

RIVERALE PLANNING BOARD

June 28, 2007

The Regular meeting of the Riverdale Planning Board opened on the above date at 7:30 p m Chairman Steven Loesner read the sunshine law.

ROLL CALL: Present: Mayor William Budesheim
Bradley Clinton
Al Heimall
Glenn Venza
Vincent Pellegrini
Vice-Chairman Brendan Magennis
Chairman Steven Loesner

Absent: George Lang
Michael Reilly (Alt No. 2)
Councilman Joseph Falkoski

Also present is Richard Clemack Esquire, Board Attorney, Paul Darmofalski P E , Board Engineer and Sean Moronski, Board Planner.

APPROVAL OF MINUTES:

May 24, 2007

Thereupon Al Heimall set forth the motion seconded by Bradley Clinton to approve the May 24, 2007 minutes as submitted

ROLL CALL: Ayes: Heimall, Clinton, Budesheim, Magennis, Loesner
Nays: None
Abstain: Venza, Pellegrini
(5 Ayes – 0 Nays – 2 Abstain – Motion Carried)

June 7, 2007

Thereupon Vice-Chairman Brendan Magennis set forth the motion seconded by Al Heimall to approve the minutes as submitted

ROLL CALL: Ayes: Magennis, Heimall, Budesheim, Venza, Pellegrini,
Clinton, Loesner
Nays: None
(7 Ayes – 0 Nays – Motion Carried)

APPROVAL OF BILLS:

Thereupon Glenn Venza set forth the motion seconded by Al Heimall to approve payment of four bills totaling \$2,250 00 as per the list on the agenda.

ROLL CALL: Ayes: Venza, Heimall, Budesheim, Pellegrini, Clinton,
Magennis, Loesner
Nays: None
(7 Ayes – 0 Nays – Motion Carried)

APPLICATIONS TO BE DEEMED COMPLETE OR INCOMPLETE:

1. Application No. SP06142007 / RER Supply LLC / 4 South Corporate Drive / Block 30 Lot 1.03

Thereupon Vice-Chairman Brendan Magennis set forth the motion seconded by Glenn Venza to deem this application incomplete as per Paul Darmofalski's letter recommending incompleteness dated June 18, 2007.

ALL IN FAVOR

SITE PLAN APPLICATIONS:

1. Application No. ASP1122006 / Peter Camamis / 79 Newark Pompton Turnpike / Block 26 Lot 21.01

Chairman Loesner stated that the Board received a letter from Mr. Camamis's attorney requesting this application be carried to the July 26, 2007 meeting.

Thereupon Al Heimall set forth the motion seconded by Bradley Clinton to carry the application to the July 26, 2007 meeting per their request.

ALL IN FAVOR

Chairman Loesner announced if anyone from the public is in attendance for the Camamis application it will be carried to the July 26, 2007 meeting and there will be no new notices.

2. Application No. MSP01232007 / Riverdale Square / Route 23 North / Block 40 Lots 4.03, 4.04, and 4.05

Paul Darmofalski stated that the meeting with the State DEP that was to take place in reference to the connector road was canceled by the DEP. That meeting is still waiting to be rescheduled.

Mr. Kevin Harkins, the attorney for the applicant came forward. Mr. Harkins stated the applicant took the comments from the board at the last meeting and both the engineer and the planner have modified the plans. Mr. Harkins called witness Charles Thomas. Mr. Thomas was previously sworn in on this application.

Mr. Thomas stated that he would review the changes for the board. The intersection offset between the two properties. There was only sixty feet between the two, by realigning the road and adjusting the grade from 6% to 10%, which is slightly over a handicap ramp, and by doing that they were able to shorten the run that they needed to get to the Target driveway. Now the plan provides 130' as opposed to the 60'. They picked up a good 70' between the two intersections. Mr. Thomas stated that another change is the elimination of the two parking spaces at the bottom of the ramp. The sidewalk at Ruppert's will be a little narrower and the handicap spaces are actually better and closer and it opened up the aisle quite a bit. The plans indicate they have 321 spaces due to the elimination of the parallel parking on the right side of the building, and requesting a variance for a closer setback to the property line, they were able to pick up nine more spaces. Mr. Thomas stated that they added stop signs, etc. Mr. Thomas stated that at the meeting they had with Mr. Darmofalski, he suggested that they pay particular attention to the walls. Mr. Thomas stated that he would be contacting Target's wall designer to make sure the walls are properly designed together. Mr. Thomas stated that they will comply with Mr. Darmofalski's request for the fencing on top of the retaining walls. Mr. Thomas stated that trucks will not be permitted to use the connector road. One last item is the sight distance coming down off the ramp by Ruppert's and so Mr. Thomas felt it would be a better plan to remove the two spaces on the opposite side as well as the two spaces that are to be removed as previously testified. Creating the nine spaces on the right side of the building creates the need for a variance. The variance is 4' where 10' is required to the property line. The plan calls for speed bumps, which Mr. Thomas felt would be a bit dangerous and preferred to use an alternate method to deter the traffic, however; the traffic expert will review this. Mr. Thomas reviewed the planners report and how they would comply with the requests.

Chairman Loesner stated the submission he had still showed the spaces at the end of the outlet. Is this the new submission? Mr. Darmofalski stated these are the new submissions. Chairman Loesner asked how the applicant was handling the runoff from the access road down into the Ruppert's parking lot. Mr. Thomas stated that they are proposing a large underground storage with a structured controlled release of water into an underground detention system as well as a filtration system. They are diverting the roof leaders in the rear of the buildings that would also go into the underground storage system. There is a loading dock that is still being used in the rear of the building that prevents the re-striping of more spaces in the rear of the building. Vice-Chairman Magennis asked if the applicant had looked into the design of the road in the rear of the property. Mr. Thomas stated that they looked into the rear of the property as a connection, however; the DEP canceled the meeting in reference to the connector road and as yet have not rescheduled another meeting. Although it would be costly to connect to the road through the rear of the property, the owners of Riverdale Square are not ruling the connection out. They would definitely look into the rear access as well as the one proposed stated Mr. Duffy, one of the owners of the property. They would like to work with the Borough. Mr. Darmofalski stated one of the discussions at his office with the applicants was in reference to if the service road in the back became available, would the applicant entertain the service road connection in the rear of the property. Mr. Harkins stated that the proposed road is not in place of the connector road it is in addition to the road. Mr. Duffy stated the biggest problem they have right now is the urgency of this connector road in order to bring in the type of national tenants that he is working with. Without the connector road, stated Mr. Duffy the national tenants will not talk to us. The connector road will give the center a definite lift. Mr. Duffy stated they cannot wait for the rear connector road and this would at least give them a start.

Eric Keller came forward and was sworn in by the board attorney. Mr. Keller is a traffic engineer and listed his qualifications for the board. Mr. Keller reviewed the volume of traffic at the bottom of the connector road and the top of the road by Target. After reviewing the traffic study from Target, the data that was proposed, showed the traffic volumes for the Target driveway at Route 23. Mr. Keller stated they took the conservative approach in the study and had found that both the intersections will operate at level of service A. This is a very good level of service with very little delay. Mr. Keller stated even more important, there will be very little queuing at those two locations so that there is an overlap in the left turn movements. In the redesign of this driveway they have been able to increase the separation center line to center line by 130'. The curb radius is 100' available for stacking, which means you could have four cars in either direction before you would start to extend back through either intersection creating a back up. According to the traffic study, there would be very little or no back up at all and this is looking conservatively. From a circulation standpoint, this is the type of thing that the DOT wants everyone to do. They do not want people to have to circulate from one center to the other by going back out on the State highway, especially during peak times. To go back out on the highway for a couple of hundred feet to the next driveway; providing the connector road relieves pressure on the State highway and allows movement between the two centers and also for this location improves the accessibility. The entrance off the jug handle to Target allows traffic going into Riverdale Square, without traveling down Route 23 South to make a U-turn to come back up north to Riverdale Square. Mr. Keller stated that the kind of tenants Mr. Duffy would like to see, wanted accessibility to the center from more than just one entrance off the highway. This connector road is a good plan and will provide the accessibility that is required by the retailers. One of the items that he was asked to address was the question raised about the traffic calming device along this roadway. Mr. Keller stated he is willing to go along with the request, however a speed bump in this situation is not the right thing to do, when you look at the design literature, and the design of this road, placing a little bump in the road on a 10% grade is not recommended in the design. Mr. Keller stated they have fairly restricted turn radii at either end and it's a fairly short ramp and they are not going to build up a lot of speed; however, what we can do, it's a commercial area and the noise impact is there already from trucks and vehicles on the highway, we can put in the middle of the tangent the transverse stripes that are built up with pavement markings that create a rumble strip.

It would be a maintenance issue that the owners would have to maintain over time, because they do wear down. It just reminds the driver, especially coming from Target into the Riverdale Square site that they need to slow down. Again that is up to the board if they feel that is necessary. A speed bump in this situation is not the proper tool to use on this road. The design of the road itself helps to control speed.

The final item that Mr. Keller stated he would like to address is the adequacy of the parking that was raised in the Planner's report. In reading the plans, he understands there was a prior agreement with this site for parking requirements. For this type of center the ordinance requires one space per every 180 square feet, because this center has more than ten tenants. This would require somewhere around 380 parking spaces. Mr. Thomas had explained that tonight we are offering 321 parking spaces and if we remove the two spaces at the end of the ramp, we will have 319 spaces, which is where we are today. We are matching the amount of parking that is there today. There is a sliding scale for parking for restaurants and clubs. Between Ruppert's and Dexter's the parking is generated more in the evening hours for these two uses. The other stores have more parking during the daytime. The owner of the center is comfortable that this center will more than adequate parking.

Chairman Loesner asked what the potential is for people in a traffic situation to cut corners through the center into Target? Mr. Keller stated that once people learn about the interconnection, it is a possibility that they are going to come in and during those periods when 23 is backed up, there is a potential to do that, however; from a design standpoint, retail centers, you want to provide separation between your main traffic flow and your pedestrian flow and with the arrangement of the center in an L-shape, your prime parking is in the middle of the retail center, and that is where most of your customer activity will be. You will not get the conflicts where the driver does not have a destination in sight, and will be coming through here, sometimes it will produce more traffic, however, he did not feel this would be a significant problem. Mr. Duffy stated from a marketing point of view this is a huge step for the center. Mr. Duffy stated that at this time the traffic has to go all the way down 23 and make a U-turn at 287 to come back up to the shopping center, however, with this connection the customers could come in from the Home Depot site if they want to. The big objective is people traveling south being able to enter the shopping center.

Glenn Venza asked about the queuing time if anyone wanted to make a left off of the ramp. Mr. Keller stated that the time making a left onto to 23 would be approximately a half of vehicle. This is very minimal. Mr. Keller stated if the board wishes, they can eliminate the left turn off the ramp, however, he did not think it was a problem. Mr. Darmofalski stated that he did not feel with the new geometry that this turn would be a problem. The Mayor stated maybe there should be signage that would say left turn for lower level parking and continue for the upper level or signs to distinguish the two turns. Mr. Keller stated he does not know what Target has in mind for the signage. Mr. Keller stated he feels that most of the traffic would be going to the lower level. The Mayor asked about people parking in the Target lot and walking to the Ruppert's site, especially at night for Dexter's. Mr. Keller stated there would be no parking signs at Target and Mr. Duffy stated that Target does not want parking at their site at night. Mr. Duffy stated he would be talking to Dexter's to make them aware of the rules as well. The Mayor stated as long as this is not an isolated site anymore; he would like to see Title 39 at this site. Mr. Duffy stated that is not a problem. The Mayor stated that because this is a large site, the security should be increased. Mr. Duffy stated he will have a video system at the site that will have a radio frequency set up to the police station. Mr. Duffy stated it makes him feel more secure. Mr. Duffy stated that in Dexter's lease it is required that they have an off-duty police officer in the evenings, and apparently that has not been happening and he was not aware of that, however, Mr. Duffy stated he will make sure that this will be enforced. Mr. Duffy stated he has a system at his Englewood site that use cameras that are in bubbles that are even bullet proof that are set up to the internet and he can oversee the premises in Englewood from his own office miles away. The recorder also records up to ninety days.

