

GLEN ROCK PLANNING BOARD
Minutes of the September 3, 2015 Meeting

The regular meeting was called to order by Chairman Robert VanLangen at 7:30 p.m.

In attendance were Mr. Knapp, Mayor van Keuren, Joan Orseck, Robert Tirserio, Scott King and Tim Macdonald. Ken Hrasdzira and Kenneth Kang were absent. Also in attendance were Board Attorney, James Delia and Borough Engineer, Gary Ascolese and Justin Auciello, Borough Planner. The Secretary called the roll and read the Sunshine Statement from the Open Public Meetings Act.

The Board reviewed the minutes of the July 2, 2015 regular meeting. A motion to accept the minutes was made by Councilwoman Orseck, seconded by Mr. King and passed unanimously with Mr. VanLangen abstaining.

New Business:

Block 254, Lot 16.02
909 Prospect Street
Applicant: 909 Glen Rock, LLC

Applicant requests preliminary subdivision approval of an existing property into five lots - one commercial lot and four residential lots, and preliminary and final site approval for development of the commercial lot.

Mr. Delia noted that the applicant would be presenting just the site plan portion of this application as it is possible this application would require a major subdivision, which this Board would have no jurisdiction over. Consequently, tonight's testimony will only refer to preliminary and final site plan approval. The subdivision portion of this application will be heard once the major/minor subdivision is clarified.

Mark Simmerele, Esq. noted his appearance on behalf of the applicant. Mr. Simmerele commented this property is approximately 2.83 acres. Mr. Simmerele commented he has received numerous letters of recommendations and inspections from various professionals. All necessary public notices and plans have been submitted with the application being deemed complete.

Mr. Simmerele stated the applicant is seeking several variances for the site plan approval of the commercial lot, which is located solely in Glen Rock. The first variance relates to parking space size. The site plan has been reworked to accommodate the concerns of the Board. The applicant will still be seeking a reduced length of parking space. The space requested will be 10' wide and 18' in length versus the required 20'. The applicant will also be seeking a variance where a 6' sidewalk exist between the building and the parking lot. The sidewalk currently abuts, in its entire length, all handicapped parking spaces. A variance will also be sought concerning the building height where 28' is permitted, the applicant is requesting 30.5'.

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Mr. Ascolese, the Borough Engineer commented that the building signs will also trigger a variance. Mr. Simmerele believes this code may be interpreted differently.

Mr. Simmerele noted that a sliver of this property was subject to a site plan, use variance and subdivision approval which was submitted to the Borough Fair Lawn with approval being granted on July 30, 2015.

Mr. Simmerele called Ken Friedman, owner and applicant of the property. Mr. Delia swore in Mr. Friedman, 342 Westmount Avenue, Livingston, NJ.

Mr. Friedman stated he is the President and sole stock holder of Rock Liquors (Bottle King). The real estate property is owned by a trust, 909 Glen Rock LLC. It is the sole asset of the trust. Mr. Friedman has owned Bottle King for 35 years. Bottle King is a retail business of wine, beer and incidentals ... there are 15 stores State wide.

Mr. Friedman commented they are looking to relocate the Bottle King business to 909 Prospect Street. The current Bottle King location is looking for a new tenant.

The existing Bottle King has 10,600 square feet on the first floor and 10,000 square feet in the basement. The proposed location is 15,700 square feet on the first floor and 3,000 feet on the mezzanine of which 13,000 is retail space with the balance being storage (including the mezzanine space).

Mr. Simmerele asked why Bottle King is looking to relocate across the street.

Mr. Friedman replied 12 of the 15 Bottle King locations operate out of secure, permanent locations. This is an opportunity to do so for this location as well. The current Bottle King will keep its existing employees, which is approximately 15-18. There would be roughly 10 employees working at any one time.

Mr. Simmerele referred to the final site plan, which was dated April 28, 2015 and marked Exhibit A-1.

Mr. Simmerele asked Mr. Friedman to describe what the delivery routes would be.

Mr. Friedman stated the delivery trucks are 28' or shorter, there are no tractor trailers. The earliest they would arrive is 8:30 a.m. and usually gone by noon, 3:00 p.m. at the latest. The deliveries are generally Tuesday through Thursday, never on Monday and rarely on Friday. The deliveries would come in through the north entrance and leave from the east side of the building.

Mr. Simmerele asked if the trucks idle while the delivery is being made.

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Mr. Friedman replied they prefer the trucks to be turned off to prevent someone getting in the truck and driving away, in addition to fumes. If vehicles are left idling, they are asked to be turned off.

Mr. Friedman stated a private contractor will be hired for garbage removal. Mr. Friedman assured the Board they will fully comply with borough ordinance pertaining to removal.

Mr. Simmerele asked Mr. Friedman to explain the retail activity.

Mr. Friedman replied in addition to beer, wine and alcohol they sell cheese, condiments, cigars, ice, party supplies, gourmet foods and alcohol accessories.

Mayor van Keuren asked if the application submitted to Fair Lawn essentially the same one that is being submitted to Glen Rock.

Mr. Friedman replied yes, it is.

Mr. VanLangen asked if there were any questions from anyone in the audience for Mr. Friedman.

Sang Lee, 5 Herold Drive - Mr. Lee asked for clarification on the square footage of the building. Mr. Friedman replied the current location is 20,600 square feet with the new proposed location being 18,700 square feet. Mr. Lee asked how the business will operate in a smaller location. Mr. Friedman replied they most likely will not store as much inventory. Mr. Lee asked if this would mean delivery trucks would need to appear more often. Mr. Friedman replied he could not answer.

A question was asked what the difference in square footage in customer space would be.

Mr. Friedman replied that the existing store is approximately 9,800 square feet with the new store customer area being 13,000, about a 50% increase in the customer service area.

Mr. Simmerele asked Mr. Friedman if he believes this new floor space and layout will be more efficient.

Mr. Friedman replied yes, it will be. The aisles will be wider, there will be more checkout registers and the gourmet food area will be presented more professionally.

Mr. Simmerele commented the applicant will be exceeding the mandatory minimum parking requirements in the particular zone. Mr. Simmerele asked if that is to accommodate holiday shopping.

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Mr. Friedman replied both statements are correct. Mr. Friedman added in the old location there was additional parking available from the other merchants, the new location does not offer any options. We want to keep customers on our property.

Mr. Simmerele asked how many years Bottle King has been in this location.

Mr. Friedman replied, over 30.

Mr. Simmerele asked if Mr. Friedman believes the extra spaces at the new location will provide ample parking even during peak times.

Mr. Friedman replied yes.

Mr. Macdonald asked how many parking spaces are at the current location.

Mr. Friedman replied it is hard to say as the current location is in a shopping mall and the lot is shared with numerous businesses. Mr. Friedman noted they have 105 parking spaces in Livingston, which is shared with a CVS. The square footage of the Livingston store is 12,000 with CVS being 14,000.

Mr. Delia swore in Bruce Rigg, engineer, 1000 Maple Avenue, Glen Rock. Mr. Rigg has been qualified before this Board on numerous occasions.

Mr. Rigg is familiar with the applicant's property, both present and historical. Mr. Rigg commented he prepared the site plan for the existing configuration for the site, prepared the site plan for one previous to that, did the subdivision when the house was removed from the back and submitted the use variance to Fair Lawn in 1986. Essentially all of the new buildings on this property Mr. Rigg has been involved with.

Mr. Rigg referred to the preliminary and final site plans which were last revised on April 28, 2015, consisting of six sheets. This was marked as Exhibit A-2.

Mr. Rigg described the location, surrounding properties, cross streets and drainage. Mr. Rigg noted that the property drains to the east, which the site plans show the storm drains headed in that direction; however, there is a whole set of drains to the west that are not shown on the plans. Mr. Rigg stated the applicant is seeking a waiver for additional drainage as they believe there is sufficient drainage on site for their purpose.

There is a gas line easement which runs through Garvey Place and Prospect which will need to be added to the list of utilities; however this does not affect the applicant's property.

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The subdivision plot, sheet 2, dated April 28, 2015 was marked as Exhibit A-3.

Mr. Simmerele asked how far from Marlboro is the location of the southernmost driveway.

Mr. Rigg replied it is 14.4' from the curve and 30' from the properties.

Mr. Rigg noted that everything that is noted on Exhibit A-3 will be removed; utilities, shade trees or anything underground. The site will be cleaned up under the demolition.

Mr. Rigg referred to Exhibit A-1. The building is located at the north end of the site, 70' from the northern boundary line. The property is 177' along Prospect Street, 90' deep. The building is 15,712 square feet with the interior broken down into retail and storage space. Access on the north end of the site is an entrance/exit driveway which is the furthest away from the building and will, most likely, be the employee parking area.

In the northeast corner of the building an 18'x20' loading zone has been proposed, which will be large enough for two trucks at the same time.

Mr. VanLangen asked if a large (garbage) truck would have sufficient space to make the required "S" turn.

Mr. Rigg replied yes they would. The rear driveway is 24' wide for one-way traffic where 15'-18' is needed. The driveway was made larger on purpose to avoid any issue when going around the bend.

Mr. Knapp asked about accessibility for emergency vehicles.

Mr. Rigg replied that the back driveway actually gives access to all four sides of the building. Mr. Rigg added that an emergency vehicles may have to do some maneuvering when exiting the property; however entering the property would not be a problem.

Mr. Rigg stated that the applicant is requesting a parking space size variance. The applicant is requesting the size to be 10'x18' instead of 9'x18'; however, they would still comply with the number of spaces required. The handicapped spaces would be located closest to the entrance.

Mr. Rigg explained the drainage and where any rainwater is dispersed. The majority of the storm water collected will be held in a retention system with as much storm water as possible being put back into the ground. Any overflow would go into the storm drains on Marlboro Road.

The closest sanitary sewer is on the south end of the shopping center across the street, nowhere near the applicant's property.

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The existing will all connect to the sewer on Keith Place as there is no other way to accomplish this.

Mayor van Keuren asked if there are heavy snows where will the snow be plowed to.

Mr. Rigg replied most likely it will be plowed to the furthest location in the parking lot (Fair Lawn) and if need be an off-site location will be arranged.

Mr. Rigg referred to the landscaping plan. The objective of the applicant is to create a separation between the residents of Keith Place and 909 Prospect Street. The applicant is proposing a 6' high fence with one to two rows of alternating evergreens. There will be shade trees in the back islands as well as shade trees in the front. Any islands located in the front will also contain landscaping.

Sufficient lighting will be provided throughout the site, particularly around the entrances and exits. Particular attention has been given that no light spillage occurs on the neighboring properties. Keep in mind that once the lights are installed modifications can always be made.

Any place there is curbing landscaping has been placed, in an attempt to separate the commercial property from the residential property as much as possible.

Next, Mr. Rigg referred to the plan showing the entrances and exits, which was marked Exhibit A-4. The County's first review letter required that the driveway be moved 30' up from the curve, which is 15' further up than its present location for the access for the entire site. The County plan was presented to Fair Lawn to which they requested the entrance be moved even further. Discussion between Fair Lawn, the County and Glen Rock determined that the drive would be moved 52' from the curve.

Exhibit A-4 shows the parking spaces located in Glen Rock to be 10', Fair Lawn's spaces were approved at 9'. Originally there were 98 parking spaces presented. The revised plan shows 87 parking spaces, where 67 are required. The applicant is asking for a length reduction to 18' instead of the required 20'.

There was some concern over the location of the generator. The plan has been revised to move the generator from 10' off the rear property line to 70' off the rear property line; thus moving it 70' away from any resident.

Mr. VanLangen asked how much of the garbage would be considered "clean" trash.

Mr. Friedman replied the majority of garbage will be cardboard, noting only about 1% will be perishables.

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Mr. King asked if there was signage along the side of the building on Prospect.

Mr. Rigg replied there would be signs in the southwest corner.

Mr. Simmerele asked for clarification regarding the parapet which is located in the southwest corner.

Mr. Rigg replied the parapet is a 50' section on the southwest section of the building. The parapet peak height reaches 30.5', not the building. The building itself is 24' high.

Mr. Simmerele commented that the interpretation of the ordinance regarding sign square footage calculation could be read as an aggregate of both linear footage of the two signs.

Mr. Rigg agreed. At this time the sign ordinance was read and reviewed. Mr. Rigg noted they have a 150' sign.

A Board member clarified that the impervious calculations are based on the entire parcel, not just the commercial portion.

Mr. Rigg stated that is correct, noting that 47.5% is just for the commercial lot.

Mr. King asked if any consideration was given to adding islands with trees to the southern portion of the parking lot which is proposed to be asphalt.

Mr. Rigg no, noting this zone does not have a maximum impervious coverage.

Mr. King commented it is strictly from an environmental point of view, taking into consideration the amount of heat that would be created with this much asphalt.

Mr. Rigg commented there are four islands proposed (with plantings). If additional islands are added, the applicant would be losing parking spaces which would create a variance situation.

Mr. King asked if the two trees shown on the landscape plan are replacing the trees being removed.

Mr. Rigg replied one is in the center of the existing driveway and the other one is a new tree.

A resident (I believe) questioned the pick-up of trash and how the trucks would access the dumpsters.

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Mr. Friedman explained the process of emptying the dumpsters and how the trucks would access them.

This resident expressed concern with the location of the driveway with the County. He would like to see this intersection designed more like Ackerman and Prospect.

Mr. Simmerele asked Mr. Rigg if he believes the site plan proposed represents sound engineering.

Mr. Rigg replied, yes he does.

Mr. Simmerele also asked Mr. Rigg if he believes the parking space length still provides a workable parking area and a conforming parking space could not be provided without compromising other setbacks.

Mr. Rigg replied, yes he does and that is correct.

Mr. Simmerele asked with respect to traffic circulation, does this particular site provide for adequate traffic and pedestrian safety?

Mr. Rigg replied, yes it does.

Mr. VanLangen questioned what the disadvantages would be to lower the curb heights from 7" to 4".

Mr. Rigg stated the lower curb prevents vehicles from bottoming out. If smaller curbs are along the front of the building, bollards would be recommended.

Mr. VanLangen asked if there is any thought to changing the curb heights in the perimeter area.

Mr. Friedman believes an 18' parking space is sufficient; however if the Board is concerned then he suggested allowing a lower curb than 7" so the front of a vehicle can overhang (essentially moving forward).

Mr. VanLangen asked Mr. Tirserio if he could foresee any issue with a lower curb height.

Mr. Tirserio agrees that a lower curb in the parking lot, coupled with the wider (10') parking space facilitates functionality.

Mr. Rigg clarified that the applicant would be seeking a curb height waiver (to a minimum of 4").

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Robert Florczynski, 41-35 Norwood Drive, Fair Lawn - Mr. Florczynski asked what kind of safety features will be present on the south side of the parking lot. Mr. Florczynski stated there is a lot of pedestrian traffic along this side. Mr. Rigg stated presently the curb is flush with the sidewalk. The proposed area will have approximately 5-6' of landscaping between the sidewalk and the parking curb. They typically like to keep the shrub height around 3-4' to shield any headlights. Mr. Florczynski asked if it would be possible to have higher landscaping. Mr. Rigg replied this is what was approved by the Borough of Fair Lawn.

Sang Lee, 5 Herold Drive - Mr. Lee expressed concern over the buffer between the applicant's property and the residential property. Mr. Rigg replied 4-6' arborvitae will be planted along a 6' fence. Mr. Lee asked if there was something more that could be done to shield the residents.

Mr. VanLangen replied the Board is very aware of buffering the residential area which is why they are putting up a berm, fencing and shrubs. Unfortunately, it simply is not feasible to put up 24' trees.

Mr. Lee also expressed concern over noise being generated from the site, whether it is from the generator or garbage pick-up. Mr. Lee asked that the garbage pick-up be during the middle of the day. Mr. Rigg responded that the Borough has ordinances as to when garbage can be picked up.

Mr. Simmerele commented the generator has been moved further away from any residential property. Additionally, Herold's Farm had regular garbage pick-up to which there is no reason to expect the new owner's pick-up would be different, or louder.

Mr. VanLangen assured Mr. Lee if there is any disruption to the neighborhood it will be immediately addressed.

Mr. Lee questioned if it was really necessary to have two signs on the building, why not just one large sign.

Mr. Rigg replied the architect would explain the reasoning behind two signs.

Mr. VanLangen also noted that from a safety perspective it is better to have two signs so patrons can locate the store when traveling from either direction.

A Board member clarified the amount of impervious coverage where it was earlier stated 47.5% was just the commercial portion. Page 3 of the site layout shows the commercial portion to be 75,811 square feet with 58,578 square feet of impervious coverage. These numbers put the impervious coverage in excess of 77% which leads him to believe the 47.5% is the entire lot, including the residential property.

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This Board member stated we need to look at this particular lot saying this is a commercial lot with 77% impervious coverage and, although there are currently four vacant lots, they will at some time be built upon, which will include additional impervious coverage.

Mr. Rigg stated this is permitted as there is no maximum allowable impervious coverage in a C-1 zone. Mr. Rigg agreed that 47.5% coverage is for the entire site. Mr. Rigg noted the only way to reduce the impervious coverage would be eliminate some parking spaces.

Mr. Simmerele cautioned the Board on reducing the number of parking spaces as the applicant believes during peak times these spaces will be needed.

A Board member asked Mr. Rigg if all the drainage lines in the parking lot are a "forest-wall" type.

Mr. Rigg replied yes the drainage is a forest-wall with a retention system so that any storm water leaving the site will only do so after the system is maximized. This is an 18" diameter pipe, wrapped in fabric in a stone trench.

Mr. Macdonald asked if the residential lots do not get sold what will the resident's be looking at.

Mr. Rigg responded if that does turn out to be the case he would suspect there to be a stipulation in the approval of this application.

Mr. Delia swore in Mr. Schwartz, 316 Eisenhower Pkwy., Livingston, NJ. Mr. Schwartz is a licensed architect in the State of New Jersey. He is a graduate of Washington University, School of Architecture in St. Louis. Mr. Schwartz received his New Jersey license in 1970. Mr. Schwartz is also licensed in eight other states and deals primarily with retail space. Mr. Schwartz has been qualified before numerous Board in the State. Mr. Schwartz noted he has worked on every Bottle King from complete renovations to minor ones.

Mr. Schwartz referred to his drawing P-1 which is the first floor plan. P-2 is the mezzanine plan and P-3 is the second floor elevations. All three drawings were submitted as Exhibit A-5.

Mr. Schwartz referred to Exhibit A-5. Mr. Schwartz noted that natural light is an enemy to wine. As a result, the windows are glazed. Mr. Schwartz commented that the entry and exit of the building are obvious to the patron and located under cover. The front of the building will appear very open and inviting. Store activity will be visible from the street.

Mr. Schwartz next referred to the mezzanine plan. Under the mezzanine is an outdoor beer cooler and storage area. This area will also be used as the employee entrance.

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Mr. Schwartz referred to P-3 showing the elevations. First, he described the elevation which faces Prospect Street. Mr. Schwartz stated there will be wall sconces. The right side of the elevation will show 30" columns that are 17.5' tall. In addition, all of the panes of glass of square and glazed.

The area referred to as the parapet where the main area is 24' tall. The HVAC will be located here, keeping it within the 24'. There is 50', or approximately 125 square feet on each side, in the parapet area that exceeds the 28' limitation. The whole parapet has a curve to it and creates aesthetic appeal.

Next, Mr. Schwartz referred to the elevation facing the parking lot. Here is a major amount of window glazing with the signage above. It is very important that the sign facing Prospect Street and the sign facing the parking lot have identically sized letters.

Next, Mr. Schwartz referred to the various elevations from different angles of the building.

Mr. VanLangen asked what spandrel glass is.

Mr. Schwartz replied it is glass that is opaque, it cannot be seen through, almost like smoked glass. It's a good alternative to having a solid wall.

Mr. Schwartz noted the signs are LED lights, finished professionally and nothing that flashes.

Mr. Simmerele commented that the applicant will be asking for a variance for a portion of the parapet. Mr. Simmerele asked Mr. Schwartz if, in his opinion, the larger letters on the south wall will enhance the aesthetic appearance for pedestrians and the neighborhood.

Mr. Schwartz agreed adding that the two signs also enhance the look and visibility of the building.

Mrs. Spiller asked how far the signs come out from the wall.

Mr. Schwartz replied the letters are approximately 6" deep and they sit on a grid that is about 6" deep.

Mrs. Spiller asked if the applicant considered hiding the HVAC behind the parapet.

Mr. Schwartz replied in order to comply with the 28' ordinance we had to have multiple small units rather than two larger units.

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Mr. Schwartz commented that although they could design a fully compliant building, from an architectural and functional point of view this design is far superior. This design is also consistent with the branding of Bottle King with respect to its many locations.

Mr. Delia swore in Charles Olivo, Rutherford, NJ. Mr. Olivo is the principle of Stonefield Engineering & Design. Mr. Olivo is a licensed professional engineering in the State of New Jersey, holds a B.S. in civil engineering from Notre Dame, is a certified professional traffic operations engineer and holds licenses from Maine to Florida. Mr. Olivo has also been involved in the preparation of over 100 traffic impact studies for a variety of different types of projects and has been accepted as an expert in 80-90 municipalities throughout the State.

Mr. Olivo is familiar with this application and has heard testimony from previous witnesses. Mr. Olivo prepared a traffic impact study and has been submitted to the Board for review.

Mr. Simmerele asked Mr. Olivo if he had any further testimony which would supplement the traffic report.

Mr. Olivo briefly summarized the findings of the traffic impact study. Mr. Olivo stated this location is on Prospect Street which is under County jurisdiction. Mr. Olivo noted when traveling north to south along Prospect there are numerous unlighted driveways. The proposed design improves this intersection by virtue of having an access point that is consolidated in terms of the in/out happening at one location with better spacing. Additionally, vehicles are required to travel deeper into the site, and outside of the influence of the County roadway, in order to park in some of the more desirable spots.

Mr. Olivo stated they are proposing a full movement driveway located at the northern end and southern end of the property. This will allow for a segregation in truck traffic, in addition to employee traffic. Patron traffic will most likely occur at the southern entrance.

Mr. Olivo commented that during the peak hours of 4p-7p, weekdays and 11a-4p, Saturdays 80-90% of the traffic is turning left into the parking area.

In terms of the actual volume associated with relocating and redeveloping the site, essentially the patronage that occurs on the westerly side of the road would now occur on the easterly side of the road. We have not removed any traffic from the area. There would be no significant impact on the roadways or driveways in this area.

The site distance was reviewed with the site lines being indicated on the plans, which Mr. Olivo believes are adequate.

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Regarding on-site circulation Mr. Olivo believes the 87 parking spaces will allow flexibility during the holiday time periods without taxing on street parking or parking in business areas across the street. The applicant is trying to create a well-designed, self-contained operation.

Dimensions are adequate to accommodate the vehicles that would be designed to come through this site. Trucks will also be delivering when patron activity is at a minimum, which allows for better maneuverability for the trucks to exit the property. The peak traffic tends to be in the afternoon, evening and weekends.

Mr. VanLangen commented that the only place there is a crosswalk is on the south side. Mr. VanLangen questioned where a logical location for a crosswalk would go, particularly if someone wants to purchase a bottle of wine and take it to one of the restaurants across the street.

Mr. Olivo replied based on the infrastructure the best location would be right where it is currently located.

Mr. Olivo noted that over the last six years there has only been eight accidents at this location, which based on the amount of traffic that travels through this area it is quite low.

At this point there was discussion on a possible new location of a crosswalk from Gary Ascolese, Borough Engineer. Mr. Ascolese believes this could be determined, if at all, at a later date.

Mr. Delia swore in Mr. Kauker who is a licensed a planner in the State of New Jersey. Mr. Kauker currently serves approximately ten municipalities. Mr. Kauker has testified before numerous Boards and has previously been accepted as an expert in planning by this Board.

Mr. Kauker is familiar with this property and has been present for previous testimony. Mr. Kauker is aware of the C-2 variances being sought.

Mr. Simmerele asked Mr. Kauker to explain the standard for granting C-2 variances.

Mr. Kauker stated the variance must serve the purpose of the act as set forth in the Municipal Planning Law and secondly, the benefits outweigh any detriment involved through the granting of the variance. The benefits must be to the general welfare and public and solely to the applicant. Each of the waivers and variances can be supported as C-2 variances.

Mr. Kauker went through each of the waivers/variances and cited the section of the Land Use Law supporting the granting of the variance.

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The first variance is the parking space depth. The ability to have 18' stalls allows the applicant to lessen the impervious coverage as well as creating a surplus of parking stalls. The extra parking spaces will essentially guarantee any offset of street parking, which would be a negative.

Secondly, is the variance requesting a flush curb design. The benefit there is that it complies with ADA requirements and helps provide ease of access to this facility by handicapped patrons.

The third deviation is the height variance. The parapet wall is 2.5' in excess height. The benefit is a signature focal point which is complimented with the surrounding pavement and landscaping. The average height of the building would be 25.3'. It will enhance the efficiency of access to the structure as well as providing an appropriate aesthetic backdrop for the signage. It is also a balance element of the building.

Mr. Kauker noted that this is an example of revitalization that any business district would be proud to have. The applicant achieves a slight reduction in the impervious coverage.

As an aside, Mr. Kauker noted that the 30.5' height of the parapet is located at the furthest most point from any residential property.

Mr. Kauker also noted that the sign, which requires the variance, will not be impacting any residential properties.

Mr. King asked in light of the new island would the applicant be opposed to adding one tree in that island. The applicant agreed.

Mr. VanLangen asked if there were any further comments from the Board or anyone in the audience.

Mr. Delia swore in Sang Lee, 5 Herold Drive, Glen Rock. Mr. Lee expressed concern about the building height and landscaping that will face Herold Drive. Mr. Lee hopes that the landscaping/trees will grow to a point where the commercial structure is hidden.

A motion was made by Mayor van Keuren and seconded by Councilwoman Orseck to approve the site plan, along with the requested variances and waivers, for 909 Prospect Street. Ily, the Planner's report will be attached showing the ordinance to be consistent with the Master Plan. The voice vote was as follows:

AYES: Mr. Knapp, Mayor van Keuren, Councilwoman Orseck, Mr. Tirserio, Mr. King,
Mr. Macdonald

NAYS: None

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The resolution will be approved at next month's meeting.

For the record, the request for a subdivision will be carried until September 28th work session and October 1st regular meeting.

As there was no further business before the Board a motion to adjourn the meeting was made by Councilwoman Orseck, seconded by Mr. Knapp and passed unanimously. The meeting adjourned at 10:35 p.m.

Respectfully submitted,

Nancy Spiller
Board Secretary