
24 provide an overview of the proposed architect for
25 the project including the floor plans and

1 elevations. I know that those are part of the
2 original submission set. I think you also have an
3 exhibit or two to present this evening to the
4 Board; correct?

5 A. That is correct. So if I may. I'll
6 share my screen. I hope everyone can see that.

7 Q. Yes.

8 A. This is actually the application
9 package. This is the set of drawings that were
10 submitted. A total of 16 sheets, last revised
11 September 30, 2021.

12 MR. FLANNERY: I think for a
13 housekeeping matter because it's a submission set,
14 we do not need to mark this into evidence. I
15 think that was what we had done at the last
16 hearing for this application?

17 CHAIRMAN ASH: Yes. That's
18 acceptable.

19 BY MR. FLANNERY:

20 Q. Proceed, Mr. Martinez.

21 A. In general, the project comprises of
22 a total of 162 dwelling units of which 32 are
23 affordable units. And that's broken up into three
24 different buildings as we saw at the last hearing.
25 Referring to this is Drawing A2.1, so this would

1 be Building A, which would be the closest to
2 Springfield Avenue, so furthest west on the site.
3 Orientation is generally north being the top of
4 the page. The typical ground floor of each
5 building, and all of them are pretty similar in
6 nature, would be primarily dedicated to parking.
7 We have an entrance and exit drive aisle, if you
8 will, at the southeast corner of the building. We
9 would have the common entrance, so into a lobby,
10 as sort of in the middle of the U-shape here.
11 This particular building houses 89 total parking
12 spaces, and those are combined into 45 single
13 spaces and 44 tandem spaces. Parking, generally,
14 on the ground floor with the entrance here in the
15 middle. And then separate to that, there is a
16 mail and package room, trash compactor room,
17 elevator, stairs, and utilities.

18 Going up to the next floor, this
19 would be Drawing A2.2 of the same set, this would
20 be the general arrangement that we find in these
21 buildings. Access to this level would be from the
22 elevator which is generally located in the middle
23 of the building, and then we have two stair
24 towers, one on each end. The dwelling units are
25 then arranged around the common corridor with

1 dwelling units on both sides. In this particular
2 case, there is 19 dwelling units per floor in a
3 combination of one-bedroom, two-bedroom, and
4 three-bedroom units. Again, the trash room would
5 be located adjacent to the elevator room. And the
6 operations of that, in short summary, is that
7 there're two trash shoots that would allow trash
8 to go down to the compactor room and then be
9 compacted and be hauled away by a private hauler.

10 The upper levels of the buildings
11 are all generally similar. Slightly different
12 configurations of unit types. But in general,
13 very similar throughout all three buildings.
14 Building B, again, almost identical layout. Just
15 a mirrored condition. And then, Building C
16 differs a little bit. Now, this is the one
17 furthest to the east. It differs a little bit in
18 the sense that there's parking on the southern end
19 of the ground floor, and then the northern portion
20 is the clubhouse which contains the amenities for
21 the community as well as the leasing office. In
22 general, the building height is 46-feet-5-inches.
23 And that is measured to the flat portion of the
24 roof. And I'll show you that in a moment. And
25 then, there's a pitched roof around the perimeter

1 which screens mechanical equipment.

2 If I may refer to this rendering, I
3 think this may be a little bit clearer.

4 MR. FLANNERY: Let's mark this as
5 Exhibit A-4. I believe that's our next compatible
6 exhibit number.

7 (Whereupon, Applicant's Exhibit A-4,
8 EXTERIOR COLOR RENDERING, was marked for
9 identification.)

10 A. Exhibit A-4, this exterior color
11 render undated of the project. This would be
12 looking at Building A. So from Springfield Avenue
13 looking towards the north. Again, this is the --
14 I guess we can call it a J-shaped building -- so
15 we have the shorter portion of the building faces
16 Springfield Avenue. And then, the building is
17 comprised of a total of four stories. The lower
18 level is our garage level that we just saw on the
19 plans. And then, the upper three stories are the
20 residential portions of the building. What
21 happens behind the pitched roof that we see around
22 the perimeter is that we have a flat roof which is
23 lower than that. That pitched roof extends
24 roughly 3-feet to about 7-and-a-half-feet
25 depending on the condition. That would screen all

1 of the mechanical equipment for the dwelling
2 units. None of that would be visible from public
3 view.

4 In terms of the exterior materials,
5 we tried to break up the facade using a number of
6 measures and that's really breaking it up with
7 balconies and different rooflines, variations in
8 roof height. And then using different colors and
9 materials to modulate that facade. In general,
10 the exterior finishes are a prefinished, fiber
11 cement panel. So that would be what we know as
12 Hardie Plank, and that would be in two
13 coordinating gray colors. And then we have
14 portions which are vertical siding and Board and
15 Batten siding as well. The windows are
16 double-hung in a black color, and then the roof
17 would be a standing seam metal in a very dark gray
18 and gray roof shingles.

19 Just referring to the material
20 board, --

21 Q. This would be Exhibit A-5.

22 A. That would be Exhibit A-5.

23 (Whereupon, Applicant's Exhibit A-5,
24 MATERIALS BOARD, was marked for identification.)

25 MR. SAMMET: Mr. Flannery, can these

1 be e-mailed to me so I can place them with the
2 application file?

3 MR. FLANNERY: Certainly,
4 Mr. Sammet. We'll do so.

5 A. Typical exterior materials. And I
6 apologize, I photographed the Board as best I
7 could, so the colors may be a little be off on
8 this particular image, but I think the rendering
9 is probably more representative. Again, starting
10 from the top left, we have a black color
11 double-hung window as a typical window for the
12 project with corresponding grills as well. The
13 siding materials would be three colors. So we're
14 using a white and two shades of gray. The first
15 portion here really just depicts the texture of
16 it. The samples are a smooth finish, but in
17 general, we have two grays. We have a dimensional
18 asphalt roof shingle as our traditional roof
19 shingle on the pitched portions of the building.
20 And then a darker standing seam gray color. We
21 also have portions of cast stone, which really
22 form the base of the building. And that would be
23 this color here. And then the brick, which is a
24 molded red brick, which you see here on the bottom
25 right. Then in addition to that, we have built up

1 NEW SIGNAGE DRAWING SK-A1 DATED 12/03/2021, was
2 marked for identification.)

3 A. Exhibit A-6 is Drawing SK-A1 dated
4 December 3, 2021. As you can see, what we did is
5 reduced the length of that overall sign to just
6 over 10-feet in total length. It's
7 10-feet-2-inches. The idea is it's still a
8 two-sided sign, and we're using the same materials
9 and colors that are used on the building. So it
10 would be the brick and the same types of materials
11 for the actual signboard. The actual text has not
12 been designed at this point, but that would be
13 located here in the main body of it. So in
14 general, we have a 23-square-foot sign area. And
15 10-feet-2-inches in length by 5-feet-4-inches in
16 overall height. And that will be illuminated by
17 landscape lights sort of down at grade so they're
18 really not visible and just illuminating the
19 sign's surface. So there's no internally
20 illuminated sign or anything like that.

21 Q. Thank you. And just to clarify, I
22 know there was testimony about this at the last
23 hearing. There are no proposed variances as far
24 as application; correct? It's as of right and
25 conforms with the RA-5A Multi-family District?

1 A. That is correct.

2 Q. Thank you. Unless you have any
3 other comments to add, at this time, Mr. Martinez,
4 I think is all the direct testimony I have of
5 Mr. Martinez at this time. I welcome any
6 questions from the Board members.

7 CHAIRMAN ASH: Thank you,
8 Mr. Flannery and Mr. Martinez. Any there any
9 members of the Board with questions for
10 Mr. Martinez?

11 MR. SAMMET: Mr. Martinez, I just
12 want to nail down the sign dimensions. The sign
13 area is 25-square-feet? I'm sorry, my screen is a
14 bit small.

15 MR. MARTINEZ: It is 23-square-feet.

16 MR. SAMMET: 23-square-feet.

17 MR. MARTINEZ: That is the actual
18 board itself. That doesn't include the brick.
19 Unless, if you need that.

20 MR. SAMMET: No. No. No. I
21 believe the maximum permitted signage area is
22 16-square-feet. The sign area itself not
23 including the mounting.

24 MR. FLANNERY: Is that part of the
25 general sign ordinance, Mr. Sammet?

1 MR. SAMMET: Yes. The citation is
2 16.04C.

3 MR. FLANNERY: Let's revisit that,
4 if you don't mind, Mr. Sammet. We're looking it
5 up right now.

6 MR. SAMMET: Okay.

7 CHAIRMAN ASH: Any other members of
8 the Board with questions at this time?

9 MS. HARRISON: I just have a
10 question. If you could go back to the floor plan
11 which shows the apartments. What is the blank
12 space to the left of C2B?

13 MR. MARTINEZ: I apologize. So that
14 is storage. We're still trying to figure out the
15 exact programming of that, but a portion of it
16 would be tenant storage and a portion of it would
17 be for building janitor's closet and things of
18 that sort.

19 MS. HARRISON: Thank you.

20 MR. LAPLACE: Mr. Chair?

21 CHAIRMAN ASH: Yes, go ahead.

22 MR. LAPLACE: Thank you. Is there
23 indoor or sheltered bike parking area?

24 MR. MARTINEZ: There is. On the
25 ground floor, we've dedicated -- for example on

1 Building A, and I'm referring to Drawing A2.1 of
2 the previously submitted set -- we have bike
3 storage located in the top right corner of the
4 building, and the same idea holds true for all
5 three buildings.

6 MR. LAPLACE: Thank you.

7 CHAIRMAN ASH: Any other Board
8 members?

9 MS. HARRISON: Do they have electric
10 car charging as well?

11 MR. MARTINEZ: Yeah. So we will
12 comply with the ordinance requirements for
13 electric vehicle charging. The actual destination
14 of the spaces hasn't been selected at this time,
15 but they would be distributed throughout the site.
16 So we'd have a portion inside and a portion
17 outside as well.

18 CHAIRMAN ASH: At this time we'll
19 turn it over it to members of the public. If
20 anyone has questions for Mr. Martinez based on his
21 exhibits, based on his testimony, anyone have
22 questions, raise your virtual hand and Don Sammet
23 will call on you.

24 MR. SAMMET: I see
25 Mr. Daniel Aschenbach. Mr. Aschenbach, if you

1 unmute your microphone, we should be able to hear
2 you.

3 MR. ASCHENBACH: Thank you. I live
4 in Cranford and I've been very involved in -- as
5 former mayor and very involved in the mayor's
6 council, Rahway River Watershed. As you know,
7 North Cranford gets substantial flooding impact.
8 Over 400 homes had first floor damages during
9 Irene and a like number during Aida. So I know
10 this is not the engineering component of this, but
11 I wanted to ask the question with regards to
12 whether the buildings were consideration of green
13 roof on these buildings to have the whole project
14 go in excess of reducing the amount of coverage
15 given the type of property this is currently.

16 CHAIRMAN ASH: Mr. Aschenbach, for
17 the record, could you give us your address in
18 Cranford?

19 MR. ASCHENBACH: I'm sorry.
20 116 Cranford Avenue, Cranford.

21 CHAIRMAN ASH: Thank you.

22 MR. MARTINEZ: We are not proposing
23 a fully green roof for this building. There are
24 some limitations for that in the sense that we do
25 locate all of our mechanical equipment on the

1 roof. The answer is, no, we're not proposing
2 that.

3 CHAIRMAN ASH: Mr. Aschenbach, is
4 there a follow-up question?

5 MR. ASCHENBACH: Only just the why.
6 Given the nature of this area and the need for as
7 much flood mitigation as possible. Green roofs
8 are a green infrastructure that the state has
9 encouraged. And so I guess I've seen it work in
10 work in different locations, but it certainly
11 won't correct I think what would be too much
12 additional flow into the Nomahegan Brook, but at
13 least it would be something to consider to at
14 least mitigate.

15 CHAIRMAN ASH: Thank you.
16 Mr. Flannery, you said your engineer is here
17 tonight?

18 MR. FLANNERY: Yes. Mr. Chairman,
19 the plan was to conclude with Mr. Martinez and
20 then have Mr. Dean briefly discuss traffic, and
21 then we could bring back Mr. Espasa; if that's
22 acceptable to the Board.

23 CHAIRMAN ASH: It is. And he would
24 be the most qualified witness to discuss issues --

25 MR. FLANNERY: Correct.

1 CHAIRMAN ASH: -- on stormwater,
2 drainage, coverage, and potential flood
3 mitigation.

4 MR. FLANNERY: That's correct,
5 Mr. Chairman.

6 CHAIRMAN ASH: Thank you. Those are
7 all priority concerns of the Board, and I think of
8 members of the public in attendance. So we would
9 welcome additional testimony or questions from
10 your engineer. But at this time, we have the
11 architect for the applicant who is answering
12 questions. So if anyone from the public has
13 questions for Mr. Martinez, please raise your
14 virtual hand.

15 MR. SAMMET: One here.

16 CHAIRMAN ASH: NewYorkpuzzle@aol.

17 MR. SAMMET: Hold on, they're gone.
18 I don't see a raised hand any longer. Wait.

19 CHAIRMAN ASH: NewYorkpuzzle is
20 back.

21 MR. SAMMET: Here we are.
22 NewYorkpuzzle is back. Okay.

23 MS. O'LEARY: So sorry about that.
24 I was having a little bit of technical
25 difficulties. My name is Lisa O'Leary and I live

1 in Cranford, New Jersey. I didn't hear
2 Mr. Aschenbach's question, but I heard the tail
3 end of it and I know it was related to storm
4 runoff and things of that nature. I just wanted
5 to echo that as a resident of Cranford, I share
6 those concerns and I look forward to that portion
7 of the meeting. Thank you.

8 CHAIRMAN ASH: Any other members of
9 the public have questions of Mr. Martinez, the
10 architect at this time? We will have the
11 engineer, he will be back for maybe additional
12 testimony based on the recent submissions in
13 response to Mr. Sammet's memo and questions again
14 from the public. But at this time, questions for
15 Mr. Martinez, the architect.

16 MR. CEBERIO: Mike, I have one and I
17 don't know if this is for Mr. Martinez or someone
18 else. I know in Don's report, there was a
19 question regarding lighting on the site and the
20 specs for the light fixtures to be included. I
21 don't recall if that was something we discussed at
22 the last meeting or something that the applicant
23 is willing to entertain that suggestion by our
24 planner to have the light fixtures match
25 downtown's light fixture specifications.

1 MR. FLANNERY: I think Mr. Martinez
2 can address building lighting, but Mr. Espasa had
3 touched on the site lighting and he can certainly
4 address that again when he returns later this
5 evening.

6 MR. CEBERIO: Okay.

7 MR. MARTINEZ: In terms of the
8 building lighting, the only real lighting we're
9 proposing is what we consider accent lighting. So
10 it really doesn't contribute much towards the
11 overall site lighting. It does provide some
12 lighting at emergency exits, and, as I said, just
13 accent lighting. On the material board, we did
14 show an example fixtures of the type of fixture
15 we're proposing, so they're generally wall-mounted
16 lanterns. But again, the majority of the site
17 light would come from the pole-mounted fixtures by
18 the civil engineer.

19 MR. FLANNERY: Okay. Thank you.

20 CHAIRMAN ASH: I don't see any other
21 virtual hands raised. So at this time, we will
22 close --

23 MR. LAPLACE: Mr. Chair?

24 CHAIRMAN ASH: Yes, Mr. LaPlace.

25 MR. LAPLACE: I'd like to ask a

1 question of the architect. Can you talk about the
2 overall sustainable building at note, in terms of
3 this building being a green building? Is it going
4 to be a lead certified? Is it a passive house?
5 How's it going to be heated? That sort of thing.
6 We heard that there's no thought to put anything
7 on the green roof or any kind of thing like that,
8 which is unfortunate. I was wondering if the
9 building is going to be green in any other way.

10 MR. MARTINEZ: The building is not
11 proposed to conform to the industry standards such
12 as leads or one of those programs, I should say,
13 industry programs. We are making an effort to
14 provide an efficient building in the sense that we
15 always increase our insulation values to exceed
16 the requirements of the building code. We do have
17 low-consumption plumbing fixtures. All of the
18 lighting will be LED lighting. We do provide
19 lighting control systems. So on motion sensors
20 and photocells to sort of limit common-area
21 lighting and things like that so they're not being
22 used when they're not required to. In terms of
23 how the building is heated, there are conventional
24 furnaces, if you will, so very similar to a
25 single-family home. It's a gas-fired forced-air

1 system with a condensing unit on the roof.
2 Heating -- so cooking would be natural gas as
3 well, and the same would hold true for common
4 areas as well.

5 MR. LAPLACE: So pretty
6 conventional.

7 MR. MARTINEZ: That's right.

8 MR. LAPLACE: Thank you.

9 MR. FLANNERY: Mr. Chairman, I'd
10 just like to add very briefly Mr. Sammet, of
11 course, was correct on the sign ordinance, and the
12 applicant will conform, reduce the sign area to
13 the required 16-square-feet. No variances will be
14 sought for signage. So I just wanted to state
15 that for the record.

16 CHAIRMAN ASH: Okay. That
17 understood. Thank you. With no further questions
18 for Mr. Martinez, let's hear from your next
19 witness, please.

20 MR. FLANNERY: Thank you,
21 Mr. Chairman. My next witness is Mr. Gary Dean of
22 Dolan and Dean our traffic consultants. He's
23 here. I see him. If I can have Mr. Dean sworn
24 in, please.

25 GARY DEAN, having been duly sworn,

1 was examined and testified as follows:

2 BY MR. FLANNERY:

3 Q. Mr. Dean, if you could just briefly
4 for the record state your education experience and
5 qualifications.

6 A. First, (technical interference) my
7 address is 181 West High Street in Somerville, New
8 Jersey. I'm a licensed professional engineer
9 licensed in New Jersey and have been so since
10 1987. I'm a graduate of Lehigh University
11 (technical interference) and have a science degree
12 in civil engineering, and a former member of the
13 faculty of both Lehigh University and Lafayette
14 College (technical interference) having served as
15 an adjunct professor teaching transportation
16 engineering. I've qualified as an expert in
17 traffic engineering before (technical
18 interference) 450 different planning and zoning
19 boards including Westfield, although, my last
20 appearance was some time ago for a medical office
21 building located just north of the site on
22 Cardinal Drive. And I am presently working on the
23 former A&P redevelopment site along South Avenue.
24 So I suspect I will be before you at some point in
25 the near future.

1 MR. FLANNERY: Thank you, Mr. Dean.
2 I ask that the Board accept Mr. Dean as an expert
3 in traffic engineering.

4 CHAIRMAN ASH: Any questions for
5 Mr. Dean regarding his qualifications? I see
6 none. We'll accept his qualification as an expert
7 in traffic engineering.

8 MR. FLANNERY: Thank you.

9 BY MR. FLANNERY:

10 Q. Mr. Dean, you had prepared a traffic
11 impact statement for this application. If you
12 could just briefly provide an overview of that
13 report.

14 A. Sure. For identification purposes,
15 the report is in the form of a letter (technical
16 interference) addressed to the planning board that
17 I prepared. It's dated July 6, 2021. The report
18 sets (technical interference) froth the standard
19 components of a traffic study and it includes
20 traffic counts that we obtained along Springfield
21 Avenue near the site. (Technical interference.)
22 Given what has occurred in terms of the entire
23 United States, but certainly, changes in how we
24 conduct business, how we go to work and school.
25 Such as this forum, we recognize that the Covid

1 pandemic has affected traffic conditions. We were
2 so fortunate to collect our data (technical
3 interference) in April of 2019. So it's what I
4 would call "pre-pandemic conditions" certainly
5 typical (technical interference) that would have
6 been evidenced along Springfield Avenue at the
7 time. In addition, we have been working on this
8 particular application with the applicant for a
9 number of years during its inception. (Technical
10 interference.)

11 MR. FLANNERY: Mr. Dean, I'm sorry.
12 If I could just interrupt. I think you may have a
13 bad connection. Maybe you can log back in.

14 MR. LAPLACE: He can mute himself
15 and call in on the phone for audio.

16 MR. FLANNERY: Perhaps that would
17 work.

18 MR. DEAN: What's happening? Is the
19 (technical interference) audio just not working?

20 MR. FLANNERY: It's sort of like
21 Max Hedroom effect. I'm dating myself here.

22 MR. DEAN: Wow. Let me try this if
23 I could. Is that any better by chance?

24 MR. FLANNERY: It's a little better.

25 MR. DEAN: Oh, boy. If you'd like

1 me to log out. I'm sorry for that.

2 MR. LAPLACE: It sounds better, I
3 think.

4 MR. FLANNERY: Yeah. It's a little
5 better. Thank you.

6 (Technical interference.)

7 CHAIRMAN ASH: No. It's not better.

8 MR. DEAN: Is that any better?

9 MR. FLANNERY: No.

10 MR. LAPLACE: If you have to talk so
11 we can tell.

12 MS. HARRISON: Do you have more than
13 one audio source going on in the same room?

14 MR. DEAN: No, I have just the one.
15 Although, I've turned it way up now if that
16 resolution is any better.

17 MR. FLANNERY: That sounds a little
18 better. I'm not hearing the echo.

19 MR. DEAN: All right. Maybe I
20 should start over. Our report, it consists of a
21 letter addressed to the planning board dated
22 July 6, 2021, prior to the pandemic, so they are
23 reflective of typical (technical interference)
24 conditions along Springfield Avenue at the time.

25 MR. HILLER: Gary, mute yourself and

1 call in on your cell phone for audio.

2 MR. FLANNERY: Yeah. I think that's
3 probably the best approach. Our apologies. Bear
4 with us one moment.

5 MR. LAPLACE: While he's doing that,
6 he mentioned that he's working on the A&P on South
7 Avenue. I'm not aware of an A&P that's on South
8 Avenue in Westfield. Is that another town?

9 MR. FLANNERY: It's probably another
10 town, Mr. LaPlace.

11 MR. LAPLACE: Just curious.

12 MR. FLANNERY: I think it's nearby,
13 though. In the general area.

14 MS. FREEDMAN: There's one in Scotch
15 Plains.

16 MR. FLANNERY: That may be it.

17 MR. LAPLACE: On South Avenue?

18 MS. FREEDMAN: Yeah. Yeah.

19 MR. LAPLACE: You mean Fanwood?

20 MS. FREEDMAN: It's kind of on the
21 Fanwood/Scotch Plains border.

22 MR. LAPLACE: An A&P. Okay.

23 MR. SAMMET: It used to be back in
24 the day. Yeah.

25 MR. LAPLACE: I remember there was

1 an Acme in Fanwood.

2 MR. SAMMET: I think it was A&P
3 before that, I think. And then they rebranded.

4 MR. HILLER: A&P went bankrupt and
5 Acme bought them.

6 MR. SAMMET: That's right. So I
7 have two call-ins. I'm not sure which one is
8 Mr. Dean. I'm going to try the first one.
9 There's someone who has called in who's currently
10 muted. We'll get this. Mr. Dean, if the last
11 four digits of your phone number 1733.

12 MR. DEAN: No. Is that any better,
13 board members?

14 MR. FLANNERY: That sounds better.

15 MR. SAMMET: Yeah, it does.

16 MR. DEAN: Okay. I tried to log
17 out, logged in. Two years of doing this, that's
18 the first time that's happened. So my apologies.
19 Back to the traffic study. A letter submitted
20 (technical interference) in 2021, it included
21 traffic counts conducted along Springfield Avenue
22 in the site vicinity. In April of 2019,
23 pre-pandemic, so we believe these to be a snapshot
24 (technical interference) and representative of
25 typical conditions at the time --

1 MR. HILLER: Gary, the audio is no
2 good.

3 MR. FLANNERY: The audio is still a
4 problem. Could you try calling in perhaps or we
5 could switch to Mr. Espasa.

6 MR. DEAN: Why don't we do that.

7 MR. FLANNERY: Let's do that. If
8 the Board doesn't mind, we'll have Mr. Espasa come
9 back. He's previously been sworn and qualified
10 for this Board. He'll just briefly go over some
11 of the questions that were proposed regarding
12 stormwater. Mr. Espasa, I see him here on the
13 screen.

14 BY MR. FLANNERY:

15 Q. Mr. Espasa, just for the record your
16 license is still current; correct?

17 A. It is, yes.

18 Q. Thank you. Mr. Espasa, if you could
19 just briefly address some of the questions
20 Mr. Aschenbach and others had posed regarding the
21 stormwater. Thank you?

22 A. Yes. I testified to this last time.
23 We're actually reducing the amount of runoff from
24 peak conditions from existing to proposed. We
25 have to. We're obligated to do that for the

1 two-year storm, the 10-year storm, and the
2 100-year storm. We have two underground retention
3 basins proposed which will collect runoff from the
4 site, attenuate it, hold it back, and trickle it
5 out at a reduced rate. So that's below existing
6 conditions. And we know there is some flooding in
7 the area like mentioned, especially downstream of
8 the site. So we went above and beyond reductions.
9 And I can read off the numbers that we are
10 proposing here.

11 Q. Let's do that.

12 A. For the two-year storm, we're
13 required to reduce the peak flow runoff 50% as
14 compared to existing conditions. In
15 post-development conditions, we're actually
16 reducing by 70%. So we beefed that up way beyond
17 the 50%. For the 10-year storm, we're required to
18 reduce by 25%, and the proposed conditions, we're
19 reducing to 59%. So significantly better than the
20 25%. And for the 100-year storm, we're required
21 to reduce the peak flows to 20% below existing
22 conditions, and we are at 36% reduction. So well
23 beyond what we needed to do. Again, we know the
24 area is susceptible to flooding downstream, so we
25 tried to beef up the detention basins, get more

1 storage volume so that we can reduce the peak
2 flows post-development versus pre-development
3 beyond what's required by regulation.

4 Q. Thank you.

5 CHAIRMAN ASH: Is our board engineer
6 still on?

7 MR. SAMMET: He was here earlier, I
8 don't see him now.

9 CHAIRMAN ASH: Yeah. He may have
10 dropped off.

11 BY MR. FLANNERY:

12 Q. Mr. Espasa, there was also a
13 question regarding site lighting. I know that you
14 had spoken about this the last time as well, but
15 if you could maybe briefly touch on that.

16 A. Yeah. Just to remind everybody, the
17 applicant is willing to swap out -- we had
18 decorative lights and we had some cobra heads. We
19 had the decorative lights at the main driveway in
20 the front of the buildings, and the applicant has
21 agreed to swap those out with the standards that
22 used in Downtown Westfield. So we will be
23 complying with that.

24 MS. HARRISON: Excuse me,
25 Mr. Chairman, I have a question for the engineer.

1 CHAIRMAN ASH: Go ahead.

2 MS. HARRISON: Was there any
3 consideration for any bioswales or natural ways to
4 deal with stormwater as opposed to retention
5 basins under the ground? Question one. And then
6 question two is did you use the 100-year storm of
7 the last storm that hit and really damaged
8 Cranford as your baseline for the 100-year storm
9 or did you use some other historical index?

10 MR. ESPASA: To your first comment,
11 yes. For water quality control, we have
12 bioretention basins, two of them, and we have
13 pervious pavement. So those are used to clean the
14 water, to treat the water before it leaves the
15 site. In addition to retaining and the
16 underground retention basins, we are providing
17 water quality with bioretention basins and
18 pervious pavement. And these are both techniques
19 adopted and really pushed by the DEP as green
20 infrastructure techniques. Your second question,
21 no. We're relying on the published data, the
22 100-year storm, which is for this area about
23 8 1/2-inches in 24-hours. I'm not sure what Aida
24 was but, that's a significant storm event is
25 almost 9-inches in 24 hours and that's the

1 published date we have to use for the 100-year
2 storm.

3 MS. HARRISON: Does this building
4 owner have a maintenance plan in place or will
5 they have a maintenance plan in place for the
6 impervious pavement and the retention basins for
7 annual maintenance and cleaning because they can
8 only stay pervious as long as we vacuum it.

9 MR. ESPASA: It's true. We are
10 preparing a Stormwater Operations and Maintenance
11 Manual that the applicant will have to comply
12 with.

13 MS. HARRISON: Where are the
14 bioswales on the plans?

15 MR. ESPASA: There's one adjacent to
16 or parallel to Springfield Avenue. And there's
17 one in front of Buildings A. I can bring up a
18 plan here.

19 MS. HARRISON: Are those going to be
20 planted with nice plants in them sort of all year,
21 and then when there's a water event for the plants
22 to enjoy all of that.

23 MR. ESPASA: They're fully planted.

24 MS. HARRISON: It's not like a ditch
25 of grass?

1 MR. ESPASA: No. They're fully
2 planted with water-tolerant plants. You can see
3 that on the landscaping plan. I can bring that
4 up.

5 MR. FLANNERY: Yeah. Why don't we
6 bring that up? And also because that was part of
7 the resubmission. We did supplement landscaping
8 based on some comments at the last hearing. The
9 applicant also met with its neighbor, the pool
10 club, and discussed these measures. So let's
11 bring that up, Mr. Espasa.

12 MS. HARRISON: Thank you.

13 MR. ESPASA: This is a new color
14 rendering. I showed a version of this on my first
15 go-around.

16 MR. FLANNERY: I think we still see
17 a folder here, Mr. Espasa, on the shared screen.

18 MR. ESPASA: Do you?

19 MR. FLANNERY: I do, at least.

20 CHAIRMAN ASH: We all do.

21 MR. FLANNERY: There we go.

22 MR. ESPASA: This is a new version
23 of the color rendering that I presented last time.

24 MR. FLANNERY: I'm going to mark
25 this, A-7, Exhibit A-7.

1 (Whereupon, Applicant's Exhibit A-7,
2 COLORED RENDERING OF REVISED SITE PLAN, was marked
3 for identification.)

4 MR. FLANNERY: Please proceed.

5 MR. SAMMET: What are we calling the
6 Exhibit A-7?

7 MR. FLANNERY: This is a colored
8 rendering of the revised site plan, I believe.

9 MR. ESPASA: Colored site plan
10 rendering. Yep. Again, Springfield Avenue is
11 here to the west. This is one bioretention swale.
12 You can see it's fully planted with some grass
13 cover and some shrubs and trees that are
14 water-tolerant. And then, we have another here in
15 this island by Building A. So those are the two
16 that are treating water. And then we have our
17 pervious pavement are in this area here between
18 Buildings B and C. Those three items are handling
19 water quality for the site; water quality
20 treatment.

21 You may remember at the last
22 hearing, there was a member of the public with the
23 swim club who was concerned about some views from
24 the tennis courts to Building C. Originally, we
25 stopped our trees right at the parking. So now,

1 we've extended them fully out to the existing
2 vegetation. This green area here is existing
3 vegetation that will remain. So we've extended
4 the row of arborvitaes and then we added a second
5 row to help with the screening, and then we added
6 a few more shade trees in the area and some trees
7 on the east side of the building for additional
8 screening. And what I didn't mention last time,
9 that I should of, this area here, hopefully, you
10 can see it, is existing --

11 MR. FLANNERY: That's the red line?

12 MR. ESPASA: Yeah. This is existing
13 vegetation that's on the swim club property.
14 Fully matured trees between the tennis court and
15 the site that will remain. So that's providing
16 natural screening, and we're going to supplement
17 it with the two rows of trees that we're planting
18 and the supplemental shade trees. I believe there
19 will be pretty adequate screening between the two
20 properties.

21 MR. SAMMET: I have a question
22 actually. Really not as much a question just
23 refresh the Boards' memory and the testimony as to
24 the decorative light fixture. Those are proposed
25 in really what are the more pedestrian areas of

1 the site; if I recall, Mr. Espasa.

2 MR. ESPASA: That's correct.

3 MR. SAMMET: And along the southerly
4 property line, that is a different fixture type.
5 I think I see six fixture heads there.

6 MR. ESPASA: Yeah. These are meant
7 to be cobra head fixtures. And as you mentioned
8 in the more visible areas, pedestrian-friendly
9 areas, these will be the decorative fixtures.

10 MR. SAMMET: Thank you.

11 MS. HARRISON: What is the gray
12 space between the buildings; Buildings A and B?

13 MR. ESPASA: That was my next --
14 this here? So this came out of a conversation
15 that we had with the fire officials of the town.
16 They wanted better access between Building A & B.
17 So this is actually a concrete sidewalk that's
18 capable of supporting a fire truck that can pull
19 in, fight a fire, and then come back out. And
20 this was discussed with the fire officials. They
21 agreed with it. This was submitted as part of the
22 new set. Again, just this is a kind of decorative
23 concrete and this is standard concrete, but it
24 will be heavy-duty so it can support the load of a
25 fire truck.

1 MR. CEBERIO: Is that something that
2 in your discussions with the fire department is
3 not necessary for Building C? It doesn't seem
4 like they're the same sort of access for fire
5 vehicles around Building C.

6 MR. ESPASA: Yeah, it's a good
7 question. So because the depth wasn't as far as
8 Buildings A and B, they were okay with having a
9 truck here and being able to still fight the fire.
10 So they didn't require anything between B and C.

11 MR. CEBERIO: Or even along that
12 southern or eastern portion of that building?
13 They can still -- it goes pretty far to the east
14 along that property line.

15 MR. ESPASA: They didn't request
16 anything further on Building C.

17 CHAIRMAN ASH: Mr. Dardia.

18 MR. DARDIA: A question about the
19 pervious pavement or concrete that's being used.
20 I think engineering pointed out one area; is that
21 right.

22 MR. ESPASA: Yes.

23 MR. DARDIA: Right there. Would
24 there be any consideration to add more of that
25 pervious concrete material?

1 MR. ESPASA: Well, we meet the
2 requirements of water quality in storm regulations
3 from the state and from your township ordinance
4 with the pervious pavement that we're proposing
5 here in addition to the two bioretention swales
6 that we proposed. So we're meeting the criteria
7 currently.

8 MR. DARDIA: I would just ask for
9 some consideration to go a bit above and beyond
10 considering the circumstances that we're all very
11 familiar with in this area when it comes to
12 stormwater.

13 MR. ESPASA: Understood. I believe
14 the applicant would be willing to do that.

15 MR. FLANNERY: We'll consider that,
16 certainly.

17 MR. DARDIA: Thank you.

18 CHAIRMAN ASH: Mr. LaPlace.

19 MR. LAPLACE: Thank you, Mr. Chair.
20 A question about these outdoor areas adjacent to
21 Building C. One is shown in a bluish color the
22 other is in gray. They look like outdoor paved
23 areas. Maybe you can elaborate what they are. My
24 concern is they're very close to the property
25 line, very close to the stream park area in the

1 brook. So I'd like to hear about how they're
2 going to be constructed, what they are, and their
3 impact on the nearby parkway.

4 MR. ESPASA: Sure. This first one
5 here in the blue is a play area for children.
6 There're two sets of play equipment from 2-to-5, I
7 believe, 5-to-12. They're a rubberized safety
8 surface, enclosed in fencing, again, for children
9 to play. We do have screening proposed. And
10 then, again, the natural vegetation. Hopefully,
11 you can see. This is all existing mature
12 vegetation that's going to remain. So it provides
13 a buffer between the site and the park walkway.
14 This is the park walkway that you see here. So
15 with the natural screening, the proposed screening
16 that we're proposing here, I think it will be well
17 shielded from the park. And this is an outdoor
18 amenities space. There're going to be barbecue
19 grills and seating areas. And this is another
20 little seating area with some trees planted. Just
21 an outdoor space for the tenants to enjoy.

22 MR. LAPLACE: How will that drain,
23 that paved area?

24 MR. ESPASA: We'll have little drain
25 areas here to collect any runoff and bring it back

1 in towards the retention system.

2 MR. LAPLACE: Thank you.

3 MR. FLANNERY: Thank you. I don't
4 know if there are any more questions. Do we want
5 to move back to Mr. Dean at this point?

6 MS. JANSVELD: I had a question.

7 CHAIRMAN ASH: Yes. Go ahead,
8 Ms. Jansveld.

9 MS. JANSVELD: You described that
10 the pervious pavement and the two detention basins
11 are to the south and the west of the site. I
12 think you partially answered this with the last
13 question. But can you explain, the brook is to
14 the north of the site, so how you're going to
15 ensure that the runoff is going towards the south
16 and the west and not towards the brook so that it
17 can be detained?

18 MR. ESPASA: We've graded the site
19 to low points and all the low points have catch
20 basins, which will collect the runoff, pipe it in.
21 So we have one, large, underground detention
22 system in this area between the -- you can see the
23 manholes here -- that's between the trees. Then
24 we have another large one underground in this
25 area. So all the runoff from the site, all the

1 runoff that goes into these bioswales gets piped
2 into these underground systems. One here and some
3 of it get piped into here and then it gets
4 detained. And then there's an outlet pipe. You
5 can see a headwall here. So this detains the
6 flow, trickles it out at a reduced rate to meet
7 the stormwater peak reductions out towards the
8 wetlands and the brook. Same thing here, here's
9 another headwall coming from this system. Again,
10 the flow gets attenuated, it gets trickles out at
11 a reduced rate to a headwall and then off the site
12 to the wetlands and eventually into the brook.

13 MS. JANSVELD: Thank you.

14 CHAIRMAN ASH: Thank you. Any other
15 members of the Board with questions for
16 Mr. Espasa?

17 MS. HARRISON: What are the overall
18 ratios of improved coverage, lot coverage,
19 impermeable coverage?

20 MR. ESPASA: Let me pull up the
21 cover sheet. The ordinance requires a maximum
22 coverage of impervious surface of 65%. Currently,
23 the site is at 73% when you consider the gravel
24 and the buildings. We're proposing 53%. So
25 again, we're well below the allowable 65% of the

1 site. So about 3.5-acres of the 6.6-acres will be
2 either building or pavement or sidewalk and that
3 includes the impervious pavement.

4 CHAIRMAN ASH: Any questions for our
5 Board engineer Mr. Battaglia? I see you're back
6 with us.

7 MR. BATTAGLIA: I am here, yes.

8 CHAIRMAN ASH: I see you. There's a
9 very important issue with stormwater and drainage
10 and flood mitigation in this area. And I just
11 wanted to get your input having listened to the
12 testimony and reviewed the resubmission by the
13 applicant. Could you comment on compliance with
14 the town ordinance and with DEP standards for
15 dealing with stormwater?

16 MR. BATTAGLIA: They're currently in
17 compliance with both our ordinance and DEP
18 ordinance. It sounds like some folks would like
19 to see them maybe go a little bit more due to the
20 area, which may be in order. But they are in
21 compliance with everything.

22 CHAIRMAN ASH: And in your opinion,
23 how could the current treatments be enhanced based
24 on the plans submitted?

25 MR. BATTAGLIA: Probably on this

1 site, the best way for them to do it would be to
2 expand the area of porous pavement. Unless the
3 architect can figure out a way to do some green
4 roofs. But I think the easiest thing to do would
5 be expand the porous pavement area.

6 CHAIRMAN ASH: And I think we heard
7 some testimony from Mr. Espasa that that would be
8 considered by the applicant.

9 MR. BATTAGLIA: Correct. That's
10 what I heard.

11 MR. FLANNERY: Yes, that's correct.

12 CHAIRMAN ASH: And to what degree
13 could those porous areas be expanded or enhanced?

14 MR. BATTAGLIA: Theoretically, they
15 could do everything. Everything that's paved
16 could be porous. Right now, they're only doing
17 part of the paved area as porous.

18 CHAIRMAN ASH: All right. I'm going
19 to just stick a pin in that idea for a bit while
20 we see if there're any other Board members with
21 questions. And if not, we'll open it up to the
22 public. All right. Turning to the public, I see
23 one virtual hand raised from Kate Rappa.

24 MR. SAMMET: Ms. Rappa, we should be
25 able to hear you now.

1 MS. RAPPA: Can you hear me?

2 MR. SAMMET: We can, yes. Thank
3 you.

4 MS. RAPPA: Great. Hi. Thank you.
5 My name is Kate Rappa, I live in Cranford. My
6 address is 305 Manor Avenue in Cranford. Cranford
7 mayor Kathleen Miller Prunty is unable to join
8 tonight because she is in a township meeting, but
9 she asked me to read a statement on her behalf.

10 "Dear Members of the Westfield
11 Planning Board, I appreciate that Westfield, like
12 many communities, is dealing with the issue of
13 satisfying its affordable housing obligation. As
14 you know, Cranford faced the same issue and
15 reached an agreement with Fair Share Housing
16 Council. We will be moving ahead with
17 redevelopment projects that will include
18 affordable residential units. I know that meeting
19 these housing obligations while minimizing impacts
20 to our communities are not easy decisions.
21 Developing the Williams Nursery adjacent to Lenape
22 Park is cause for concern to Cranford residents
23 because of the potential to cause more flooding
24 for homeowners in the northeast area of our town.

25 This evening, I'm asking the

1 Westfield Planning Board to require the developer
2 to more on stormwater management and flood
3 mitigation than just replicating how the site
4 currently functions. Cranford is requiring a
5 developer to go above and beyond the standards
6 because the project is in an area that experiences
7 flash flooding. We expect the developer to do
8 more. In the spirit of cooperation between our
9 towns, I hope the Planning Board will seriously
10 consider the impact this project could have on
11 Cranford residents and require the developer to
12 meet a higher standard.

13 In addition, Cranford is willing to
14 have our professionals meet with the Westfield
15 representatives for additional information and
16 insight. Best, Kathleen Miller Prunty, Mayor of
17 Cranford.'" Thank you.

18 CHAIRMAN ASH: Thank you. The next
19 hand I see Valerie Latona.

20 MS. LATONA: I just wanted to thank
21 Mr. Espasa for accommodating our needs. We met
22 with the developers, the Board at Nomahegan. The
23 tennis club met with the developers and they
24 communicated our needs to Mr. Espasa who then
25 redesigned his plan in terms of privacy. So I

1 just wanted to thank him for accommodating our
2 needs and that we are going to be working with the
3 developers moving forward and, hopefully, all be
4 good neighbors. I just wanted to put that on
5 record. Thank you.

6 CHAIRMAN ASH: Thank you. I'm happy
7 to hear that. And I appreciate the applicant
8 reaching out to a neighbor with concerns and
9 working out those issues. I recall at the last
10 meeting there was a comment about having installed
11 new tennis courts and that there was maybe some
12 concern about construction vibration, having an
13 impact there. Was that discussed? Was that part
14 of the conversation?

15 MS. LATONA: It was discussed and we
16 also reached out to our tennis court developers
17 and had them express that since those pylons were
18 not going to be drilled into the ground, there
19 shouldn't be any concern with effect on the new
20 tennis courts.

21 CHAIRMAN ASH: Very good. Thank
22 you.

23 MR. FLANNERY: I think, also, that
24 there were some discussions or a statement from
25 the contractor that the material used for the

1 tennis courts is a flexible material that will
2 withstand a certain amount of vibration. Not that
3 there will be any coming from the site.

4 CHAIRMAN ASH: And was it discussed
5 that there would be no need for vibration
6 monitoring during construction?

7 MR. FLANNERY: Correct.

8 CHAIRMAN ASH: Very good. All
9 right. Mr. Aschenbach.

10 MR. SAMMET: Mr. Aschenbach.

11 MR. ASCHENBACH: Hi, Dan Aschenbach,
12 116 Cranford Avenue. I just had a question for
13 the engineer. Did they know that Irene was more
14 than 11-inches, not 8-inches that he cited as the
15 basis for the evaluation?

16 MR. FLANNERY: Is there a question
17 here?

18 MR. ASCHENBACH: Well, did you know
19 that? You based a lot of your conclusions on an
20 8-inch storm, not 11-inch.

21 MR. ESPASA: I based my conclusions
22 on the written regulations of the state. I did
23 know that the --

24 (Crosstalk.)

25 MR. ASCHENBACH: Always the state.

1 MR. FLANNERY: Well, that's what
2 we're supposed to follow.

3 MR. ASCHENBACH: The other question
4 I had is in engineering reports, the summary to it
5 stated that you were -- the exiting -- the new
6 system, the new stormwater management system
7 mimics the existing flow as much as possible. So
8 I wonder what "as much as possible" means. Are
9 you uncertain that there is a potential that more
10 flow will get into Nomahegan Brook and into Lenape
11 Park and then into the north part of Cranford,
12 which is, again, 400 homes -- not basements --
13 first floors of homes were inundated.

14 MR. ESPASA: No. The statement in
15 the report says "drainage areas are mimicked as
16 much as possible" meaning how the site drains
17 today, the grading was done so it mimics existing
18 conditions. I explained the reductions that we're
19 doing to the peak flows for the 100-year storm,
20 that's the reductions that will benefit the
21 downstream neighbors.

22 MR. FLANNERY: The direction of flow
23 is the same, but the flow will actually be
24 reduced, the amount of flow; correct?

25 MR. ESPASA: Correct.

1 MR. ASCHENBACH: Thank you.

2 MR. SAMMET: Anyone else with
3 questions of Mr. Espasa, please virtually raise
4 your hand. We got NewYorkPuzzle.

5 MS. O'LEARY: Hi. This is
6 Lisa O'Leary in Cranford again. If I understood
7 correctly, these storm drainage measures are being
8 conducted to adhere to the 100- year flood
9 standard, but it's a 500-year flood that steam to
10 be coming more frequent. The notion of a 100
11 versus a 500-year flood it just becomes
12 terminology. The reality is the inundation is
13 becoming greater. And to Dan Aschenbach's point,
14 Irene, for example, was an 11-inch storm. And so
15 why aren't we adhering to that greater measure,
16 the measure of the 500-year storm which is
17 becoming all too common?

18 MR. ESPASA: I can just say that
19 we're designing it to the ordinance and the state
20 regulations. The detention basins will help with
21 all storms. I didn't run the numbers on the
22 500-year storm, but, obviously, it will provide a
23 reduction from existing to proposed for the
24 500-year storm.

25 MS. O'LEARY: I understand that

1 there might be measures and regulations in place,
2 but they may not reflect the reality that township
3 residents are facing. So I just want to put that
4 out there for our good neighbors in Westfield.
5 And I appreciate again, as the mayor of Cranford
6 said in her statement, I appreciate the challenge
7 of trying to meet these housing standards while
8 also taking all of these other things into
9 account. I just ask that the reality of the storm
10 levels that we faced may be different than what
11 the state minimums are requiring. Thank you.

12 CHAIRMAN ASH: Thank you.

13 MR. SAMMET: Mr. Aschenbach is back.
14 Mr. Aschenbach, we should be able to hear you now.

15 MR. ASCHENBACH: Not to belabor
16 things, I just want to ask one more question. Are
17 you aware that the U.S. Army Corp of engineers
18 restarted its to evaluate Lenape Basin? And one
19 aspect of that is the project alternative was
20 considered previously, but there was issues with
21 the embankments dams along Kenilworth Boulevard,
22 the Kenilworth side of Lenape Park. And one of
23 the problems was the ability to get additional
24 capacity in Lenape Park to prevent upstream
25 backwater of any improvements to those

1 embankments. And one project considered was to
2 expand Lenape Park the area we're talking about.
3 Six acres is a lot of detention that could help to
4 provide the necessary project for mitigating
5 flooding in Cranford. It's one of the biggest
6 projects, actually. I'm just wondering if you
7 were aware of that study that is coming back?
8 They just approved a million-five match by the
9 state allocation and they're going to get started
10 any day now with their evaluation.

11 MR. ESPASA: Is the question to me?
12 Was I was not aware of that study, no.

13 MR. ASCHENBACH: Yes. I'm just
14 wondering if you were aware of it. That's all.

15 MR. ESPASA: No, I am not. No.

16 BY MR. FLANNERY:

17 Q. Just to recap. Mr. Espasa, we meet
18 the state and local regulations on stormwater;
19 correct?

20 A. Correct.

21 Q. And as a developer, especially an
22 inclusionary developer, we're entitled to rely on
23 those standards; is correct?

24 A. That's correct.

25 Q. And we're actually reducing the

1 runoff for this proposed project versus the
2 existing conditions; correct?

3 A. Yes. Beyond what we're obligated to
4 do, yes.

5 Q. Yes. Thank you.

6 MR. SAMMET: Anyone else from the
7 audience with questions for Mr. Espasa? I see no
8 others, Mr. Chairman.

9 MR. MASCERA: Mr. Chairman, if I
10 could just interject. And I apologize, I'm not
11 familiar with the Board's protocol, nor was I at
12 the prior meeting. Mr. Battaglia's memorandum
13 lists quite a number of conditions, if you will,
14 and also some requests for modifications. Has
15 Mr. Espasa complied with those requests and has he
16 testified with regard to the balance of
17 Mr. Battaglia's memo?

18 MR. FLANNERY: I believe we have,
19 Mr. Mascera. Either we've agreed to comply to his
20 condition of approval or we've addressed those
21 issues in testimony either at the last hearing or
22 this hearing this evening. I certainly welcome
23 the Board engineer to chime in as well. It's a
24 good point.

25 MR. MASCERA: Mr. Flannery, if the

1 Board were to grant approval, if any conditions
2 were not discussed on record, is it the
3 applicant's position tonight that all of these
4 conditions will be met whether they have been
5 specifically addressed in front of the Board or
6 not?

7 MR. FLANNERY: Yes, that's our
8 understanding. Thank you.

9 MR. MASCERA: Thank you,
10 Mr. Chairman.

11 CHAIRMAN ASH: Mr. Battaglia, I see
12 you're ready to chime in.

13 MR. BATTAGLIA: Yeah. I just wanted
14 to jump in and say that at the last meeting they
15 did state they would comply with all of the
16 conditions of my former memo. They have submitted
17 a new set of plans that needs to be reviewed that
18 I believe is going to address most of these
19 issues. But if there are any further, then I'm
20 certain that they would have to comply with those.

21 MR. MASCERA: Thank you.

22 CHAIRMAN ASH: Thank you.

23 MS. HARRISON: Mr. Chairman?

24 CHAIRMAN ASH: Yes, go ahead.

25 MS. HARRISON: This development is

1 something of a necessary evil. We're sort of tied
2 with our hands. We need to do development because
3 our population keeps growing. But there are
4 environmental concerns that we see happening over
5 and over again everywhere. We see it all over our
6 town. We see it all over our subsequent
7 neighboring towns. I'm sorry I was not at the
8 last board meeting so I did not hear all of the
9 original testimony. But I just find that
10 designing to the letter of the law is kind of the
11 limit as acceptable at these junctures and in
12 these very environmentally fragile areas. I just
13 don't understand why we're not looking at this
14 project as a flagship to environmental stewardship
15 and setting an example of what an environmental
16 project can look like with regards to water
17 runoff, with regards to blue roofs -- not only
18 green roofs -- with regards to paving, bioswales,
19 filling the land in a way that really supports
20 much greener movements. I've been part of the
21 U.S. Green Building Council for many years in my
22 career, and I find that this is a very
23 well-engineered project that sort of just skirts
24 the line of what's allowable. And I just don't
25 know why we're not looking at projects in these

1 areas with a much higher level of design. I know
2 we're meeting the level that we've been given by
3 the law, but we also are watching our neighbors
4 just drown. And at some point, we have to step
5 above the level and provide the development that
6 will really be something that we can look at and
7 say this is fantastic. This is wonderful. Yes,
8 it's 165 units, but look at everything else.

9 CHAIRMAN ASH: I think that's a
10 great point. I think in terms of our local
11 ordinance, in terms of state regulations, you
12 know, lawmaking, rulemaking tends to be
13 reactionary. And I think the sad state of affairs
14 is our current condition, 500-year storms
15 occurring way more frequently than the regulations
16 anticipate, and these conditions being
17 exacerbated. The reality is much further along
18 than our regulations would create limits for. And
19 I think, you know, this board having to enforce
20 the letter of the law, you know, we have standards
21 in place that we need to impose, and this
22 applicant has come forward with a plan that
23 complies with those regulations. I am encouraged
24 by this applicant's level of cooperation and
25 collaboration with the neighbors. Specifically,

1 the swim club where issues were raised by the swim
2 club and the applicant graciously through
3 collaboration addressed those concerns. And I
4 think an applicant who steps forward and is
5 willing to work with the community above and
6 beyond what's required is admirable. I think
7 tonight we're hearing from other neighbors. Our
8 neighbors in Cranford. And we share those
9 concerns with stormwater issues, with flooding,
10 especially in such an environmentally sensitive
11 area. We've so far discussed perhaps enhancing
12 and increasing, going above and beyond what's
13 required in the regulations to mitigate flooding
14 to deal with stormwater. And I think we should
15 explore that topic further with the applicant
16 tonight. There's been some discussion about
17 perhaps increasing pervious paved surfaces. And
18 I'd like to hear more about what could be done to
19 enhance that so that we are doing our best to
20 reduce any impacts. Even if it's within the
21 limits of our ordinance and state regulations.
22 But considering that this is an extremely
23 sensitive area and that there are concerns of
24 other neighbors that should be addressed.

25 MR. FLANNERY: Thank you. Those

1 points are well taken, but I just want to state
2 for the record that the applicant is not only
3 meeting these standards, the state and local
4 standards, but is also exceeding them. I just
5 want to make that clear that we're not doing the
6 bare minimum, we are exceeding. And we are
7 willing to consider additional measures further
8 exceeding standards. But let's remember too, this
9 is an inclusionary development and we have to
10 balance these environmental measures and the fact
11 that we're providing affordable housing here.
12 It's part of the constitutionally-mandated
13 Affordable Housing Plan as well.

14 CHAIRMAN ASH: Nope, and that's
15 understood. And the Board recognize the objective
16 of this project. The Board is also aware that the
17 zoning has been in place for over 30 years or so,
18 and that the proposal for a multifamily
19 residential on this site does not come as a
20 surprise and was considered for a long time. But
21 we would like to hear more about what could be
22 done to go above and beyond protecting this
23 critical environmentally sensitive area. And
24 would it be possible, would the applicant make a
25 commitment to increase the pervious paved

1 surfaces, specifically, looking at this rendering
2 for the walkways and maybe the patio areas that
3 are amenities to the buildings?

4 MR. FLANNERY: The applicant will
5 certainly consider. But this is something that I
6 think really requires some careful study. And
7 maybe the approach here is to as a condition of
8 any approval, the applicant will work with the
9 board's professionals in crafting additional
10 measures that would be acceptable for the
11 development.

12 CHAIRMAN ASH: Mr. LaPlace?

13 MR. LAPLACE: Thank you, Chair. I
14 was just thinking as you were going over this, you
15 know, everyone's concern with how sensitive
16 environmentally this location is. And I keep
17 coming back to how it's adjacent to our homestead
18 design county park system, this greenway here by
19 Nomahegan Creek. I was wondering if the applicant
20 would consider doing less formal landscaping along
21 the northerly and easterly edge of the property,
22 along the parkland border there. And maybe do
23 something that has more trees that will fill in
24 more and blend in with what's on the other side of
25 the property line where the park is just to

1 capture some water and create more air. I mean I
2 don't think we need grass, you know, something
3 that has to be formally managed. It would almost
4 be better if we just had more things growing there
5 and less formal. Any thought about that?

6 MR. FLANNERY: Again, that is
7 something we can consider.

8 CHAIRMAN ASH: Any other members of
9 the Board? Any other members of the public? I
10 guess we'll move forward with Mr. Dean.

11 MR. FLANNERY: Yes. Thank you,
12 Mr. Chairman. Mr. Dean, I believe you're back
13 with us?

14 MR. DEAN: I'm back with you. If
15 the sound hasn't improved, I'm actually on the
16 phone right now. So could you let me know if this
17 is better?

18 BY MR. FLANNERY:

19 Q. It sounds pretty good so far,
20 actually. Why don't we start over, Mr. Dean?
21 Just briefly describe your education experience
22 and licensure for the Board to make sure that the
23 record captures everything.

24 A. A graduate of Lehigh University with
25 a bachelor of science degree in civil engineering.

1 A former member of the faculty of Lehigh
2 University and Lafayette College having served as
3 an adjunct professor teaching transportation
4 engineering. I've been licensed as a professional
5 engineer in New Jersey since 1987 and my license
6 remains in good standing. I've been qualified
7 both in superior court as well as before close to
8 if not more than 400 different planning and zoning
9 boards throughout the state. As an expert in
10 traffic engineering, I'm a principal in Dolan and
11 Dean Consulting Engineers in Somerville. And
12 aside from representing a wide variety of private
13 applicants/clients, we also represent a number of
14 municipalities serving as a traffic consultant
15 either to the board as a reviewing engineer or in
16 the actual design and implementation of various
17 traffic-related measures such as traffic common.
18 I've been involved with this project for a number
19 of years during the project inception and advised
20 the applicant on a fair number of issues that
21 specifically relate to the best location, for
22 example, where to put the access. But I'd get
23 into that in further detail as we progress.

24 MR. FLANNERY: I ask that the Board
25 accept Mr. Dean as an expert in traffic

1 engineering.

2 CHAIRMAN ASH: You may proceed.

3 BY MR. FLANNERY:

4 Q. Thank you.

5 A. Thank you. And my apologies again
6 for the technical issues.

7 We had submitted a traffic study in
8 the form of a letter to the Board dated
9 July 6, 2021. And that report sets forth the
10 traditional components of a traffic study that
11 includes traffic volumes under what we call
12 "existing conditions" and includes a projection of
13 traffic associated with the subject development.
14 And then finally, includes an evaluation of what
15 those traffic impacts could be when we start to
16 look at superimposing the site traffic on the
17 ambient traffic conditions. The past two years
18 have been very challenging for traffics engineers
19 in terms of collecting traffic data given the
20 societal changes that have affected schools
21 attendance and going to work and work from home
22 and e-commerce. And we were so fortunate to
23 obtain data that was collected in April of 2019
24 that certainly normal reflects the normal or
25 typical conditions at that time. And that was

1 used as the basis for our traffic study.

2 I think even as we've been more
3 recently collecting traffic data we are seeing
4 differences in pattern and volumes. That may
5 continue to be the new normal; if we want to use
6 that term. But I think for a very conservative
7 traffic analysis we roll the clock back a few
8 years and look at those conditions along
9 Springfield Avenue that were present at the time.
10 Our traffic study does include that volume
11 information. And appended to our report is a
12 series of traffic volume figures, little stick
13 figures. And what those charts depict are the
14 actual traffic volumes that we identify during the
15 peak hour. And the peak hour is a typical
16 measurement for traffic engineers in that that is
17 the 60 minutes that occurs generally during
18 morning rush hours somewhere between 7-and-9. And
19 during evening rush hours somewhere between
20 4-and-6:30. And base on the data that we had
21 along Springfield Avenue, we had identified that
22 morning peak hour to occur from 7:00 a.m. to
23 8:00 a.m. During that time, there were roughly
24 2,000 maybe 2,100 vehicles traveling along
25 Springfield Avenue with a pronounced northbound

1 orientation as would be expected towards Route 22
2 and the highway system.

3 As we get into the evening peak
4 hour, those flows reverse where we have a little
5 greater travel flow toward the center of town away
6 from the highway and a lesser amount traveling in
7 the counter direction; if you will. We also had
8 the benefit through our own work to collect
9 traffic counts coming in and out of Echo Lake
10 Country Club. And that data was compiled in July
11 of 2019, so I think that's certainly peak golf
12 season, as it were. Not a lot of traffic entering
13 and exiting, but we felt it would be prudent to
14 capture whatever that activity is given the
15 relationship of that driveway relative to the site
16 driveway.

17 The next step in the traffic study
18 is to estimate how much traffic would be generated
19 by 162 new multi-family apartments. And it's not
20 as simple as saying, well, there's 162, and two
21 cars per people, that's 320, and they all leave at
22 once. That's not how it works. There are some
23 people who work from home, there are some people
24 who may be semi-retired who don't work, there may
25 be people that travel for business, there may be

1 people that leave at 6:00 in the morning to catch
2 a ferry or a train or some other form of
3 transportation. So we've never have had a
4 circumstance where everyone leaves at once and
5 everyone comes home at the same time. We tend to
6 see traffic for residential communities spread out
7 over a number of hours beginning roughly around
8 6:00 in the morning and continuing to 9:00 or
9 9:30. What we do is we isolate the peak hour
10 traffic during that 60 minutes that we would
11 assume to be coincident with the street itself.

12 And traffic engineers rely on data
13 that's been compiled at other sites. Consultants
14 like myself will put down machines or we will have
15 our staff collect traffic data either for research
16 or just to evaluate before and after, for say, a
17 given expansion. And then that data gets compiled
18 and submitted to the Institute of Transportation
19 Engineers. And every six or seven years, ITE, as
20 it's known, updates their data for multi-family
21 communities. And also appended to our report are
22 the ITE data, summaries, and equations that show
23 us on a statistical basis for a given number of
24 units how much traffic could be expected. And I'm
25 just looking at the ITE data, and there are

1 between 42 and 50 studies of existing residential
2 apartment communities that have been evaluated as
3 part of ITE. And the data shows a fairly
4 consistent statistical accuracy that depending on
5 the number of units, one can reasonably project
6 the amount of traffic for a given size proposal.
7 And in this particular instance during the morning
8 peak hour for 162 units, we would expect to see 75
9 trips. That's a technical term for a "traffic
10 movement." And some of those trips, even though
11 it's the morning peak hour is actually inbound
12 traffic. And that may be individuals who work a
13 different shift and are coming home, that may be
14 individuals who have dropped a spouse off at mass
15 transit, that may be individuals who have dropped
16 children off at school. So that's a small
17 component, but principally as one would expect
18 during the morning, most of that traffic would be
19 outbound.

20 In the evening peak hour, as we have
21 shopping and social events and after-work
22 activities; going to the gym, what have you, the
23 overall traffic is a bit higher with a total of 91
24 trips that are projected for this community. And
25 that would consist of 57 returning vehicles and 35

1 exiting vehicles. We weren't able to count
2 Williams Nursery given our time of engagement and
3 the fact that in anticipation of this project,
4 clearly, they had been winding down activities to
5 a certain extent and certainly not typical of
6 their more robust economic operations.
7 Nevertheless, just for a rough comparison, we did
8 also look at ITE data for a commercial retail
9 nursery. In the morning, that type of operation
10 would be pretty light. It would be employees
11 arriving in the morning and perhaps landscapers
12 and tradespeople coming in and picking materials.
13 In the evening, it would be a little bit higher.
14 And that's important because not all of the
15 traffic that I referred to originally are 75, and
16 our 90 trips are new to the corridor.

17 Again, a typical retail nursery
18 might generate about 20 trips in the morning and
19 about 60 at night. So the delta, in other words,
20 that net difference of traffic associated with
21 this redevelopment is not as high. It still would
22 be on the order of 55 or maybe 60 new vehicles in
23 the morning or about a car a minute. In the
24 evening, it might be a little lower on the order
25 of 30 new trips or vehicles. But we didn't

1 consider that in our study.

2 And the next part is then to
3 evaluate how that traffic enters and exits the
4 site. We know that Springfield Avenue is busy,
5 there's no question. We know that there are
6 traffic signals nearby and that's of benefit to
7 neighboring driveways. And that those signals
8 provide metering, if you will, or some gaps. They
9 break traffic up and create opportunities for
10 abutting driveways or residential streets that
11 don't have the benefit of a signal to enter the
12 Springfield Avenues traffic flow. We actually
13 measure that at the site doing what we call a "gap
14 analysis." We do that by, we flew a drone right
15 over the site and we measured the breaks in
16 traffic as they are created in the traffic flow.
17 And we look for those breaks that are,
18 approximately, 7-seconds. That's how long it
19 takes for an individual to look both directions,
20 to ascertain that there is a break of sufficient
21 distance for them to safely proceed and then for
22 that vehicle the turn left. Right turns, by
23 contrast, going towards Route 22, are a whole lot
24 easier to make. It doesn't require a break or a
25 gap in both directions of traffic, only a single

1 northbound lane.

2 Our study focused on the left turns
3 because, obviously, it's the left turns that are
4 the most challenging to make. And our gap
5 analysis that we did by measuring those breaks in
6 traffic using the drone overhead photography
7 showed that we would have a range -- and again, it
8 depends on the peak hour -- of anywhere from 58 to
9 176 gaps in traffic that would accommodate those
10 left turns.

11 And during the single hour where we
12 had the highest volume of left-turning movements
13 for our site, and those are depicted on Figure 3.
14 You'll note during the morning, there would be 23
15 left-turn movements. During that time, we would
16 have -- and again, the findings of our gap study
17 are appended to our report -- during that morning
18 peak hour, we would have in a half-an-hour, we
19 measured 88 gaps. If we extrapolate that to two
20 hours, it could be up to 176. But what it
21 demonstrates is that with only needing to
22 accommodate 23 vehicles, they may wait a while,
23 there's no disguising that, but they'll wait
24 safely within the site driveway, that there are
25 sufficient and abundant opportunities for that

1 traffic to safely turn onto Springfield Avenue.

2 The last part of our study focused
3 on where the driveway is located. Along
4 Springfield Avenue, just as we get to Mill Lane
5 and up to the Echo Lake Country Club, the
6 northbound lanes actually widen. It goes from a
7 single lane to two lanes as we get along the site
8 frontage. Because of the added challenges for
9 drives to then look across two lanes for ingress
10 and egress. And given the proximity as we get
11 further to the north of the site we get closer and
12 closer to the traffic signal at Mill Lane, we felt
13 that having the driveway at the southerly end of
14 the site would be the best location for visibility
15 and it would provide the best means of separation
16 between not only the country club driveway but any
17 cueing or stacking along Mill Lane. And it would
18 only be along a single-lane section of Springfield
19 Avenue where site traffic would have to discern
20 the presence of a gap in one lane, and it's just
21 for visibility. You can imagine with two lanes of
22 traffic, sometimes one vehicle occludes a driver's
23 visibility of the second vehicle, and it just
24 offers a little additional challenge.

25 So reviewing all of the design

1 options and that location of the access did lead
2 to really a majority of the overall site layout,
3 we felt that it was in the best location to afford
4 the highest degree of safety. Our study did also
5 review the sufficiency of the parking, the manner
6 of ingress and egress. Much of that is governed
7 by the Residential Site Improvement Standards, and
8 the site does comply with the dimensions of aisle
9 widths, parking stall sizes, and the quantity of
10 parking that is proposed for the site. We
11 recognize that, as always, you know, spend a
12 career understanding and recognizing that traffic
13 and added traffic is always a sensitive topic.
14 But in light of the inclusionary nature of the
15 proposal and in trying to evaluate and provide the
16 highest degree of safety for access -- that
17 involves property under the control of the
18 applicant, of course -- that we felt that the
19 driveway was in the best location.

20 One thing did I did neglect to
21 mention is that Williams Nursery actually had
22 three driveways, one of which was just a wide-open
23 curb opening led to a gravel parking lot. It
24 really lacked the traditional design elements of a
25 driveway like curbing and signs, and I'd say an

1 element of control that lessens the potential for
2 any kind of mishap. So what we've designed is I'd
3 say a "conventional-type driveway" with a single
4 ingress lane and then separate left and right-turn
5 lanes to leave the site. They are divided by a
6 median which is required under RSI just given the
7 number of homes that are proposed in the community
8 to provide an additional means of emergency
9 access. I would note that I don't know if it's
10 possible, but there is a stabilized path just to
11 the north of the site on the park property that
12 does provide an additional means of access to the
13 backside of those buildings if it ever became
14 necessary. But the applicant and Mr. Espasa have
15 been responsive to the fire marshall's concern for
16 an additional means of access between the
17 buildings on the site, and I think that also
18 improves safety.

19 Mr. Flannery, that's all I have on
20 the way of direct. Hopefully, I haven't missed
21 anything, but that's the essence of the traffic
22 study.

23 MR. FLANNERY: Thank you, Mr. Dean.
24 I think you summed it up very well. And that's
25 all the direct testimony I have of Mr. Dean at

1 this time and I welcome the Board and it's
2 professionals to ask any questions of Mr. Dean.

3 CHAIRMAN ASH: Thank you. Mr. Dean,
4 looking at the egress lanes, you've got the
5 right-turn lane and the left-turn lane. How many
6 cars can cue in the left-turn lane before the
7 right-turn lane is actually blocked?

8 MR. DEAN: If we use a parking stall
9 -- for those of you that have the site plan open,
10 I'm just looking at the one in front of me --
11 assuming one car fits, obviously, in a parking
12 stall, I'd say we have two vehicles in that
13 left-turn lane before that right-turn lane is no
14 longer accessible.

15 CHAIRMAN ASH: So that's one car
16 waiting to turn left, another car behind it.

17 MR. DEAN: Correct.

18 CHAIRMAN ASH: And that blocks the
19 right-turn lane from anyone going able to use it.

20 MR. DEAN: Not anyone. Directly in
21 front of Building A, there's a small parking field
22 and, obviously, any vehicles leaving that parking
23 would be able to access it. I think that's an
24 astute observation, and I would defer -- Peter,
25 maybe someone on our team can call up a site plan.

1 It's a little easier sometimes --

2 MR. FLANNERY: Mr. Espasa, do you
3 mind sharing your screen, the site plan? I think
4 it's A-7, the colored site plan rendering would
5 probably be sufficient. There we go.

6 MR. DEAN: Perfect. Thank you. And
7 if we can zoom in on that driveway, that would be
8 helpful. Thank you. Again, referring, to say,
9 the angled parking space in Building A, the first
10 in essence closest to the right-turn lane, using
11 that as a general measure, there would be two
12 vehicles in the left-turn lane and other than the
13 eight or so parking spaces within that small
14 circular field, yes, everyone else leaving the
15 community would be behind that left-turn cue.
16 There are a couple of options to improve that.
17 And you'll see a large landscaped island in front
18 of the western edge of Building A, that could be
19 tapered better or even that entire curb line
20 pulled back further into the site interior to
21 improve that. The only thing -- and I know
22 there's been a lot of discussions about impervious
23 and there is that tradeoff -- but that would
24 certainly provide that additional cueing under
25 that scenario. Bear in mind, there are projected

1 to be 23 left turns leaving in the morning. And
2 it's roughly 48 or so turning right going up
3 towards Route 22 -- 35. So it's one car every two
4 to three minutes trying to turn left, and with 88
5 -- call it 176 gaps -- turning left out of the
6 site, my expectation is that the cueing won't be
7 four and five and six cars turning left, that it
8 will be a majority will be continuing right north
9 on Springfield Avenue. But if it's the Board's
10 pleasure, that certainly can be reworked to
11 improve that stacking; if that's your pleasure.

12 CHAIRMAN ASH: I accept your expert
13 testimony and analysis and I'm somewhat familiar
14 with traffic engineering and how trips are counted
15 and evaluated against ITE. However, anecdotally,
16 I've sat in what I would describe as
17 "bumper-to-bumper traffic" on Springfield Avenue,
18 not moving, stuck at the light. People get stuck
19 in the intersection at the light during rush hour
20 and I think that there is a major traffic concern
21 here. I think making a left-hand turn out of this
22 site during rush hour will be extremely difficult.
23 And I think whatever efforts can be made to
24 alleviate pinch points or just whatever is going
25 to help with the flow of traffic on this site and

1 on this road -- which is a county road; correct?

2 MR. DEAN: Yes, it is.

3 CHAIRMAN ASH: I think all
4 alternatives should be considered.

5 MR. DEAN: Yeah. There are two ways
6 to go about it. One, to solve it now. And
7 certainly, I defer to the collective wisdom of the
8 Board and your experience with other streets and
9 locations in the town. The second is this is an
10 owner-managed and run property. And if the front
11 entrance is so problematic, I can assure you the
12 applicant will get nothing but an ear full from
13 any resident that lives in the area, and he will
14 be immediately seeking corrective measures. So,
15 you know, there're two schools of thought. Let's
16 not necessarily solve a problem until one exists,
17 but let's plan for an improvement in the event
18 that one is needed. So I think on behalf of the
19 applicant -- unless there's a compelling desire to
20 solve that right now and make it better -- again,
21 I see no reason we can't improve that concern or
22 address that concern at this stage. It's just a
23 matter of when you would like to see that
24 implemented.

25 CHAIRMAN ASH: Let's hear from some

1 other Board members. Mr. LaPlace?

2 MR. LAPLACE: Thank you,
3 Mr. Chairman. I do have a couple of questions.
4 First of all, just to follow up on what the Chair
5 was talking about. First of all, Mr. Dean, did
6 you say there're two parking spaces per unit on
7 this site?

8 MR. DEAN: The ratios aren't quite
9 to that. Let me get the exact count, I don't want
10 to misspeak. I'm sure --

11 MR. LAPLACE: Or was that the target
12 or something?

13 MR. DEAN: We have 15, one-bedroom
14 apartments, and that requires 27 spaces. And then
15 we have the two-bedroom apartments all require two
16 spaces. And then we have three-bedroom units that
17 require a little bit higher. We have a total
18 parking required supply of 325 for 162 units. So
19 just by coincidence, the math actually works out
20 to be virtually exactly two spaces per unit.

21 MR. LAPLACE: Wow. It just seems
22 like the site is just really over-parked from a
23 practical standpoint. Especially in the direction
24 that design is going in site plan design nowadays,
25 it's a lot of surface parking. And I share the

1 Chair's concern particular at the entrance there,
2 you're going to have people stacking up. Right
3 now, with Williams Nursery, it's almost impossible
4 to make a left turn and you have to wait to make a
5 right turn. That's anecdotal, but I can tell you
6 I've been there many many, many times. Like for
7 instance, those angled spaces around that loop in
8 front of Building A, are they really necessary? I
9 mean can you take them out and pull the driveway
10 back a little bit or something?

11 MR. DEAN: Just so everyone is
12 clear. You'll see -- and I don't have the ability
13 to point -- most of the parking for this site is
14 actually under the buildings. They've covered
15 parking. There's one garage entrance for each
16 buildings A and B. So the surface parking arises
17 out of a couple of different reasons. One is RSIS
18 which governs the design of all residential sites
19 requires a parking supply of one-half space per
20 unit for visitor and guest parking. And I don't
21 recall the number of surface spaces we have, but
22 by and large, that's what those surface spaces
23 are. The majority of the residents will be
24 parking underneath these buildings.

25 MR. LAPLACE: Well, anyway, my point

1 is that there's a lot of surface parking and maybe
2 the surface area could be put to better use. But
3 moving on to some other questions. Williams
4 Nursery, right now they're peak times of business
5 was and is or was weekends, holidays, not 9-to-5,
6 not rush hour during the week. The people that
7 live in this complex, even conservatively, let's
8 say half the people that don't have home offices
9 or be staying at home or retired, they need to be
10 leaving in the morning during rush hour and coming
11 back during rush hour. And your guess about
12 20-something movements to the left to go south on
13 Springfield, that's just a guess. I mean it could
14 be double that going into the center of Westfield
15 or heading points south. How is that going to
16 work because right now it's difficult to get out
17 of here on weekends when the nursery was open and
18 busy?

19 MR. DEAN: Sure. To a certain
20 extent, when we make our projections of how
21 traffic -- call it the "desire lines" -- if a
22 resident lives in one of these buildings and they
23 leave in the morning, what is the probability that
24 they'll go to the north towards the highway system
25 or turn and come into town. The existing patterns

1 that are on the street that are going right by the
2 site give us a bit of a snapshot as to those
3 patterns. And in the morning peak hour -- and
4 that's why I wanted to just share some of those
5 initial numbers -- in the morning, when stores
6 aren't open and it's really just people going to
7 work, we have just about 1,50000 people going
8 north on Springfield Avenue and 500 coming into
9 town. So it's about a 75/25 split in terms of
10 traffic which suggests there is a skew going north
11 towards Route 22. Our study didn't assume that.
12 We assumed that we would have 23 out of -- I want
13 to get you the right number, bear with me one
14 minute, we assumed that -- it's 23 out of 58
15 exiting vehicles is 40% are actually turning left
16 and going into town. The patterns show it to be
17 closer to 25. As traffic engineers are prone to
18 do, we err on the side of being conservative and
19 cautious and we did, I'd say, skew a bit more
20 traffic toward the center of town in the morning.
21 If it materializes and people want to go north,
22 obviously, they'll be less left-turning traffic
23 and more right-turning traffic. That's what has
24 kind of led to a lot of the design choices that
25 were made relative to that driveway.

1 We don't have any other means of
2 ingress and egress to the site. We do need to
3 provide left turns. Obviously, it benefits the
4 downtown area and that will be a desire on the
5 weekends. People will want to come and enjoy all
6 the other benefits of Westfield and some,
7 obviously, may be headed towards rail service. So
8 it's important to have a left turn.

9 MR. LAPLACE: Well, yeah. It's very
10 important. I think that's why we're very
11 concerned about it because right now, with the
12 garden center there, it's very hard to make a left
13 turn. But not only would people be heading
14 towards Westfield, and perhaps the train station,
15 Springfield Avenue goes into Cranford and brings
16 people to the parkway as well. So if someone
17 didn't want to try and get to the parkway in the
18 morning by 22, which I could understand why they
19 wouldn't want to do that, you can get some
20 regional -- people who are commuting regionally
21 heading, trying to make a left to go down
22 Springfield Avenue in a southerly and an easterly
23 way to get to the parkway. So I don't know, it's
24 going to be hard to see how many people are trying
25 to make that left, and I think it's going to be

1 very difficult. My last question is; What about
2 transit? Where is the nearest bus stop? What's
3 the bus service? I mean you just talked about
4 cars, what about other modes of transportation?

5 MR. DEAN: Where we have communities
6 or newer projects in downtown core areas,
7 obviously, there's a lot of walkability to train
8 stations and where bus service is available. When
9 we look at this ITE data, some of the sites, the
10 research sites that were used to compile the data,
11 do, in fact, have some element of bus service or
12 rail service. Just in 50 studies, statistically,
13 some of them will be near it. It reflects not
14 movements -- it only reflects the traffic that
15 comes in and out of the communities, itself. So I
16 don't like to rely and assume -- you know, we've
17 done studies where we've looked at the
18 demographics of the community and we know that
19 "X%" use bus or "X%" use rail, and I could
20 sometimes include that in my traffic study, but
21 then it runs the risk. And candidly, as I'm often
22 on the hot seat, I don't want to be unfairly
23 criticized for saying, well, you know, you've
24 underrepresented your traffic numbers because
25 you've assumed that people will take the bus. I'd

1 rather not do that. I'd rather assume that the
2 projections are accurate for the purposes of
3 analysis and show that at a worst-case scenario,
4 this traffic can get in safely and efficiently.
5 To answer your question; I don't know where the
6 nearest bus stop is.

7 MR. LAPLACE: You're not aware what
8 the bus service is here or where there's a bus
9 stop?

10 MR. DEAN: I am not.

11 MR. LAPLACE: And what about
12 sidewalks? Will there be sidewalks in front of
13 this connecting to other walks?

14 MR. DEAN: Again, let's take a look
15 at the plan. I'm also looking you see what else
16 is out there in terms of connectivity.
17 Traditionally, there aren't a lot of sidewalks in
18 suburban New Jersey communities. The rationale
19 being is where is there to go. As we get a little
20 bit further north --

21 MR. LAPLACE: There's a county park
22 across the street and there're residential
23 neighborhoods right across the street as well that
24 are to the north of the park.

25 MR. DEAN: And there is some

1 sidewalk that has been put in as you get into the
2 more commercial corridor areas like the Primrose
3 School -- and I know that's Mountainside -- and
4 it's intermittent along Springfield Avenue. With
5 162 units, I certainly can see some benefit in
6 enhancing connectivity where possible. And we do
7 have sidewalk along the site frontage, it does
8 connect up to the traffic signal at Mill Lane, and
9 it does allow for that connectivity to get into
10 the park area and continue. I'll have to defer to
11 Mr. Espasa. I don't know -- and I don't have a
12 plan in front of me, I put that away, I'm sorry --
13 I just don't know whether we have sidewalk along
14 our frontage, but it would end at the site. And
15 so as we get to the neighborhood further to the
16 south going toward Westfield, the center of town,
17 there is no sidewalk. So, you know, it has to end
18 somewhere.

19 We are showing it across the entire
20 site frontage. I'll say this applicant is doing
21 their part in terms of maintaining that pedestrian
22 connectivity. But as we transition further south
23 where there are predominantly single-family homes,
24 there's no sidewalk along Springfield Avenue.

25 MR. LAPLACE: Thank you.

1 CHAIRMAN ASH: Can we talk about
2 making a left turn from Springfield Avenue as you
3 are heading north to south. Springfield Avenue
4 narrows to one lane in each direction where this
5 proposed ingress and egress driveway is located;
6 right?

7 MR. DEAN: Correct.

8 CHAIRMAN ASH: So if somebody is
9 making that left turn from Springfield Avenue into
10 the site, is traffic going to back up behind that
11 car while it's waiting to turn because there's no
12 shoulder there; correct?

13 MR. DEAN: Correct. And that lane
14 transition ends right at the entrance at the
15 country club. So as you go immediately further
16 south of Echo Lake Country Club, there is no
17 shoulder. That left-turning issue is endemic to
18 the site whether it's Williams Nursery or whether
19 it's this proposal. And you are correct, there is
20 no shoulder. You know, just literally every other
21 driveway leading into the swim club, there's no
22 shoulder. And so traffic waits for that vehicle
23 as they find their gap in northbound. To a
24 degree, the good news is people, as they're coming
25 home at night, the traffic traveling northbound

1 isn't as heavy as it is in the morning and so
2 there's a greater frequency of gaps. But that's
3 not -- you know, that comes with the land, in
4 short.

5 CHAIRMAN ASH: In your professional
6 opinion, is there anything that can be done, is
7 there any improvement that can be made with the
8 county's permission to prevent cueing behind a
9 vehicle looking to turn left into the site? Is
10 there a dedicated turn lane? I don't think there
11 is.

12 MR. DEAN: There is not. And there
13 are utility poles right at the edge of the road.
14 The right-of-way is fairly narrow and it limits
15 the ability to do that. Plus, obviously, we get
16 into certain -- I hate to use this term -- but,
17 you know, cost-generative components that in terms
18 of acquiring right-of-way and putting another lane
19 on the road does become a bit of a challenge. In
20 terms of what we call "Level of Service" which is
21 the relative ease in turning left into the site,
22 our analysis did include that type of analysis.
23 And I'm just quickly looking for -- here we are.
24 We have a Level of Service B. And a "Level of
25 Service" is a term traffic engineers use akin to a

1 report card from grade school where A is really
2 great, super passing. And in traffic terms, it
3 means "very little delay." At the other end of
4 the scale, we have Level of Service F, and that
5 means a delay in excess of 50 seconds, five zero.
6 And left turns, no question, coming out of the
7 site are going to have a long delay and,
8 therefore, I'll say a poor level of service.

9 The good news is, coming in, and we
10 did look at this at night, it is a Level of
11 Service B, as in "boy" condition with an average
12 delay of 11 seconds. So we're not expecting --
13 and a cue which is a stacked vehicle is less than
14 one car. It's not as though there will be 30 cars
15 lined up trying to make a left into the site. The
16 nice aspect of a residential proposal is that
17 traffic is spread out, particularly in the
18 evening, right? Some people meet friends, some
19 people stay late to work, some people go to the
20 gym, you know, whatever. And the evening peak
21 hour tends to be more spread out over multiple
22 hours. Some people are home by 4:30, 5, 6, 7 and
23 so forth. So that inbound traffic is very much
24 less concentrated than we see in the morning. So
25 that's part of, again, putting it into context,

1 and I'm going to go back and look at the
2 projections. For that left turn coming in, it's
3 35 vehicles in an hour. So that's one car roughly
4 every other minute. If it were double that or
5 triple that where we're getting close to 100
6 vehicles per hour, I'd say, yes, that's going to
7 have an impact on southbound flow coming into town
8 or continuing east into Cranford. With one car
9 every other minute, it's light enough that I'd be
10 hard-pressed to recommend a lane and more blacktop
11 and more drainage and more stormwater impact for a
12 relatively low volume demand.

13 CHAIRMAN ASH: Thank you,
14 Ms. Freedman.

15 MS. FREEDMAN: Yes. Thank you,
16 Mr. Dean, your analysis was very thorough. I have
17 an idea of how to maybe solve a lot of these
18 problems, and you've probably thought of it too,
19 and that would be to add an exit at the back.
20 Now, I know you don't own property and the
21 developer doesn't own property there, but there
22 could be an easement, and I believe the swim club
23 has an alternate exit. Were you aware of that?

24 MR. DEAN: I'm very aware of that.
25 And the swim club does have their exit out to a

1 side street -- is it Nomahegan, I don't want to
2 mispronounce it, but I'm sure I did -- where there
3 is a traffic signal. (Technical interference) is
4 outside of the control of this applicant. So
5 lacking any easement, and again, I would imagine
6 the swim club would have an opinion on that
7 additional traffic, it does run literally right
8 behind a number of single-family homes on a
9 cul-de-sac on Mohican Drive, and it does exit
10 between two homes. So sometimes the cure is not
11 always ideal. And that, unless, there was eminent
12 domain exercised by the governing body to provide
13 this property owner with a legal means to access
14 that, it's outside of the control of the applicant
15 to do it. There's just no legal way to do it,
16 unfortunately.

17 MS. FREEDMAN: In terms of traffic
18 safety, apparently the pool management feels that
19 it's not safe for their members to make a
20 left-hand turn onto Springfield Avenue. Were you
21 aware of that?

22 MR. DEAN: I have no basis or
23 knowledge of that. I can't --

24 MS. FREEDMAN: Well, they don't
25 allow their members to make a left-hand turn or

1 they didn't in the past. And so, that's a swim
2 club and this is an apartment complex. So there's
3 a lot more traffic on a daily basis during rush
4 hour from an apartment complex. So it just makes
5 me wonder why a swim club would find it unsafe,
6 but yet, an apartment complex would find it safe.

7 MR. DEAN: I don't know that it is
8 in fact unsafe for them to do that. I've looked
9 at it. There are clear lines of sight along
10 Springfield Avenue. The road is level and
11 straight in alignment. So in terms of pure
12 safety, I see no valid traffic engineering reason
13 for that restriction. On the other hand, as we
14 know through this process, sometimes there's an
15 accommodation to say, for example, neighbors one
16 driveway to lessen the impact on, say, an
17 immediately abutting house is proposed as one way,
18 and another driveway is proposed as the exit. And
19 so that no one particular property owner bears the
20 burden of -- I'll say living next to all of that
21 demand. I don't know the reasons. But insofar as
22 this application is concerned, we don't have a
23 right to get to that property.

24 MS. FREEDMAN: I see.

25 MR. DEAN: It, unfortunately, does

1 preclude that connection as possibly desirous as
2 it may be. As I said, I think if this board or
3 the governing body or even the swim club as part
4 of this consideration tells us, "sure, we'll give
5 an easement" okay, that may alter our thinking.
6 But at this point, we have no means to do that.
7 Even if everybody on this call loves the idea, we
8 just don't have a way to do it.

9 MS. FREEDMAN: Okay. Well, I think
10 we should just put that idea to the side and maybe
11 revisit it. I did have an unrelated question
12 having to do with your gap analysis. I know you
13 said you used drones. If a car is exiting from
14 the nursery now, did you calculate the wait time
15 for, again, a left-hand turn coming out of the
16 nursery, you would have to wait for traffic to
17 clear on both sides, but are the lights
18 coordinated so that that could happen or are they
19 not coordinated?

20 MR. DEAN: They're not coordinated,
21 as I know, but it happens anyway. It's just as
22 lights change and they sequence, there are breaks
23 in traffic. So as traffic approaches on Mill
24 Lane, obviously, the signal cycles through and it
25 creates time to allow that to exit. And that,

1 obviously, stops southbound traffic on Springfield
2 Avenue. Granted, there is some traffic turning
3 off of Mill Lane. And then at the other end,
4 where we have -- now, I'm forgetting the name
5 again. Is it Nomahegan? Am I pronouncing that
6 right? Where that signal is at Broad Street,
7 that's creating gaps as well. So they're not
8 physically or programmed to create those breaks,
9 but we have a lot of driveways and streets in
10 between and all of those abutting residents, I'll
11 say, capitalize on those breaks and that's what
12 allows them the ability to get in and out, as does
13 the country club.

14 MS. FREEDMAN: Okay. Thank you.

15 MR. DEAN: That's why being in
16 between those signals is very beneficial and
17 that's why it does allow this site to work.
18 There's no kidding, people will wait. And I think
19 one question was, well, what do people do, and
20 it's sort of like anyone who lives near a public
21 school knows that there's a 10-minute window where
22 it's chaos, and if I don't have kids in the
23 school, you just quickly learn don't ever try to
24 leave during those 10-minutes. And so people
25 modify their behavior and future residents will

1 quickly figure when the best time, as it fits
2 their schedule, to leave will be. And we just do
3 that, it's human nature. We tend to avoid those
4 times where things are most problematic.

5 MS. FREEDMAN: Have you visited the
6 site, yourself, Mr. Dean.

7 MR. DEAN: I have. Yes, I have. I
8 haven't shopped at the nursery, but...

9 MS. FREEDMAN: Well, have you been
10 there at rush hour?

11 MR. DEAN: Yes.

12 MS. FREEDMAN: Okay. So you've
13 experienced it first-hand?

14 MR. DEAN: I have. It's difficult.
15 There's no disguising it, but I'm not here to
16 advocate designs that are unsafe. You know, I
17 bear a liability in this process in terms of my
18 opinion and evaluation. We always advocate for
19 the highest degree of safety. One of the things
20 we quickly identified is all of that access for
21 Williams Nursery is a little haphazard. And there
22 are trucks that come in and out of the site. All
23 of that activity, you know, landscapers and
24 delivery vehicles and such, all of that heavier
25 vehicle activity ceases by going to an exclusively

1 residential community. So sometimes the character
2 of the traffic, yes, there will be more traffic,
3 but eliminating some of those other components
4 does have a net effect. And cleaning up the
5 access points. Making it less confusing for
6 motorists is certainly beneficial, and by moving
7 the site access -- I don't know the exact distance
8 -- but it's, approximately, probably 300-feet
9 further to the south and getting it further away
10 from Mill Lane, as well the country club, makes it
11 an easier site to get in and out of. And all of
12 that access doesn't need to occur in a four-lane
13 section where, you know, cars are merging. You
14 know, it's a bit more challenging.

15 MS. FREEDMAN: Okay. Thank you.

16 MR. DEAN: You're welcome.

17 MR. DARDIA: Yes, hi. This is
18 Mike Dardia. I'd like to just ask a couple of
19 questions related to line-of-sight there at the
20 exit point there. I see that there are, I guess,
21 plans for at least two large trees right there.
22 Do you think that that will introduce any sort of
23 line-of-sight issues? And also, I have a question
24 about the sign that's going to be installed.
25 Where will that be installed and will that also

1 complicate things?

2 MR. DEAN: If I can ask Mr. Espasa;
3 can we zoom in on that driveway again? It just
4 makes it a little bit easier. Thank you, very
5 much. You will see -- it's all proposed
6 landscaping -- but you'll see what I assume are
7 deciduous trees planted to the left and to the
8 right of the driveway. When we establish clear
9 sight lines, we want to ensure that a driver can
10 see or has visibility 15-feet behind the gutter
11 line or the curb line of the road, itself. And we
12 have established those trees and the plantings
13 well outside of that sight triangle, if you will,
14 to allow motorists to see. It becomes balancing,
15 and a lot of communities really like the street
16 trees once they get that nice canopy. As long as
17 it's not a coniferous tree and it's deciduous, it
18 can be appropriately limbed to ensure that the
19 lowest branches are at least 7-feet above grade so
20 that drivers who are at a roughly
21 3-and-a-half-foot elevation can see underneath
22 that tree canopy. I am satisfied that the
23 intensional setback of those trees has been done
24 judiciously to maintain those sight lines.

25 As we look to the right of the

1 driveway, you will see the identification sign
2 that is proposed. And if we were to score a line,
3 say, from the stop bar or just behind the stop bar
4 and draw a line looking up on Springfield Avenue
5 -- so Mr. Espasa, you have that nice
6 colored...yeah, perfect -- so you will see as that
7 keeps getting extended hundreds of feet to the
8 north, and I know it's off the sheet, that's the
9 perspective a motorist needs to have of
10 approaching traffic coming southbound. And as we
11 go further and further off the exhibit -- yeah,
12 perfect -- you'll see from, hopefully, from that
13 perspective because the road is straight at that
14 point. You know, keep going north, you'll see
15 that the sign has no impact on that visibility and
16 that it is set back at the appropriate distance.
17 So, yes, we did take that into consideration.

18 MR. DARDIA: Did you also do that
19 same sort of line-of-sight exercise for the left?
20 Because I know further up Springfield Avenue
21 there's a curve. So it's a decline for those cars
22 that are coming toward Route 22, they're coming
23 down a curve -- and I know it's sort of past the
24 Nomahegan property, Nomahegan Pool and Tennis
25 property -- but still, they're coming down at a

1 pretty good clip. I don't know, are you taking
2 that into consideration? And I also have a couple
3 of other questions. First, the line-of-sight for
4 the left turn.

5 MR. DEAN: Sure. Well, the left
6 turn requires visibility in both directions. So
7 it requires, obviously, visibility around the sign
8 to the north and the trees so that motorists can
9 see traffic, say, at Mill Lane. And there's
10 absolute clear line-of-sight all the way through
11 Mill Lane, and then the road does start to bend a
12 little bit to the left and then a little bit to
13 the right. But as a motorist can see the traffic
14 signal, you know, they'll know immediately, okay,
15 if it's red, there's minimal expectation of
16 traffic coming down, say, off Route 22 because
17 Springfield Avenue has been stopped. As we look
18 in the other direction, and I don't want to
19 introduce a new exhibit, but just available on
20 Google Maps, one can do what's called "street
21 view" and there is a way to -- which is what I'm
22 doing to answer your question -- I can virtually
23 look down the road, and as I look to the south on
24 Springfield Avenue, I do see that the road curves
25 a little bit to the right and then it doubles back

1 onto the left. And I'm going to measure that
2 distance just so it's on the record and we have
3 it, but that line-of-sight, and again, I'm
4 approximating, but around that curve, gives us
5 577-feet of sight distance at minimum of
6 approaching traffic. And the speed limit is 35,
7 and for that speed limit and visibility -- and
8 there is a posted 20-mile-an-hour warning on the
9 curve, but for that, we would need, approximately,
10 300 to 350-feet of sight distance and we have 575.
11 So we do have the appropriate sight lines and
12 ability for a motorist exiting the site to safely
13 see approaching traffic. And the board and the
14 public, we are subject to what we call "outside
15 agency" but, yes, we do need the county to give us
16 their blessing of this design. But in my opinion,
17 from a traffic engineering and design perspective
18 and the county zone standards for visibility, we
19 meet their sight distance requirement.

20 MR. DARDIA: Okay. Just two more
21 questions real quick. Regarding the traffic
22 counts. You said the most recent one was done in
23 2019; is that correct?

24 MR. DEAN: Yes. And that data is
25 appended to our report. It was actually compiled

1 by NJDOT. Monday through Thursday, April 8 to 11
2 of 2019. And date daily is consistent.

3 MR. DARDIA: Okay. My point is
4 would there be -- my question is -- would there be
5 any consideration to do another traffic count?
6 And I know in your study it says, "it is likely to
7 be several or more years before roadway volumes
8 again reach those levels that existed
9 pre-pandemic." But I'll just let you know, and
10 I'm sure a lot of the folks from this board will
11 let you know as well. But there's been quite an
12 influx of new residents to Westfield. A lot of
13 the older residents who may have been retired have
14 moved out and new neighbors have come in. Younger
15 families with cars. Now they're commuting. So I
16 think that you might find that these traffic
17 counts may have increased, and it might be worth
18 your time to do another traffic count. Just a
19 suggestion and I hope that there would be some
20 consideration around that.

21 MR. DEAN: I mean, listen, it's what
22 I do for a living, we do traffic counts. I think
23 I want to understand and share with you, would
24 that information in any way change the plan and
25 design you have before you. And I think the

1 answer is no in that the driveway can only go
2 along our frontage. And as of indicated, as we
3 get further to the north, in my opinion, it's in a
4 less desirable area because of the lane merge
5 coming southbound on Springfield Avenue just
6 before the country club, and then the widening
7 just to the north of the site where we proposed
8 the driveway. Let's just assume there are a few
9 more cars on Springfield Avenue in 2022 than there
10 were in 2019, it's not going to materially change
11 my conclusions or findings or the parking or the
12 location of the access or any one of these design
13 components. I have been studying traffic volumes
14 throughout the pandemic, and even in 2022 when I
15 compare it to data that we have from '18, '19,
16 '17, and so forth, it's still suppressed. People
17 have perhaps permanently, but certainly have
18 modified their behaviors in many cases their
19 working environment, so that they no longer need
20 to be part of that commuting flow. The only area
21 where we've seen a little bit of change in traffic
22 is -- they're lower volumes, but fewer people are
23 taking mass transit. Whether that's a permanent
24 circumstance remains to be seen. But, obviously,
25 the pandemic health concerns, you know, people are

1 eschewing getting back on buses, getting back on
2 trains in the same manner that they did
3 previously. I don't have a crystal ball to tell
4 you whether that's a permanent situation or not,
5 but I think once we get through this, I suspect
6 that the benefits attributed to rail service will
7 get people back out of their cars and back on the
8 trains. And then remote place work options, Zoom
9 teams, you know, whatever the format is, we've all
10 quickly adapted to do our jobs in a very difficult
11 manner and a whole lot more efficient. Sorry for
12 the long diatribe, but I do think that if I were
13 to get the count, I feel very comfortable knowing
14 that I do this day in and day out that it would
15 still be less than I saw in 2019. But you've
16 piqued my curiosity. Again, I don't think it's
17 material to the application, but I'm equally
18 curious myself.

19 MR. DARDIA: And I appreciate that
20 Mr. Dean, very much. Just one last question.
21 Regarding the county, any consideration about
22 collaborating and to what degree?

23 MR. DEAN: We are required to
24 collaborate with the county. We need the county
25 planning board approval and by extension

1 engineering. And they also, like this process,
2 review line of sight, capacity of the drainage
3 system. I mean there are a lot of systems of
4 checks and balances as we go through this process.
5 But I am satisfied in my review. And I'll defer
6 to Mr. Espasa or maybe Mr. Flannery if we've had
7 any communication from the county. And each
8 county does it differently. Some counties issue
9 their reports to the local planning board through
10 this process. Others defer action until the local
11 board has rendered a decision before they, I'll
12 say, become involved. You know, for example,
13 that's standard practice in Essex County and Union
14 County seems to follow suit. Not every time, but
15 many times as well. They just have a lot of
16 projects, and candidly, they just don't want to
17 waste their time on a project that isn't going to
18 see the light of day locally. Oftentimes, it's
19 sequential instead of consecutive. I just,
20 candidly, don't know where we are in this process.
21 So I'll have to defer to the other professionals.

22 MR. DARDIA: I see. Thank you so
23 much.

24 MR. DEAN: You're very welcome.

25 MR. GOLDSTEIN: Mr. Dean, I have two

1 questions for you. One related to parking and one
2 related to traffic. I'm just going to begin on
3 the traffic side. You mentioned for those cars
4 who would be traveling southbound and making the
5 left turn into the development that you
6 anticipated about an 11-second delay for them to
7 make that left turn.

8 MR. DEAN: Right.

9 MR. GOLDSTEIN: I wanted to
10 understand if you accounted for a red light at the
11 corner of Springfield and Broad because, in
12 current state, that does back up all the way to
13 this property. So I'm wondering sort of how that
14 11-seconds is possible if there's no movement in
15 front of you.

16 MR. DEAN: If there's no movement in
17 front of us, then that car is just sitting in line
18 like everybody else is. What calculation
19 represents is when that vehicle gets to the
20 driveway if he hasn't been able to get in already
21 under the scenario there that by virtue of the
22 northbound volume and how it's staggered and
23 regulated by the signal, there could be up to an
24 11-second delay. And that's an average delay.
25 Some people will make it quicker, some people will

1 make it a little bit longer. But that's something
2 that the applicant doesn't control and it starts
3 to suggest, you know, whether it's; work with the
4 county or means to improve the efficiency of those
5 signals. You know, that's part of what we do
6 outside of this process. We work with agencies to
7 make those operations more efficient. And
8 Mr. Battaglia is certainly qualified with his
9 staff and working with the county to collectively
10 come up with ideas to make that work better. And
11 sometimes the solutions aren't easy ones, right,
12 it takes more lanes and more capacity and
13 acquisition of private property and that's not
14 always -- you know, we can't just keep paving. We
15 oftentimes look at ways to make the signals more
16 efficient, improve in using technology to
17 eliminate that kind of condition. Once the car
18 gets to the driveway then, as I've indicated, the
19 standard measured delay would be that of Level of
20 Service B at 11-seconds.

21 MR. GOLDSTEIN: Thank you. And I
22 appreciate you mentioned the comment that "we
23 can't just keep paving." Which I'm going to
24 transition quickly to the parking question. I
25 understand the current requirements for parking

1 based on the number one, two, and bedrooms, but
2 you also noted that you would be meeting the
3 electric car requirements. If you were to exceed
4 the electric car requirements, you would be able
5 to count those spaces at a minimum ratio of
6 2-to-1, thereby lowering the total number of spots
7 that you need which would have several knockdown
8 effects. One is it would add the ability to add
9 more pervious coverage. And as well, it would
10 also attract people who aren't necessarily looking
11 for a guaranteed two to three spots per apartment
12 when you think about who is going to be moving in
13 and using it. So I'm curious if you thought about
14 exceeding the electric car requirement to
15 eliminate some of the requirement on parking?

16 MR. DEAN: Here's the conundrum is
17 that much like your ordinance, the RSIS
18 requirements are the defacto ordinance. And so
19 applicants tend to come in with complying
20 applications, right, whether it's maximum
21 impervious coverage or heights of buildings,
22 whatever the bulk standards are in your ordinance.
23 And so with RSIS, we have a compliant plan. I
24 recognize that the EV Ordinance does afford
25 certain credits. When you think about it, it

1 almost makes no sense in that there is a
2 requirement for a fixed number of parking spaces
3 under the requirements. The EV language was
4 intended -- and I have consulted with the author
5 of that bill, Senator Smith, as to his intent
6 because from a practical side, you sometimes have
7 projects that are much smaller than 162 where that
8 2-for-1 credit makes no sense. Right? You have
9 16 units and you need 16 parking spaces, but two
10 of them or three of them are phantom because
11 they're EV spaces, it doesn't make sense. In this
12 particular instance, we comply with, in effect,
13 the ordinance. And so, if we had less parking --
14 I'll defer to counsel on both sides -- is that a
15 variance? Is that a de minimis exception? And
16 more importantly, the applicant, is that something
17 they'd be willing to consider? The whole intent
18 of that 2-for-1 credit was to incentivize
19 developers to add them and in essence, give them a
20 bonus. There may be an amendment to that bill
21 that reconciles that credit because the spaces
22 don't disappear, the need doesn't disappear, it's
23 just, you know, it's sort of an administrative
24 show game.

25 MR. GOLDSTEIN: But we've talked

1 about the bills around the 500-year versus the
2 100-year storm and there has been an agreement
3 that we would be focused on the current laws as
4 they are written today.

5 MR. DEAN: Correct. And we comply
6 with either make-ready or the spaces that need to
7 be implemented at first, what the applicant is not
8 doing is seeking the credit for those under the
9 2-for-1 to decrease the amount of parking. In
10 that, we have state legislation on one side that
11 allows the credit, and the other requirement being
12 RSIS that requires the fixed number of parking
13 spaces. And what Senator Smith told me directly,
14 verbatim, is -- and I know it's hearsay, but just
15 for the purposes of educating the Board -- is that
16 a variance would still need to be requested. The
17 2-for-1 credit allows or would provide the
18 justification for the variance, but a variance
19 would still be needed, you know, or design waiver,
20 whichever it may be. So there is that inability
21 to reconcile. And I agree with you, the
22 legislation is what it is in, you know, February
23 2022.

24 MR. GOLDSTEIN: Would you consider
25 asking for that variance?

1 MR. DEAN: I'd have to defer to the
2 applicant. I'm not the one --

3 MR. SAMMET: This is perhaps a good
4 point for me to raise the parking requirement from
5 the RSIS. I think, Mr. Goldstein, to your point,
6 the applicant is providing an excess of parking
7 spaces and that's regardless of the bonus for the
8 EV charging spaces. So there is an excess. The
9 RSIS requires 326 and the applicant has a total of
10 342 spaces. So there is some leeway there. The
11 applicant has designed in more spaces than are
12 minimally required by ordinance. I think that's
13 where you're going with that Mr. Goldstein.

14 MR. GOLDSTEIN: It is. And it
15 obviously speaks to our desire to be a good
16 neighbor to the residents of Cranford. And while
17 we're making improvements to the drainage as part
18 of this plan, obviously, having less impervious
19 surface would be a benefit. And then parking
20 tends to fill up, you know, and we've seen this
21 and who is attracted to residential units and how
22 residential units are used long-term. So by
23 lowering that number of parking, you're sort of
24 creating multiple knockdown effects that are
25 benefiting the committee.

1 MR. FLANNERY: Point taken. I just
2 want to add another consideration here, of course,
3 is what the applicant's models and experience show
4 are the necessary amount of parking spaces for the
5 residents. And the proposed parking, although, it
6 is slightly in excess, it's based on the
7 applicant's experience with other similar
8 multi-family developments and the spaces needed in
9 terms of demand from residents. Residents and
10 visitors, I might add. So I just wanted the Board
11 to be aware of that consideration as well. That
12 we're not just talking about what's required as
13 versus what's not. There is the consideration of
14 demand by the residents.

15 CHAIRMAN ASH: Mr. LaPlace.

16 MR. LAPLACE: Thank you, Mr. Chair.
17 I'm really glad Mr. Goldstein made those points.
18 I'm a little confused. When I asked Mr. Dean a
19 little earlier about the amount of parking
20 on-site, he said it matched the required number
21 and now we're hearing that the application has an
22 excess of surface parking spaces, you know, or
23 parking spaces than what's required. I'd like to
24 have that clarified. I tend to trust our planner
25 on this, and I think that there should be no --

1 the RSIS standards are ridiculous anyway in this
2 day and age, they're very suburban, and I don't
3 think anyone should exceed them. Personally, I
4 think -- as I said earlier -- I think this site is
5 over-parked and it'd be great to get back some
6 green space. But maybe Mr. Dean could clarify why
7 he said the amount of parking was what was
8 required and now we're hearing it's in excess of
9 what's required.

10 MR. DEAN: Sure. I'll clarify.
11 It's in my report and the numbers start to get a
12 little unyielding. We do have and have proposed
13 -- and Mr. Espasa or Flannery can correct me --
14 my report indicated 341 total parking spaces of
15 which 87 are surface. So they're the ones
16 outside. And the balance, 254 are in the garage.
17 Some of those garages are tandem spaces. So,
18 obviously, they're available to a single-unit
19 owner just for logistics. The RSIS requirements
20 are that we have half a space per unit outside,
21 meaning, available for visitors and guests. And
22 those are the exterior spaces of which we have 87.
23 So we have 6 surplus spaces outside. And then the
24 balance residential ones are in the garages,
25 they're covered and controlled parking available

1 for the individual residents. And with the need
2 to assign spaces to the units that have tandem
3 space, we couldn't assign or leave some of those
4 available for visitors and guests. So by my math,
5 we're 16, one-six, spaces over the requirement.

6 MR. LAPLACE: Mr. Dean, would it be
7 reasonable for this Board to request as part of
8 site plan approval removal of at least 10 or maybe
9 16 spaces that are to the -- for instance, a big
10 concern I have -- and I think the Chair raised
11 this -- was the surface spaces that are near the
12 entrance going in by Springfield Avenue, there're
13 cars trying to get in and out of the complex. And
14 if we removed the spaces that are closest to the
15 entrance, closest to Springfield Avenue, there
16 might be a real benefit in terms of safety. Would
17 that be a reasonable consideration?

18 MR. DEAN: I'm a little unable to
19 address that. You'll see, for example, at
20 Building A -- and again, as we start to look at
21 some future residents whether they're disabled or
22 handicapped, obviously, having those spaces closer
23 to the building for that segment of the population
24 is desirable. You'll see the same for Buildings B
25 and C that there are surface spaces, you know,

1 immediately accessible to the building that don't
2 require traveling across the main access aisle.
3 So I can't answer the question --

4 MR. LAPLACE: Mr. Dean, there's
5 parking underneath each building with elevator
6 access; correct?

7 MR. DEAN: Correct.

8 MR. LAPLACE: So that would
9 accommodate anybody with accessibility issues?

10 MR. DEAN: Well, then we have the
11 control of visitors and guests. And for those
12 residents that are disabled, yes. For their
13 guests, a little different situation. All I can
14 say is that comment we can take under advisement.
15 I'll leave have to leave it to the applicant and
16 the team.

17 MR. LAPLACE: Are you concerned at
18 all from a safety standpoint of those spaces that
19 are along the, I guess it's the -- it's kind of
20 hard to get our direction here -- I guess the
21 southerly property line there that people would be
22 backing out into the main entrance lane --

23 MR. DEAN: No. Not at all.

24 MR. LAPLACE: -- across from
25 Building A there.

1 MR. DEAN: No. Not at all. Any
2 parking lot a commercial building has parking that
3 accesses a main aisle. What we want to do is
4 ensure that we don't have spaces right on top of
5 the entrance so that we don't have cars cueing out
6 into the street. And again, we have two, in that
7 case, maybe three car lengths for that one
8 individual to back out and that's a momentary
9 concern for them to exit, and then inbound traffic
10 can continue. So, no. And that's a common design
11 practice whether it's apartments, hospitals,
12 right, I mean there's always perpendicular parking
13 along corridors or aisles. So I don't see
14 anything inherently wrong with that. The EV
15 spaces, you'll see, are uniformly distributed
16 between, you know, some in front of Building A,
17 some in front of Building B. So those would be
18 exterior spaces.

19 MR. LAPLACE: Thank you.

20 CHAIRMAN ASH: I hear your concerns,
21 Mr. LaPlace, about providing too much parking.
22 Certainly, we don't want to provide an excess of
23 parking. Looking at the site plan, there's not a
24 lot of loading areas that are shown. And I think
25 the parking area kind of in the Building A

1 courtyard near the entrance and the additional
2 surface parking between Buildings B and C, you
3 know, in some ways, it needs to accommodate
4 deliveries, Door Dash drivers, or Amazon vans and
5 other traffic demands that are part of our modern
6 lifestyle. And I think there needs to be some
7 utility in the site for those types of trips and
8 those kinds of 5-minute to 15-minute delivery-type
9 parking. And I think having that surface parking
10 available I think helps with that traffic flow. I
11 also think there's a lot of tandem parking in the
12 buildings. And even though each of those tandem
13 spaces counts separately, I think practically,
14 there may be some limited utility to a lot of
15 those tandem parking spaces where you're going to
16 have to rent those spaces or allocate those tandem
17 spaces to one unit, one household that has two
18 cars and can shuffle them back and forth as needed
19 in the tandem spaces. I would maybe leave the
20 surface parking areas as even recognizing that we
21 don't want to be over-parked.

22 Ross, I'm sorry, did you have your
23 hand up again?

24 MR. LAPLACE: Mr. Chair, can I just
25 clarify? I guess I wasn't really clear about the

1 surface spaces I'd like to see taken out. I'm not
2 talking about near the entrances because I think
3 you're right, you need some flexibility in terms
4 of visitors and deliveries. But that line of
5 parking, that long stretch of parking that's along
6 the southerly property line, and it's very close
7 to the entrance. I mean if people are trying to
8 get off of Springfield Avenue to get into the site
9 from downtown, from the center of town, they make
10 a right into the site, they have to slam on their
11 brakes if someone is pulling out of one of those
12 spaces. So I think if we could take some space
13 out, I would like from a safety point of view, to
14 take them at the head of that row along the
15 southerly property line.

16 MS. FREEDMAN: I think that's a
17 great idea. It's a win-win.

18 MR. LAPLACE: Yeah. And then as far
19 as loading, you know, loading happens inside the
20 building too I think underneath; if I'm not
21 mistaken. I also wanted to say about the tandem
22 spots, even single-family homes with driveways
23 people have to park in a tandem fashion, so that
24 works itself out.

25 MR. FLANNERY: Mr. Dean, if you

1 could briefly explain the safety of those spaces
2 closest to the entrance. I know that you touched
3 on it before, but just to address Mr. LaPlace's
4 comment.

5 MR. DEAN: Sure. I'll give you by
6 way of example. NJDOT has a standard that there
7 can't be a parking space within 50-feet of the
8 gutter line of the highway. So the whole reason
9 for that standard is can imagine traffic coming in
10 off of, you know, call it a Route 22 with a travel
11 speed on the highway of 50 -- now, no one is
12 coming in the parking lot at 50, but they are
13 approaching and entering at higher speeds. So DOT
14 wants that setback to allow cars to safely
15 decelerate, and if there is a vehicle as we look
16 at that first space -- so it would be the
17 southwest corner of that entrance -- so that that
18 first space, should anyone be backing out -- and
19 understand, these are the visitor's spots, so it
20 begs the question how frequently will they be used
21 -- that the inbound vehicle can see them, can slow
22 down, and if there happens to be a second inbound
23 vehicle right after them, that you can get two
24 vehicles to store while that individual is backing
25 out. And we meet that standard which is on a

1 state highway on a 35-mile-an-hour road. So I
2 find nothing inherently unsafe about any one of
3 those spaces. I don't put my initials on a report
4 or sign a report endorsing something that's
5 fundamentally unsafe. And all I can say is the
6 applicant is on this call, you know, we hear your
7 comments. We prefer to keep them. I find them
8 safe. It complies with the standards. And we can
9 just take it under consideration.

10 MR. LAPLACE: That would be good.
11 And just from an urban design standpoint, I'm glad
12 you put this graphic up or blew it up because you
13 can see those first couple of spaces are also the
14 ones closest to the neighboring house, and it'd be
15 nice not to have cars that close to the
16 neighboring property and to the house. That's
17 another thing to think about.

18 MR. DEAN: I think, again, in this
19 instance, you know, there's traffic side and then
20 there's parking side. We do have these standards
21 and they're drafted to provide the best balance
22 between enough parking and too much parking. I
23 certainly understand what your concerns are and
24 the applicant is hearing them. We will give that
25 appropriate consideration and thought. I

1 understand exactly what you're saying. Every
2 little bit of blacktop that gets green spaces is
3 that much letter.

4 CHAIRMAN ASH: Ross, why don't you
5 go ahead, and then we'll hear from the public.

6 MR. GOLDSTEIN: Thank you. Just to
7 reiterate the point that Mr. LaPlace is making,
8 you mentioned how these spots would be likely to
9 be underutilized. I don't believe that was your
10 exact word, but you mentioned how these spots
11 wouldn't be utilized as much regardless. And then
12 if you also factor in that you mentioned there's a
13 two-car only cue for those people making a left
14 turn or to go southbound on Springfield Avenue,
15 the ability to back out of that spot -- which I
16 completely accept your testimony about the safety
17 -- but from a usability perspective, regardless of
18 the safety, if there's likely to be a cue of
19 people making a left, I effectively cannot back
20 out because there're cars ready in that stack
21 waiting to make a left turn. So while it might be
22 safe crossing that center area from the people
23 making the right -- sorry, the people who are
24 making the right traveling northbound -- because
25 they'll be people who would like to travel

1 southbound by making the left, the usability of
2 those spaces is going to be fairly limited many
3 times of the day.

4 MR. DEAN: I happen to agree. And I
5 think the time that the visitor guest spots are
6 most used, you know, things like holidays, and
7 weekends, and week, Friday night, Saturday night.
8 And we don't have the same circumstance of exiting
9 and cueing that we would have, say, on a Tuesday
10 morning. So Monday through Friday morning, I'd
11 expect that those visitor spots would be
12 infrequently used. You know, they're required by
13 regulation and we have 6. We have 6 extra in the
14 surface lot. And because -- and I've confirmed
15 this -- all of the garage spaces underneath the
16 buildings will be assigned to individual
17 residents. So we can't accommodate the visitors
18 underneath the building, there's just no public
19 parking. So all of that occurs outside. Perfect
20 example, we have Super Bowl Sunday coming up this
21 week, is it likely that a few of these residents
22 could be entertaining on a Sunday night, sure.
23 But we don't have the same conditions when the
24 visitor and guest parking is most used in terms of
25 ambient traffic on the road, itself. I think the

1 scenario that was described, hey, people are
2 coming home at evening rush hour, I can almost
3 guarantee those spots will be virtually empty at
4 5:30/6:00 as people are coming home. You can't
5 have visitors and guests if you're not home. It
6 becomes self-regulating or operating in that those
7 two scenarios never combine. I fully understand
8 the concern, and again, message heard, loud and
9 clear.

10 CHAIRMAN ASH: Don, can we go to the
11 public attendees, please?

12 MR. SAMMET: Of course. Anyone from
13 the public have any questions for Mr. Dean, please
14 virtually raise your hand. I have Mr. Saltzman.
15 Mr. Saltzman, if you unmute your mic, we should be
16 able to hear you.

17 MR. SALTZMAN: Thank you. My name
18 is David Saltzman. I live at 53 Manitou Circle in
19 Westfield. It seems there might be a little bit
20 too much consideration given to the residents of
21 this location and how they're going to get in and
22 out versus the rest of the people who live in
23 Westfield. Mr. Dean, do you believe that this
24 traffic study would not have been of value to the
25 community to understand the impact of this

1 project?

2 MR. DEAN: Well, the study was
3 prepared for public scrutiny and well as the
4 Board's benefit. It's a public document that's
5 been available to the planning office since, what,
6 I think August of last summer, and available for
7 review and consideration. The zoning was created
8 to permit this development, and the traffic study
9 is looking at the details of fulfilling that
10 objective of this type of housing type. So I'm
11 not understanding your question really.

12 MR. SALTZMAN: Very well. I guess
13 what I -- let me change slightly. Was there a
14 better way or a better location to put the ingress
15 and egress from this new spot, specifically, it
16 moved from sort of north to south, but it's moved
17 really towards one of the narrowest portions of
18 the road.

19 MR. DEAN: That was done by design.
20 I don't know if you were on the call when I
21 started my presentation. At the project's
22 inception, before any buildings were put on the
23 property and even units were allocated, the
24 applicant asked me, and he said we have a limited
25 amount of site frontage. The entire frontage, at

1 least the northern two-thirds is virtually
2 wide-open, unrestricted access. Where should we
3 have this driveway? Where is the safest and most
4 efficient location for this driveway? And in
5 looking at a choice, it could be along a four-lane
6 section of road or it could be along a two-lane
7 section of road where it is narrower. And given
8 the concerns of slightly higher speeds and what
9 drivers are doing as they're merging, you know,
10 two lanes into one or opening up from one lane
11 into two as people are adjusting between adjacent
12 lanes, that added element of traffic movement in a
13 busy corridor I thought added an element of
14 complexity that didn't need to be there. And so
15 the design choice was made -- I'll say at my
16 recommendation -- to put it at the one lane in
17 each direction section of the road furthest away
18 from the country club, furthest away from Mill
19 Lane. So, yes. We gave that a lot of
20 consideration at inception.

21 MR. SALTZMAN: Thank you. One last
22 thing. Are you at all concerned that some of
23 these additional empty parking spaces that will be
24 used for visitors will just, in fact, become
25 parking for the county park?

1 MR. DEAN: No. This will be an
2 owner-managed project. It will be on-site
3 maintenance, leasing staff, people overseeing
4 this. And if there's any kind of, I'll say, abuse
5 or trespass, corrective measures will be taken.
6 Whether it's polite warnings, to outright towing.
7 You know, it's difficult to regulate bad behavior,
8 but we can certainly control it. And it's in the
9 applicant's interest to manage his facility and
10 keep it free from that kind of nuisance. So we're
11 not expecting it.

12 MR. SALTZMAN: Thank you.

13 MR. DEAN: You're welcome.

14 MR. SAMMET: Ms. Valerie Latona,
15 unmute your mic. We should be able to hear you
16 now.

17 MS. LATONA: Yes. This is
18 Valerie Latona. I'm the Vice President of
19 Operations with the Nomahegan Tennis Club, and I
20 wanted to address a number of points. First, I
21 wanted to say that it seems like it's a no-win
22 situation in many ways, which I can understand.
23 But I want to stress a couple of things. One, one
24 of the board members had mentioned making a
25 left-hand turn being a safety concern which is why

1 we ended up exiting our traffic out the (technical
2 interference) and it is indeed a safety concern.
3 As Mr. Dardia had mentioned, while the speed limit
4 may be 35, nobody goes 35. So these Cars are
5 coming down the road, if there isn't back-to-back
6 traffic, as another board member had mentioned,
7 they're coming down at a pretty high rate of
8 speed, and to make a left while looking out at the
9 right is very dangerous. And I don't want anyone
10 to get hurt, but I do think that there could be a
11 potential for a fair number of accidents.
12 Particularly, if (technical interference) they
13 can't get out, they need to go somewhere, they
14 have a train to catch, they're picking up kids
15 from somewhere. Whatever it be. But I think
16 there is potential for accidents.

17 So it has been a safety concern for
18 Nomahegan, which is why we put our traffic out the
19 back. And as neighborly as we do want to be,
20 unfortunately, we're not going to provide easement
21 through our complex for this property. So I did
22 want to clarify that as well. And then the other
23 thing, the traffic study that was done, I know
24 that it's hard to do an analysis and have it mimic
25 real life, but anecdotally, I've been a resident

1 of Westfield for 17 years, a member of Nomahegan
2 for 10 years, it is almost impossible at any time
3 of the day to make a left-hand turn. Now,
4 somebody else has brought up making a left-hand
5 turn coming from the opposite direction, but now
6 you have other trucks, you have these Amazon
7 trucks, you have mail trucks.

8 I'm not really asking a question. I
9 just want to state that having been a neighbor to
10 this facility for so many years that I am
11 extremely concerned mainly about the left-hand
12 turns and that there isn't enough space there for
13 backup and potential for accidents coming out of
14 the facility. While I don't have a question, I
15 wish that there was a way this could be mitigated.
16 I don't see any answer, so I can understand your
17 predicament. But I did want to put it out there
18 that having been at Nomahegan for so many years
19 and as the vice president of operations it is a
20 safety concern of ours to have members turning
21 left. And that's only during summer months when
22 kids aren't even in school, and it's not even
23 during rush hour mainly. I mean our club doesn't
24 really open until 10:00 in the morning, although,
25 we have tennis earlier. So I just want to put

1 that out there as a statement. And that's all I
2 have to say.

3 CHAIRMAN ASH: Thank you. Don, I
4 see, Mr. Basta.

5 MR. BASTA: Yes, hi. Can you hear
6 me?

7 CHAIRMAN ASH: Yes. Can you just
8 state your name and address for the record,
9 please.

10 MR. BASTA: Sure. My name is
11 Michael Basta. I live at 827 Highland Avenue in
12 Westfield, New Jersey. I'm a member of the
13 Nomahegan Swim and Tennis Club. I'm also a member
14 of Echo Lake Country Club. I'm actually the
15 current president and a member of the board of
16 directors at Echo Lake Country Club. Just a
17 couple of things that I want to point out, and
18 certainly, I've been listening to all this
19 testimony and the data and I think similar to
20 several members of the board and several members
21 of the public. I probably had a unique experience
22 in experiencing this area. I've been a member of
23 Echo Lake Country Club for 12 years. Either me or
24 my wife traffics in that area probably on average
25 about four or five times a week. We're also loyal

1 customers of what is currently Williams Nursery.
2 So certainly albeit anecdotal, a couple of
3 observations on the traffic in this area.

4 MR. FLANNERY: Excuse me. I'm sorry
5 to interrupt. So sorry. Mr. Chairman, as a point
6 of order, are we asking questions at this point?
7 Are we receiving testimony from the public? If
8 we're receiving testimony, I think we should swear
9 in members of the public.

10 CHAIRMAN ASH: At this time, we're
11 asking questions of Mr. Dean.

12 MR. FLANNERY: Thank you.

13 MR. BASTA: I do have a couple of
14 observations and then I do have a question about
15 what was observed in relation to these
16 observations of mine; if that's deemed
17 appropriate.

18 CHAIRMAN ASH: Yeah. I'll allow it.
19 Go ahead.

20 MR. BASTA: Just a couple few things
21 and some of this has been mentioned in part.
22 Again, having had so much experience in this area,
23 a couple of things to highlight from my
24 experience. When you talk about a left-hand turn
25 -- and I'll just use my experience in watching a

1 left-hand turn out of Williams Nursery currently
2 -- certainly listened to the data on the gap
3 analysis and the number of seconds that are
4 observed in that data, I can say that -- and I
5 also heard testimony that residents will have to
6 patiently wait their turn before they get the gap
7 that is sufficient for them to make the left-hand
8 turn out. Having watched countless cars come out
9 of Williams Nursery over the course of 12 years,
10 what really kind of happens is wait for a little
11 bit of gap, slam on the gas and try to kind of
12 shoot that gap. I've only observed an accident
13 there. I don't know if there's data that supports
14 any other, but I think that has become a
15 significant issue. And I think when you look at
16 the rush hour times in the morning, after school,
17 and in the evening, when you look at Springfield
18 Avenue going south towards the Town of Westfield
19 coming through the traffic signal, the best way
20 that I can describe what that experience has
21 become -- and it's much different today than it
22 was a decade ago, pre-pandemic and to a lesser
23 extent, during the pandemic -- is it's a little
24 bit of a New-York-City-shoot-the-signal, try to
25 get out of the box and kind of stack up left or

1 right to get out of the box there. In fact, one
2 of our board members had an accident when he was
3 still waiting to turn right into Echo Lake Country
4 Club from a truck coming through. So I think any
5 left-hand turn Springfield Avenue that is
6 incremental will exacerbate that problem. So I
7 certainly listened to the data and maybe I
8 misunderstood the drone observations that were
9 captured, but when we talk about those dynamics
10 that we currently see, and that frankly, the Board
11 has some real concerns about the safety of not
12 only of our members and guests but, obviously, all
13 of the cars and individuals who are in this very,
14 very congested area.

15 Did that drone footage capture any
16 of those dynamics that I'm describing or was that
17 not the purpose of the drone footage to look at
18 those areas?

19 MR. DEAN: The drone study was
20 conducted merely by elevating the device above the
21 site and it recorded everything that goes on. So
22 whether it was the country club traffic entering
23 and exiting, whether it was backups from east
24 broad or backups from Mill, all of that was
25 observed and you can see it in real-time from an

1 aerial perspective. Unlike the experience you
2 might have driving in your car and in that 30 to
3 40 seconds of turning, driving, and moving through
4 the area, we get to see it over the course of 30
5 minutes, you know, looking at the peak times of
6 operation. And the reason that we fly it is we
7 want to measure the breaks in traffic and whenever
8 they occur. So the dynamics of the road, the
9 sequencing of the lights, whether cars are turning
10 in and out of the country club or the swim club,
11 all of that gets captured. And when we count the
12 gaps, we then study looking at where the site
13 driveway is and we can zoom in and then measure,
14 using a stopwatch, measure how much time is
15 available for our site traffic in the morning and
16 then in the evening to be able to find a gap
17 that's not "shooting it" the way you've described,
18 that is finding a gap of 6.9-seconds.

19 And we found 88 instances in the
20 morning where traffic can turn left -- and that's
21 a half-an-hour -- but we only need 23 of those
22 gaps for our site to work. So we have a cushion
23 of, what's that, almost four times to accommodate
24 more traffic. Now, that means people will wait.
25 And, you know, the site, itself, was like a little

1 detention basin for traffic, and when the
2 conditions so allowed downstream, that our traffic
3 can then leave. But knowing that we have 88 such
4 opportunities in 30 minutes in the morning tells
5 me our traffic is going to be able to safely get
6 out. If we didn't have enough gaps, I couldn't
7 support this. You know, we'd be looking at
8 turning restrictions or some other alternative.

9 But following this review -- and
10 this gap study, the drone footage, is not
11 something that we normally do. We knew that this
12 was a sensitive issue for the community and we
13 wanted to really closely look at it and not just
14 do the basic computer modeling that we typically
15 do just inputting the volumes and the speed limit
16 and all the other conditions. We wanted to
17 actually measure it. That's why I feel confident.
18 I'm not advocating that's unsafe. But also, the
19 Board and the community should feel that, yes,
20 it's a busy corridor, but this certainly can fit
21 within its location, and it's appropriately
22 sighted for the proposed development.

23 We don't have a choice, though. I
24 mean there's only so much frontage, and as you've
25 heard, we're not getting an easement through the

1 swim club, so we're out of options to access the
2 site. And that is an issue that is -- that's why
3 I said it's endemic to the continued use of site
4 whether it's Williams or this proposal. The
5 benefit of this proposal is changing the dynamic
6 of that traffic, consolidating the access points,
7 and getting it as far south as possible, where the
8 road is, in my opinion, more suitable to
9 accommodate this demand than further to the north.
10 And we looked at it. We looked at putting the
11 driveway opposite the entrance to the country
12 club. I ruled that out for a variety of reasons
13 lane just because of the lane widths and the
14 transitions and not wanting to conflict with your
15 traffic on behalf of the country club. Offsetting
16 T-intersections are safer than four-way
17 intersections. And it's just because at a
18 four-way intersection, you have a lot of lefts and
19 rights and throughs all going on at once, and two
20 sides competing for the same breaks in traffic.
21 When you split them as T-intersections, they can
22 both operate independent of one another. It is a
23 more efficient and a safer design. But we went
24 through all of those options during the design
25 phase. I don't know if that answers your

1 questions, but that's what the drone footage
2 showed. It just showed all the scenarios you've
3 described. We focused on the gap study, but it
4 was done in real-time.

5 MR. BASTA: And just one more
6 question. Very early in your testimony, I know
7 you noted, obviously, the proximity at both now
8 and earlier in your testimony of the two
9 driveways, and I know you said you looked at
10 traffic data from Echo Lake Country Club. I think
11 I believe, you described it as not much and at
12 what maybe you assumed or assume or presume to be
13 kind of high golf season. I was just wondering if
14 you had any specifics on what kind of data was in
15 your model from whatever observation period you
16 utilized from there.

17 MR. DEAN: We counted the country
18 club driveway on July 25, 2019. And did it at the
19 same morning and afternoon rush hours, and I think
20 mid-July is, if you're a member, I have to believe
21 that's fairly peak. In the morning, there were 18
22 vehicles that turned left and 22 vehicles that
23 turned right leaving the club. And at night, it
24 was split evenly; 17 turned left and 17 turned
25 right. In the evening, there were also 25 coming

1 northbound on Springfield turning left into the
2 club, and 17 coming from the north and turning
3 right. So, you know, they're numbers, but
4 they're, I would say, on-scale with what the site
5 is projected to do. We might have 35 instead of
6 17, but I mean it's not 135 either.

7 CHAIRMAN ASH: Okay. Thank you.

8 MR. DEAN: You're very welcome.

9 MR. SAMMET: Does anyone else have
10 questions for Mr. Dean? I see no hands raised,
11 Mr. Chairman.

12 CHAIRMAN ASH: Thank you.
13 Mr. Flannery?

14 MR. FLANNERY: Thank you, Mr. Ash.
15 Those are all the witnesses I have this evening.
16 I don't know what the Board's pleasure is if we
17 want to continue discussing potential conditions
18 or if there are further questions from the Board
19 of the witness or if the professionals want to
20 weigh in on anything.

21 CHAIRMAN ASH: Don, did you want to
22 add something?

23 MR. SAMMET: Not in relation to
24 really the discussions we're having this evening.
25 I have two reports. I suggest to the Board a

1 number of conditions related to affordable
2 housing. Some regarding compliance with the EV
3 Charging Ordinance which is now part of state law
4 as well, and some other conditions of which the
5 applicant provided testimony to mostly at the
6 prior hearing in December in regard to the
7 materials, which there was testimony actually
8 tonight. Some additional plantings, the use of
9 decorative lamps, direct access from the
10 playgrounds to the path at Nomahegan Park. I
11 think there was discussion this evening about the
12 monument sign being made smaller in overall
13 dimension, but also complying with the maximum
14 square footage allowed by the sign ordinance. The
15 detail for wall-mounted fixture was provided. And
16 those are primarily the conditions I have noted
17 here.

18 That would be my recommendation for
19 the Board when we look at this. Of course, we
20 know the use is permitted as part of our
21 affordable housing plan. The density is
22 permitted. And I think we heard some good
23 suggestions from the Board about the potential for
24 some site modifications, which is, of course, up
25 for your discussion. I'll leave Dave to his

1 recommendations. I believe the applicant has
2 complied with most, if not all, of Dave's
3 suggestions as well, but I leave that to him of
4 course.

5 MR. BATTAGLIA: Thanks, Don. Yes,
6 the applicant has thus far complied with all my
7 comments in my report. I would like to see some
8 further plans as we discussed tonight about
9 additional pervious pavement to aid the
10 stormwater. The applicant said they would think
11 about that. I think that would be a nice addition
12 to the plans. But, otherwise, so far, they've
13 done well.

14 CHAIRMAN ASH: Thank you. Looking
15 at your site plan, you do identify different paved
16 areas as being porous concrete. Do you see that?

17 MR. FLANNERY: Yes.

18 CHAIRMAN ASH: With the exhibit
19 that's currently up, that would be the surface
20 parking at the kind of the southern side there,
21 that whole strip if you keep -- I'm pointing at my
22 screen like you can see it, but you can't -- that
23 whole strip of surface parking that runs along the
24 southern property line, that is all identified as
25 being porous concrete on your site plan; right?

1 MR. FLANNERY: I'm going to have to
2 defer to Mr. Espasa on that. I believe so.

3 CHAIRMAN ASH: Can we get Mr. Espasa
4 back?

5 MR. FLANNERY: Yeah. Let's have him
6 back.

7 MR. ESPASA: Can you hear me?

8 MR. FLANNERY: I can hear you.
9 There you go.

10 MR. ESPASA: Let me just bring up
11 the stormwater plan just to confirm it. We have
12 the entire row of parking as porous pavement, and
13 up here as well.

14 CHAIRMAN ASH: What areas can -- you
15 know, where can it be expanded?

16 MR. ESPASA: I just want to say if
17 the concern is really reducing the flooding,
18 porous pavement, you know, does a lot for cleaning
19 the water, it doesn't do a lot for reducing run of
20 it. It allows some infiltration into the
21 groundwater, but your biggest bang for your buck
22 is to extend your stormwater and retention basins.
23 Add more piping, add more storage. That's really
24 going to get you what you're looking for in terms
25 of reducing peak runoffs for the different storm

1 events.

2 CHAIRMAN ASH: Okay. Well, let's
3 explore that. And I see the applicant nodding his
4 head affirmatively.

5 MR. HILLER: Yeah. I think that to
6 increase the porous pavement, Mr. Chairman, it
7 would not be the most effective way to take care
8 of Cranford's concerns. If we could increase some
9 of the underground pipe storage, like that, when
10 there was a huge storm event, there would be more
11 volume in the pipes to hold that water, you know,
12 coming down before it's discharged slowly into the
13 stream. So I think that we should go for the
14 biggest bang for the buck. And if we want to help
15 out Cranford and be good neighbors, which we do,
16 we would consider increasing the volume of the
17 underground storage detention system.

18 CHAIRMAN ASH: Mr. Battaglia.

19 MR. BATTAGLIA: That's fine. That's
20 what I was thinking. I'm thinking that the porous
21 pavement would go into some kind of storage
22 underneath and we'd be increasing storage by
23 increasing porous pavement area. If they just
24 want to increase the storage area, that's also
25 fine.

1 MR. HILLER: We think that would be
2 the most effective way to help Cranford. That's
3 what we want to do. To increase the porous
4 pavement I think it would have certain benefits.
5 But if we really want to reduce the storm runoff
6 according to our engineer, that's how we want to
7 help the Board be good neighbors, please.

8 MR. BATTAGLIA: So then you're
9 talking about increasing all of your storage
10 underneath the pavement.

11 MR. HILLER: Not all of it. We have
12 to look at it where we can do it and where it
13 makes sense. We're already exceeding all of the
14 regulations, greatly exceeding them, so it's not
15 like, you know, we just put this together to meet
16 the bare minimum, we came up with a very robust
17 stormwater management plan, but we're willing to
18 increase the volume of the storage, Mr. Battaglia,
19 to have more of the runoff retained on-site before
20 it's slowly released into the stream corridor.

21 MR. BATTAGLIA: Noted.

22 CHAIRMAN ASH: Is there some
23 language that we can agree to tonight to
24 memorialize that condition?

25 MR. HILLER: Peter?

1 CHAIRMAN ASH: He called on you,
2 Mr. Flannery.

3 MR. FLANNERY: I think we can agree
4 to provide additional porous pavement where
5 necessary to complement the increased pipe storage
6 of the stormwater system for the project.
7 Something to that effect.

8 CHAIRMAN ASH: Is there a certain
9 additional threshold that would be a target,
10 Mr. Battaglia? Is there some firm commitment we
11 can agree to?

12 MR. BATTAGLIA: You guys, in my
13 mind, I'm thinking something like a 5 to 10%
14 increase.

15 MR. HILLER: Rob, do you think you
16 can live with that okay and fit it in that one
17 area? You know, the other area near the county
18 park, I don't think we have much space. So we can
19 only work with this area by Buildings C really.

20 MR. ESPASA: Correct. This area is
21 too tight. I think we can do it.

22 MR. HILLER: We're going to target
23 -- guys, we're going to target 5% and if we can do
24 better easily, we'll try to do a little bit better
25 also. We're going to do the best that we can with

1 it being practical. There's also, you know, in
2 previous testimony, neighbors brought up high
3 water table issues, so it's not like we can just
4 fit anything that we want underground here. We
5 have to work with the engineering constraints.
6 And Mr. Battaglia will, I'm sure, make sure that
7 we do what reasonably we could do. And we'll
8 target a 5% increase in storage volume.

9 MR. BATTAGLIA: That's acceptable to
10 me if it's acceptable to tell Board.

11 CHAIRMAN ASH: At this time, let's
12 open it up to public comment, so anyone from the
13 public who wishes to comment generally or on any
14 specific issue related to this application.

15 MR. SAMMET: Anyone with a comment,
16 please virtually raise your hand so we can allow
17 you to speak. You just need to virtually raise
18 your hand. This is for comments now on the
19 overall application. No one is raising their
20 hand. Oh, wait, here we go. NewYorkpuzzle.

21 MS. O'LEARY: Hi. This is
22 Lisa O'Leary from Cranford again. I just want to
23 make sure I understand what's being proposed here
24 in terms of the additional stormwater collection.
25 At first, I thought I hear 5 to 10% or more, but

1 then it sounded like during the course of the
2 conversation it got reduced to 5%. I'd like a
3 little clarification on what the target is.

4 MR. FLANNERY: I believe it's at
5 least 5% more than 5% if feasible.

6 MR. BATTAGLIA: Correct.

7 MS. O'LEARY: Okay. Thank you. Oh,
8 I'm sorry I actually have -- am I still unmuted?

9 CHAIRMAN ASH: Yes. Go ahead.

10 MS. O'LEARY: My other question is
11 will Cranford have an opportunity to have their
12 engineers or whomever it is that was proposed
13 earlier speak to the right people at Westfield?
14 And I'm no expert in this area by any means, but
15 it sounded like there was an offer on the part of
16 Cranford to do that.

17 CHAIRMAN ASH: Well, what we can do,
18 and it will not be specific to this application,
19 but Westfield is currently re-examining its
20 ordinance requirements related to stormwater,
21 other infrastructure, and resiliency requirements.
22 And I think it would make sense as part of that
23 effort, and certainly, if the mayor was still on
24 the panel right now, she could speak to this in
25 better and more detail than I can, but I think it

1 should be a regional effort, and Westfield should
2 work with Cranford and neighboring municipalities
3 to come up with solutions to address problems that
4 are not confined to our borders. That
5 conversation between Cranford's engineering and
6 Westfield's engineering should be part of that
7 broader effort.

8 MS. O'LEARY: Thank you, very much.
9 I appreciate that.

10 MR. SAMMET: Ms. Latona.

11 MS. LATONA: I just wanted to say
12 that this facility is beautiful. I think that
13 it's very well designed. And I know that's it's
14 undergone a lot of criticism and commentary and I
15 appreciated the fact that the developers and the
16 engineers are willing to work with Cranford and
17 with Nomahegan, and hopefully with this traffic
18 situation. But I do think it could be stated
19 overall that I think that this facility will be an
20 improvement to the Town of Westfield town. I know
21 that there's been a lot of concern about
22 low-income housing and the addition of these
23 things, but I think they've done a pretty amazing
24 job developing it and designing it and I just
25 thought that it should be put out there.

1 CHAIRMAN ASH: Thank you. Anyone
2 else from the public? Going once? Going twice?
3 All right. We will close that portion of the
4 application. And I'll allow Mr. Flannery some
5 closing remarks.

6 MR. FLANNERY: Yes. Thank you. I'd
7 like to thank the Board for its consideration of
8 this application. I just want to emphasize that
9 this proposal for the 162 inclusionary units is
10 part of Westfield's affordable housing plan, it's
11 part of the settlement of its declaratory judgment
12 action, and ensures that there's affordable
13 housing for low and moderate-income households in
14 the region. I believe the project is very well
15 designed, both aesthetically from an architectural
16 standpoint in terms of high-quality materials and
17 layout. In terms of the engineering, I believe it
18 also is very well designed in that it not only
19 meets but also exceeds stormwater requirements.
20 And there are various sustainability measures as
21 well as a safe and efficient design for traffic
22 and pedestrian access as well. And I believe that
23 with the conditions set forth in the record, this
24 is an excellent application. I ask that the Board
25 approve it. Thank you.

1 CHAIRMAN ASH: Thank you,
2 Mr. Flannery. Okay, Board. What say you?
3 Mr. LaPlace? You are on mute, sir.

4 MR. LAPLACE: Getting late. Thank
5 you, Mr. Chair. I think this is a very good
6 application with benefits to the community that
7 have already been eloquently stated by both
8 members of the community and the applicant's
9 representative. I thank the applicant for
10 agreeing to the conditions that have been raised
11 by staff and would be inclined to support this
12 application with an additional condition. And the
13 condition is a result of our concern, I think, I
14 say many of the members of the Board, as well as
15 members of the audience, have spoken about the
16 concerns at that single point of access to the
17 site, that one entrance on Springfield Avenue. So
18 I'd like to make the proposed condition for
19 approval that the four regular parking spaces that
20 are at the southwesterly corner of the site
21 closest to the Springfield Avenue entrance and
22 along the southerly property line, those first
23 four spaces as you come into the site on your
24 right be eliminated from the plan. That would
25 make the area around the entrance to the site much

1 safer, and the applicant would still have an
2 excess of surface parking spaces exceeding what
3 the minimum parking requirement is. So I'd like
4 to make that proposed condition as part of the,
5 move for approval.

6 CHAIRMAN ASH: Thank you.

7 MR. FLANNERY: If I can interject
8 here. I don't know if it's proper because the
9 Board is deliberating. I just want to add would
10 it be possible to have those spaces banked? So if
11 there was demand in the future, an application
12 could be made to create those spaces. I just want
13 to leave the option open in the event that there
14 is high demand at the site.

15 MR. LAPLACE: Mr. Chair, can I reply
16 to that?

17 CHAIRMAN ASH: Go ahead.

18 MR. LAPLACE: Normally, I would be
19 open to that if it wasn't a safety issue. The
20 problem with those four spaces -- and four is a
21 minimum, I would take out more if it was up to me,
22 but I'm only asking for four -- is that they're
23 the ones closest to the entrance, and that's where
24 the potential points of conflict are as far as
25 cars pulling out, cars trying to get off

1 Springfield Avenue into the site. So I really
2 think with those first four spaces eliminated, we
3 have a safer design. I'm inclined not to see them
4 as banked parking. I'd rather just see it as
5 where there's no parking as you first come into
6 the site.

7 MS. FREEDMAN: And I support that,
8 Michael, for all of those same reasons.

9 MR. LAPLACE: Thank you, Ann.

10 CHAIRMAN ASH: Any other members of
11 the Board?

12 MR. SAMMET: Mr. Chairman, for
13 Mr. Mascera, if I should enumerate the conditions
14 as I saw them in my reports?

15 CHAIRMAN ASH: That would be
16 helpful.

17 MR. SAMMET: For the Board, of
18 course. I'll do it quickly. From my report dated
19 November 12, 2021, Compliance with Conditions
20 Numbers 2, 3, 4, and 5. Then also, that the
21 materials and color scheme shown on Exhibit A-5 --
22 materials and color scheme be similar to those
23 marked as Exhibit A-5 this evening. I believe
24 it's shown on the revised plans and was testified
25 to, with another condition that additional

1 plantings be placed to screen that southerly
2 side-yard parking area from Springfield Avenue. I
3 think that's appropriate even we're removing an
4 additional four spaces at that location. That
5 there be direct access from the playground area to
6 the bicycle-pedestrian path in Nomahegan Park.
7 That the monument sign be compliant with the Land
8 Use Ordinance requirements. That the decorative
9 lamppost and fixture head be utilized along the
10 pedestrian areas of the site. Basically, anywhere
11 except that southerly side of the parking area,
12 the surface parking area. And that the applicant
13 -- scratch that one. And then finally, the
14 conditions recommended in my November 19, 2021,
15 report. I think I got it all.

16 CHAIRMAN ASH: I would also support
17 the comments by Mr. LaPlace and Ms. Freedman as to
18 the four parking spaces. And a commitment to
19 increasing the stormwater discharge storage by a
20 minimum of 5% along with the potential for more
21 porous paving to be further reviewed by the town
22 engineer. Anyone else?

23 MR. MASCERA: Mr. Chairman, I just
24 want to clarify, the minimum 5% is a minimum, and
25 that's a condition. The additional porous is if

1 possible, but not a firm condition.

2 CHAIRMAN ASH: Correct.

3 MR. SAMMET: I suppose the standard
4 condition of the applicant obtain site plan
5 approval from the Union County Planning Board.

6 MR. MASCERA: Yes. Absolutely.

7 CHAIRMAN ASH: Right. And if no one
8 else has comments, I would make a motion to
9 approve the application with those stated,
10 enumerated conditions.

11 MR. SAMMET: That's a motion by
12 Chairman Ash. Is there a second?

13 MS. FREEDMAN: I'll second it.

14 MR. CEBERIO: I'll second it.

15 MR. SAMMET: I see there's
16 Mr. Ceberio and Ms. Freedman. I don't know who
17 went first.

18 MS. FREEDMAN: I'll defer to Matt,
19 my younger brother.

20 MR. SAMMET: Okay. Second to my
21 younger brother, Mr. Ceberio.

22 MS. FREEDMAN: Yes.

23 MR. SAMMET: I'll take the roll.
24 Chairman Ash.

25 CHAIRMAN ASH: Yes.

1 MR. SAMMET: Mr. Ceberio.

2 MR. CEBERIO: Yes.

3 MR. SAMMET: Councilman Dardia.

4 MR. DARDIA: Yes.

5 MR. SAMMET: Ms. Harrison, I believe
6 you need to abstain.

7 MS. HARRISON: Abstain.

8 MR. SAMMET: Mr. Goldstein.

9 MR. GOLDSTEIN: Yes.

10 MR. SAMMET: Ms. Jansveld.

11 MS. JANSVELD: Yes.

12 MR. SAMMET: Mr. LaPlace.

13 MR. LAPLACE: Yes.

14 MR. SAMMET: Ms. Carreras.

15 MS. CARRERAS: Yes.

16 MR. SAMMET: And Ms. Freedman.

17 MS. FREEDMAN: Yes.

18 MR. SAMMET: It's approved with
19 conditions.

20 MR. FLANNERY: Thank you, very much.

21 MR. HILLER: Thank you,
22 Mr. Chairman. Thank you, everybody.

23 CHAIRMAN ASH: Thank you. Does
24 anyone need a very break before we move on?

25 MS. FREEDMAN: Yes.

1 MR. SAMMET: Yes, please.

2 CHAIRMAN ASH: Okay. All right. A
3 five-minute, really five-minute brief --

4 MS. HARRISON: Can I ask how long
5 you expect us to go tonight?

6 CHAIRMAN ASH: Well, we've got
7 another application.

8 MS. HARRISON: I don't see how
9 that's possible.

10 CHAIRMAN ASH: We do have a lot of
11 public attendees who I think have been waiting, I
12 think we owe it to them to at least continue.
13 Unless you feel strongly otherwise.

14 MS. HARRISON: I just don't know.
15 I'm just asking how much longer. I mean is this
16 going to go to midnight? Or -- I physically won't
17 be able to make it much longer, but I would like
18 to give all of these applications my brightest,
19 sharpest mind. I'm fine for a while longer, but
20 not until 1:00 in the morning.

21 CHAIRMAN ASH: That's understood. I
22 guess I'll poll the Board. Is there a desire to
23 maybe table the rest of the agenda? Don, is there
24 --

25 MR. SAMMET: The referrals from the

1 governing body, we should handle. The Board does
2 have a specific time frame in which to act on
3 that. I know the ordinance is up for a public
4 hearing tomorrow, the governing body. And I could
5 get through those two administrative items really
6 quickly.

7 CHAIRMAN ASH: Okay.

8 MS. HARRISON: Thank you.

9 Mr. Chairman, that's only my opinion. If no one
10 else feels that way, I will power through.

11 CHAIRMAN ASH: Well, I mean look I'm
12 not trying to keep us up past our collective
13 bedtimes. I'll poll the Board. Show of hands,
14 should we continue to hear the next application
15 and finish the agenda or is there a preference to
16 adjourn it until the next meeting?

17 MR. DARDIA: I would prefer to
18 adjourn.

19 CHAIRMAN ASH: All right. Show of
20 hands to adjourn.

21 MS. JANSVELD: Well, Chair, my
22 question is don't we have a lot of items next
23 meeting also? So I'm just wondering if we'll have
24 the same issue.

25 MS. HARRISON: Should we have a

1 special meeting?

2 CHAIRMAN ASH: Well, I think there
3 is a volume on the docket, but we take things in
4 order and we do what we can and we don't know what
5 the time constraints will be necessarily.

6 MR. LAPLACE: Chair, I think you
7 made a really interesting point or empathetic
8 point when you said that some people have been
9 waiting all evening to hear this one. I guess the
10 problem is we won't get through the whole thing,
11 but maybe starting it. I don't know. I don't
12 know how my colleagues feel on the Board. But we
13 are starting to get backed up a little.

14 CHAIRMAN ASH: I was asking for a
15 show of hands for adjournment. So let me get the
16 Board's --

17 MR. SAMMET: Maybe for Maria, we
18 should do a poll, audio.

19 CHAIRMAN ASH: Okay.

20 MS. FREEDMAN: Is the poll to take
21 the items that the council's going to vote on
22 tomorrow and then just push PB19-02 to next month?

23 CHAIRMAN ASH: Yes. Although I
24 believe we will need the applicant's consent
25 which, you know, we have not asked for yet. And

1 I'm trying to balance the interest here of
2 everyone being ready and everyone having waited
3 all night, but the Board not wanting to rush
4 testimony or a decision on the application. So I
5 think all things being equal and if the applicant
6 is agreeable, I'd rather not rush things. And I
7 tend to agree with Anastasia that we owe it to the
8 applicant and all other interested parties to give
9 it one-hundred percent of our effort and
10 attention. So I guess --

11 MR. LAPLACE: Chair, can we bring on
12 the representative for the applicant to ask them?

13 CHAIRMAN ASH: We can. I believe
14 that's Mr. Hall.

15 MR. SAMMET: I can bring him in if
16 you like. Mr. Hall, I'm bringing you in as a
17 panelist.

18 MR. LAPLACE: Don, will we need an
19 extension of time?

20 MR. SAMMET: Well, it's an
21 interesting question because this came up before.
22 This application was subject to a Superior Court
23 judgment, and the court didn't give a time frame
24 to the Board. So I'm not quite sure. At think at
25 some point last year there was some discussion

1 between Mr. Trembulak and Mr. Hall on that matter.

2 MS. HARRISON: It was also up in
3 front of us a couple of times and didn't they pull
4 it twice? Is this the same one?

5 MR. SAMMET: Yes.

6 MS. HARRISON: They pulled it twice
7 when we had time.

8 CHAIRMAN ASH: Good evening,
9 Mr. Hall.

10 MR. HALL: Good evening, everyone.
11 It's been a long night, I agree.

12 CHAIRMAN ASH: Yes. You've heard
13 the Board's discussion about this.

14 MR. HALL: Could I ask? I mean, it
15 strikes me as a very simple application. I don't
16 know you needed to ponder, it's going to take a
17 long time. As Mr. Sammet summarized, it's a
18 conforming minor subdivision, no variances. As
19 you did with the Schnitzer application back in
20 December, there's no -- and as your attorney, who
21 unfortunately couldn't be here tonight -- said
22 previously, there really are no issues. We create
23 lots, there's no development proposed. The idea
24 is to create two lots and record them, and if
25 somebody buys them and wants to build down the

1 road, they'll have to comply with everything. So
2 I don't know what -- are we going to redo what
3 happened with Schnitzer where you spent hours on
4 hearing things that turned out being irrelevant.
5 My client has been patient, waiting, and there
6 have been delays, I haven't complained. I'm just
7 not sure where you're headed. I'd like to resolve
8 it like everyone else. I see your dilemma, but I
9 just don't want to waste my time or your time any
10 further. I think it can and should be approved
11 rather quickly. I mean if under the statute you
12 could even -- some towns are authorized to
13 delegate minor subdivisions to a subcommittee.

14 CHAIRMAN ASH: Well, that's not the
15 case here.

16 MR. HALL: I understand. I
17 understand. Your ordinance --

18 CHAIRMAN ASH: Notwithstanding your
19 description of the application and the simplicity
20 of it, there are genuine concerns of the
21 neighborhood and neighbors and we will hear all of
22 those concerns. You've heard our discussion, and
23 we've brought you on to ask you if adjournment is
24 something you would agree to.

25 MR. HALL: Well, unfortunately, I

1 can't consult with my client, and without that
2 consent, I can't agree. I think the court
3 intended this. I think the Schnitzer application,
4 your decision, I don't know how -- I understand
5 you want to hear people's concerns, but those
6 concerns don't relate to any relative -- relevant
7 issue in your jurisdiction, to my knowledge.

8 MR. MASCERA: Mr. Hall, if I might.
9 This is Greg Mascera speaking. Your position is
10 noted by the Board. The Board has the obligation
11 to hear the concerns of neighbors. The Board has
12 the obligation to consider the application on its
13 face without referencing the Schnitzer
14 application. Your application will stand on its
15 own. The Board is asking you for your consent to
16 adjourn. It is 11:00 p.m., 11:12 p.m. You have
17 adjourned the application on at least one
18 occasion. The Board recognizes its responsibility
19 and wants to give this application the diligence
20 that it deserves. And the Board is asking you for
21 your consent.

22 MR. HALL: Yeah. Well, this
23 happened back in November, I believe it was, and
24 Mr. Foerst did not agree to an adjournment, and
25 you adjourned it anyway. I mean I'd rather not

1 consent just to be consistent. But if you want to
2 adjourn it, adjourn it.

3 MR. MASCERA: I think, as Mr. Sammet
4 had said, and I don't know whether you were able
5 to hear -- I'm not sure when this application
6 would be deemed complete so that the Board has to
7 be concerned about statutory approval, which,
8 obviously, the Boards did not want to grant. So
9 without your consent, it would be difficult for
10 the Board not to hear the application tonight.
11 Although, I don't know that you want to go back to
12 Superior Court with consent. I think the Board is
13 respectfully asking that you consent to an
14 adjournment. You'd be first on the agenda at the
15 next meeting. And as a land use attorney, you
16 know that this often happens. And it happens
17 probably more times than not.

18 MR. HALL: Well, I reluctantly will
19 consent because I agree, I don't want to go back
20 to court. Maybe we'll wind up there anyway. But
21 if it's first on the agenda at the next meeting,
22 let's go then.

23 CHAIRMAN ASH: We'll make that
24 accommodation.

25 MR. HALL: I'd appreciate that.

1 CHAIRMAN ASH: Then we will adjourn
2 PB19-02 until -- what is it, March 7?

3 MR. SAMMET: March 7, and we will be
4 virtual again. I'm just playing it safe and
5 scheduling us virtual.

6 MR. HALL: There's no new notice
7 then, Mr. Sammet?

8 MR. SAMMET: Right.

9 MR. HALL: Okay.

10 CHAIRMAN ASH: Okay. That's it.

11 MR. MASCERA: Thank you, Mr. Hall.

12 MR. HALL: Thank you. Have a good
13 night.

14 MR. SAMMET: Mr. Chairman, at your
15 discretion, of course, I'll proceed with the two
16 administrative matters. I can do those very
17 quickly.

18 CHAIRMAN ASH: All right. Thank
19 you.

20 MR. SAMMET: The first item under
21 other business for you is the proposed destination
22 of three additional historical properties in town.
23 One is the Coffee Kiosk, so-called "Coffee Kiosk"
24 at the South Avenue train stations. It's recently
25 been renovated, and the commission has recommended

1 to the governing body that it be -- excuse me, I
2 have to get rid of Mr. Hall here -- the commission
3 has recommended to the governing body that it be
4 designated as a local historic landmark.

5 The second property, one of our
6 board members knows very well as she lives in it,
7 is 23 Stoneleigh Park. So I believe, Anastasia,
8 you may need to abstain on any vote on that.

9 And the third property is the
10 property at 112 Ferris Place, which also is
11 subject to the provisions of the Prospect and
12 Ferris Redevelopment Plan. That redevelopment
13 plan calls for the preservation of 112 Ferris and
14 its reuse for historic purchases and for historic
15 events and learning.

16 As far as the planning board's
17 review, you look to determine if these properties,
18 their designation, would be consistent with the
19 Town Master Plan. And also, if the properties are
20 identified in your Master Plan. I can tell you
21 that the properties are identified in your Master
22 Plan in Historic Preservation Element. And also,
23 that you have a goal in your Master Plan to
24 promote the conservation of various historic
25 sites, structures, and districts.

1 Of course, local designation would
2 encourage their preservation and any upkeep and
3 improvement of those homes to be consistent with
4 the historic character of them for review by the
5 Historic Preservation Commission of improvements
6 made to those properties. So the mayor and
7 council have not yet introduced an ordinance to
8 designate these properties, but they have referred
9 over the proposal to designate them by the
10 Historic Preservation Commission.

11 My recommendations to you is that
12 you find them, that their designation be
13 consistent with the Town Master Plan, and that you
14 recommend that the governing body amend the town
15 Land Use Ordinance to include the properties as
16 local historic sites and that the zoning map be
17 amended to identify those properties as historic
18 sites.

19 So that's the first item. I don't
20 know if anyone wants to -- I don't know, Greg, if
21 this referral, it's not really a resolution that
22 the Board has done, but they've kind of done an
23 informal vote, I guess you would say, on them.
24 Michael, hi.

25 MR. LAPLACE: I'd like to -- I'm

1 sorry, Gary.

2 MR. MASCERA: I thought he was
3 asking me a question. Whatever your procedure is
4 typically, Mr. Sammet, is absolutely acceptable.
5 It is one ordinance with the three properties;
6 correct?

7 MR. SAMMET: Well, the ordinance has
8 not yet been drafted. The council has referred
9 this over, sort of, for an advisory opinion of the
10 Board as if to the designation of these three
11 properties be consistent with the Master Plan.

12 MR. MASCERA: I think you could
13 consolidate it and do whatever you want with it.
14 Simply a letter from you on behalf of the planning
15 board to the governing body.

16 MR. SAMMET: No problem.

17 MR. LAPLACE: Mr. Chair?

18 CHAIRMAN ASH: Yes.

19 MR. LAPLACE: I would like to ask
20 the Board to formally endorse it by vote; this
21 motion to designate these three properties as
22 locally designated landmarks. I think they're an
23 interesting grouping. The kiosk is a publically
24 owned facility, so the Town of Westfield is
25 setting an example for preserving our heritage,

1 our built environment, our built heritage,
2 historic buildings. I think the one on Ferris is
3 an interesting example of where a historic
4 building will become part of a new development.
5 So it's an interesting example of historic
6 preservation not only being a catalyst for new
7 development but balancing the old and new. And
8 then, third, I want to say to Ms. Harrison and her
9 family how much I commend them for making this
10 move because, hopefully, it will catch on in
11 Stoneleigh Park which is such an important,
12 potential landmark district. And she's really --
13 her and her family are really being leaders in
14 this important effort to preserve Westfield's
15 heritage.

16 On all three counts, these are
17 important properties that deserve landmark
18 designation and protection. And I certainly fully
19 endorse this.

20 CHAIRMAN ASH: Okay. Thank you.
21 Ross, you had your hand up?

22 MR. GOLDSTEIN: Yeah. I just had a
23 question on the first property. And
24 congratulations Anastasia, I think it's wonderful
25 what you're doing. And very excited for seeing

1 the redevelopment of Ferris Place, incorporate the
2 existing structure that's there. I did have one
3 question around sort of the Master Plan calling
4 out the idea of utilizing the parking spaces that
5 are available to the Town of Westfield as
6 redevelopment zones, and specifically around
7 transit-oriented development. And I just wanted
8 to sort of bring up the possibility that the kiosk
9 could actually have the negative implications when
10 we think about how that property is redeveloped.
11 I'm not trying to minimize the historical
12 significance at all. I think it's worthy of a
13 quick conversation if it does impede our ability
14 to take the appropriate steps with that property.

15 MR. LAPLACE: Chair, can I comment
16 on that? That's an interesting issue.

17 CHAIRMAN ASH: Yes.

18 MR. LAPLACE: My reaction to that
19 would be that the kiosk is actually -- I guess
20 it's technically within the parking lot area,
21 although, it's up on the sidewalk. I think it's
22 oriented more towards the station building, the
23 south-side station building which is still an
24 operating train station. As you may know, the
25 north-side train station, which is another

1 historic building owned by the town, is slated to
2 become a restaurant, slated to become a business.
3 So I think this is consistent with the Master Plan
4 in terms of taking these publicly held resources
5 and making them more economically viable as well
6 as preserving their structures. I don't think it
7 would preclude redevelopment on the south side,
8 but I understand your concern.

9 MR. SAMMET: Yeah. I agree with
10 Michael as well. I think, if anything, it shines
11 a light on the kiosk as well as a main train
12 station building. In this case, particularly the
13 kiosk. And it shows any potential redevelopers as
14 well as the town as a whole, the importance of the
15 structure to the character of downtown, and that
16 these things should be -- historic structures
17 should be incorporated and thought of as part of
18 as any redevelopment project. And the 112 Ferris
19 is an excellent example of that. The
20 redevelopment plan was adopted for the historic
21 designation. But the thought of doing both at the
22 same time, or just about the same time, they went
23 hand-in-hand really.

24 MR. CEBERIO: I was going to say the
25 same thing, Don. That site, it's one where you

1 have this historic resource on the same property
2 in essence in what could become a redevelopment or
3 is a redevelopment site. I think it's similar in
4 that respect. I think legally that should
5 restrict the development in any way and,
6 hopefully, it's just a component of the larger
7 project.

8 MR. GOLDSTEIN: Yeah. I guess the
9 only point I had on it was that Ferris Place was a
10 little different in that there was a developer
11 bringing the project forward. So they were able
12 to bring those projects forward in conjunction,
13 where this decision is being made prior to a
14 developer being established. It was just
15 something I thought was worth conversation. But I
16 appreciate the points you've both made.

17 MR. SAMMET: I think there was a
18 motion by Mr. LaPlace; is that correct?

19 MR. LAPLACE: Yes.

20 CHAIRMAN ASH: And to clarify, it's
21 a motion to recommend the historic designation.

22 MR. SAMMET: The historic
23 designation.

24 MR. LAPLACE: Yes. The historic
25 designation of these three properties and define

1 that this is in compliance with the Master Plan.

2 MS. FREEDMAN: I'll second that.

3 (Crosstalk.)

4 CHAIRMAN ASH: And for the record,
5 (indiscernible) in Don's January 12, 2022 memo.

6 MR. SAMMET: There's a motion by
7 Mr. LaPlace and seconded by Ms. Freedman. All in
8 favor.

9 BOARD MEMBERS: Aye.

10 MR. SAMMET: Any opposed.
11 Abstentions.

12 MS. HARRISON: Abstained.

13 MR. GOLDSTEIN: Abstained.

14 MR. SAMMET: I'll just jump right
15 into the next; if that's all right. The ordinance
16 referred to you is really a tweak to the sign
17 ordinance. It doesn't change permitted, number of
18 signs or size of signs, or location of signs. All
19 it does is allow for signage for multi-family
20 developments in all our affordable housing overlay
21 zones like they're permitted for some districts
22 that have been in place that permit multi-family
23 development. A good example is this evening's
24 application for the old Williams Nursery site, or
25 the Williams Nursery site, where they proposed a

1 sign. When the overlay zone districts were
2 established not too long ago, about three years
3 ago, there's a gap in the ordinance, if you will,
4 where there is no sign provision for a
5 multi-family development in an overlay zone. So
6 this would simply allow for our overlay zone
7 apartments to also have signage the same size, the
8 same kind of location regulations as for other
9 multi-family developments in town. And are
10 overlays are -- where are they -- they're on North
11 and South Ave. And that's all.

12 CHAIRMAN ASH: So we need a motion
13 to find that General Ordinance 2022-3 as
14 introduced is not inconsistent with the Master
15 Plan.

16 MS. FREEDMAN: I'll propose that.

17 MR. SAMMET: By Mr. Freedman.

18 MR. MASCERA: Mr. Chairman, I
19 respectfully request that the language be that "is
20 consistent with Master Plan."

21 MR. SAMMET: I'm just smirking
22 because, Greg, we've had other attorneys describe
23 it as it's "not inconsistent with the Master
24 Plan."

25 MR. LAPLACE: I think every town

1 talks about it.

2 MR. SAMMET: Yeah, right. It's one
3 of those things. Everyone means the same thing,
4 it's just how they say it.

5 MR. MASCERA: I'll defer to
6 Mr. Trembulak.

7 MR. LAPLACE: Are we looking for a
8 second still? I'll second it.

9 MR. SAMMET: Seconded by
10 Mr. LaPlace. All in favor?

11 BOARD MEMBERS: Aye.

12 MR. SAMMET: Any opposed. Any
13 abstentions? None. Thank you, everyone. It's
14 last, I hope I was clear on what I was talking
15 about.

16 CHAIRMAN ASH: Thank you.

17 MR. LAPLACE: Very clear.

18 CHAIRMAN ASH: Motion to adjourn.

19 MS. HARRISON: (Indicating.)

20 MR. DARDIA: (Indicating.)

21 MR. SAMMET: Motion to adjourn by
22 Ms. Harrison, seconded by Councilman Dardia.

23 MR. SAMMET: All in favor.

24 BOARD MEMBERS: Aye.

25 MR. SAMMET: All right, everybody,

1 pleasant dreams. Site plan subcommittee, I'll
2 reach out to you. Good night, all.

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(The meeting was adjourned at

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11:27 p.m.)

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