

Hawthorne Planning Board Minutes of July 2020 Special Meeting

The July 28, 2020 special meeting of the Hawthorne Planning Board was called to order at 7:00 P.M. by Chairman Garner. After recital of the Pledge of Allegiance, Chairman Garner called the roll. All members and alternates were present as well as attorney, James Delia Esq. and secretary Janice Patmos, Borough engineer Michael J. Kelly, P.E. and John Szabo Mr. Lucibello arrived at 7:10 PM. Chairman Garner announced that notice of the meeting had been published and posted in accordance with the Open Public Meetings Act.

New Business

1. With regard to the application of 204 Wagaraw Road, LLC, Antimo A. DelVecchio Esq. appeared as attorney for the applicant. He made an opening statement in which he outlined the Mixed Use Affordable Housing MUA District. The proposed development consists of multi-family residential, retail, gym and self-storage facility. The application and proposed improvements are part of a Settlement Agreement between the Borough of Hawthorne and 204 Wagaraw Road, LLC. Building one is residential with 118 units, 1 superintendent unit, 17 affordable units, and 100 units at market rate. Building 2 is retail with a gym. Building 3 is a self-storage located on the property line to provide a visual and audio screen. Mr. Del Vecchio stated that the applicant has withdrawn the mezzanine.

Mr. Del Vecchio called his first witness Gerard Fitamant P.E. the applicants site engineer. Based on his credentials, professional license and experience, he was offered and accepted as an expert witness. He indicated that the site plans submitted in support of the application were prepared under his supervision. He started with the cover page stating that the proposed site is located on Wagaraw Road between Lafayette Avenue and May Street.

Sheet 2 of the site plan describes the existing conditions, a vacant lot with no structures except for a shed on 8.78 acres with a frontage of 654 feet along Wagaraw Road. Located to the east of the site is the New Jersey transit rail road and to the west is the Kohler distribution facility where the trucks are parked.

Sheet 3 of the site plan describes the three buildings that are located on the site, building 1 is residential, building 2 retail and gym, building 3 is a self-storage building. The self-storage building will be located on the property line along side the Kohler property and will act as a sound barrier. The site amenities include on site parking, a dog walk, a sidewalk from the right of way along Wagaraw Road all the way to the river, outdoor patio with a grill area, street scape that will be in compliant with the MUA requirements. The snow will be removed to the rear of the site. They

are no longer proposing a Gazebo on the site, instead it will be open space with shade trees. As you travel along Wagaraw Road the first entrance heading west at the corner of Lafayette Avenue signal a fourth leg will be added. The access point located at the west end of the site; a right in and right out was changed from the original plan based on the comments from the County. The grading plan showed some flood plains and wet lands located in the back of the property which will result in multiple permits from the DEP to be able to construct within a flood plain. This sheet also shows the soil erosion and sediment control plan. The site has an underground retention system made up of pipes and chambers. Water is captured in a drainage ditch that will discharge back to the Passaic river. Mr DelVecchio added details to the testimony that to the rear of the site is an elevated train line and the Borough compost site. Mr. Fitamant stated that the site complies with the bulk criteria. He also stated that the site is a net import with approximately 7000 cubic yards of import fill calculated to be roughly 280 tucks. Mr. Fitamant went over the 2,10 and 100 year storm events and there is no negative impact to the adjacent properties. The plan was reviewed by the DEP ; the storm quality is meet.

Sheet 8 is the utility plan it shows the water and sanitary sewer. They are tapping off the main on Wagaraw Road wrapping around the building, creating a loop. The sewer line connection comes down from the residential between the retail and storage, ties into the Borough's 30" line then to an 8" line at minimal slope. Each building will have there own transformer and will have the appropriate landscape.

Sheet 10 is the proposed lighting which the fixtures are traditional in design. The freestanding light fixtures along Wagaraw Road will be 14' in height. The mounted sconces on the building will range in height from 10' to 20'. The self-storage mounted fixtures are 20' feet in height casting straight down. The request for a waiver is no longer required.

Sheet 15 shows the truck circulation or truck movement around the site. A garbage truck, Fedex truck, and fire truck make it through the site and makes all the necessary turns. The County has limited the size of trucks crossing the center line entering the site. No tractor trailers are allowed. The site meets all ADA requirements and will have ADA access doors and ramps. The requirement for parking spaces are 257 and 257 are provided. The handicap spaces are in accordance with the regulation, 8 will be provided. A sound wall will be constructed at the west end of the property next to the Kohler facility. The sound wall is constructed out of plywood sandwiched together. The trash and recycling for the residential will be internal. The trash and recycling for the retail and gym is located to westerly entrance of the property in a gated enclosure. Based on comments made by the Planner it needs to be more decorative. The recycling area for the self-storage building is located to the south westerly corner of the property. This service can be performed during working hours but will encourage collection to be done at off peak hours. With a condition of the approval they will comply with the suggestion from Boswell to have a sign installed stating the dog walk is for residents only. The fire hydrant locations will be determined by the Fire Official where it will best serve the needs of the fire

department.

Board engineer Michael Kelly then addressed Mr. Fitamants' testimony. They should provide a self closing, locking gate to the trash enclosure. He also wanted it on record that the sound wall and mulch would be the responsibility of the applicant or property owner to maintain. Also all sight improvements will be the responsibility of the applicant or property owner. The light along Wagaraw Road is too high and should be reduce down to 20' on the revised plans. Based on the engineer's comments they will be installing 3 rain gardens on the site and will be the responsibility of the applicant or property owner to maintain along with the drainage. The transformer should be landscaped according to the comments and approval of the engineer. Mr. DeAugustines had some concerns about the Boroughs new fire truck turning radius on the site. Questions were raised as to why the Gazebo was eliminated, since it was part of the court approval. It was explained due to the proximity to the road way, it would be difficult to maintain. It would be better suited as lawn area. Mr. DeAugustines had some concern with the construction of the sound wall and maintenance. It was made a condition of the approval that it is the responsibility of the applicant or property owner to maintain.

Mr. DelVecchio called his next witness the applicants architects Mr. Perry Petrillo, AIA with Kevin Bulger as his presenter. Based on his credentials, professional license and experience, he was offered and accepted as an expert witness. He indicated that the architectural plans for the self-storage building were prepared by him. Mr. Perry is responsible for the architecture of the self-storage building. The self-storage building is located to the west side of the property adjacent to the Kohler facility. The proposed building is 4 stories with 946 storage units, 41 of them are drive up units. The main entrance level has an entrance lobby, 2 elevators, office, rest rooms, 2 stair wells located on either side of the building. A secondary entrance connects straight through to the main lobby. Two additional doors at the south elevation, with 2 security gates, one at the south west corner, and one at the north western corner. They will coordinate with the fire department for access. The self-storage building will operate within the standards of the ordinance. There will be 4 building signs. Located on the front elevation, south, north elevation, 3 main signs and 2 additional small signs at the entry points.

Board engineer Michael Kelly then addressed Mr. Perrys' testimony. His question was directed to the type of use for the retail space. At this time they have not identified any tenants yet but will comply with the ordinance. Mr. Kelly then asked if the window material agreed to in the settlement will be adhered to or was it to early to have that design yet. Mr. DelVecchio stated that they will comply.

Mr. DelVecchio called his next witness Alan W. Lothian, P.E. the applicant's traffic site engineer. Based on his credentials, professional license and experience, he was offered and accepted as an expert witness. He indicated that the traffic study submitted in support of the application was prepared under his supervision. Mr.

Lathian is familiar with the street network that services the property and preformed a traffic study based on that background information.

The site has two driveways. The primary driveway is located opposite Lafayette Avenue and will provide full movement access in and out of the site and will tie into the signal. The second driveway located opposite May Street is limited to a right in and right out only based on the County's comments. The site is equipped to handle passenger vehicles, larger vehicles such as box trucks and emergency vehicles. The trucks are restricted to enter the site at the light. They prepared a revised traffic study dated July 9, 2020 in which they addressed all comments identify by both the Borough reviewers and the County. They analyzed the traffic intersection along Wagaraw, Goffle. May, Lafayette and Lincoln Avenue. The residential, retail and self-storage uses combined will result in 86 trips during weekday peak hour and 144 during weekend evening peak hours. Total of 182 during Saturday midday. In any one direction less than 100 trips. This will not impact either intersection by 100 trips. They will modify the existing signal at Wagaraw and Lafayette Avenue to accommodate the construction of the fourth leg. They will modify the signal timing and phasing to accommodate the new driveway approach. They plan on addressing any concerns that come out of Boswell's office with respect to the revised traffic impact study. They believe they have addressed all the concern and will work with them on a solution.

Board engineer Michael Kelly then addressed Mr. Lothaians' testimony. Mr. Kelly stated that they have reviewed the traffic study. They have a number of comments, mostly in a technical nature. They are confident they can work with the applicant to address any issues they might have had initially. The Mayor questions if the study was conducted during the pandemic, Mr. Lothaiian stated they actually did the counts back in January. The original traffic study was conducted April 2, 2020 prior to COVID. The Mayor asked about the rating at the intersection Wagaraw and Lafayette, Mr. Lothaiian stated that to date and in the future it will be a level service B. The Mayor was told it was an F. Mr. Matthews followed up with an intersection question; if you change the timing on the signals how will it effect the traffic on Lincoln Avenue going to Paterson? Mr. Lothaiian stated that there is a minor increase in delay by less than 10 seconds. associated with the additional traffic from the development. Mr. Kelly will follow up on the rating on the signal. At this time they have not contacted the County with regard to changing the timing on the light. Mr. DeAugustines asked if they took into account the amount of traffic on Wagaraw Road during the Christmas season, little league or soccer. Mr. Lothaiian stated they used previous data from Saturday counts and that they actually correspond with the analysis they did. Mr. Lothaiian stated there will be a total of 86 trip during AM, 144 during PM, 100 trips on Saturday, 182 in any one direction, 70 trips during peak hour and the signal will be able to accommodate the development at park hour.

Mr. DelVecchio called his next witness, Linda Kreczkowski AI, ASID the applicant's field architect. Based on her credentials, professional license and experience, she was offered and accepted as an expert witness. She indicated that the plans submitted in

support of the application, were prepared under her supervision. She was responsible for the over all design of the residential, retail and gym buildings. The main entrance to the building is in the corner and will have french doors leading to a front porch, patio, lounge, activity room, bike room, trash room, service, sales, building management with another lobby that leads back to the parking area. This is a four story building, the first floor will have a total of 27 rental units with 1 superintendent unit. The superintendent unit is located next to the amenities. This level will also have 6 COAH units along with 2 work units facing parking area. On the other side facing the other parking field there are 3 more work units. Second floor has a total of 30 units, with 5 COAH units. Third floor has a total of 30 units with 4 COAH units. Fourth floor 30 units, with 2 COAH units one at each end of the building. They will have a sun deck that will not be visible from the street or parking area. The roof line to the top of the parapet is 45' in height, other pieces that pop up above that by 10'. Which is allowable for the mechanical units screening. They will have low level lighting at the main and exit corridors. They have two monument signs leading to the project one at each entrance. She also went over the design details for the retail/gym which will comply with the settlement agreement.

Mr. DeAugustines inquired about the live/work in units that are proposed. Linda Kreczkowski stated they were units that tenants could live in and run there business out of. There profession would be school tutors, accountant, engineer, no beauty palor or nail salon. They would have a minimal amount of clients coming in. Mr. Matthews stated that they were not on the plans shown to the governing body. It was stated the units were on the plans but in a different location. Very few of these units are proposed, only 5 total located on the ground level showing exterior doors. Mr. Sazabo stated these units would not affect the parking for the site. Additional questions were asked about the height of the elevator tower, which is beyond the 45' height requirement, Do the units have storage and the answer was no. At this time it was asked if any one from the public wished to be heard. Mr. Pasquale asked what the difference was between the market rate units and the affordable units. Even though they meet the state guide lines, the affordable units will be smaller and the finishes are different instead of using granite it will be formica. You would not be able to identify the units from the parking lot or corridor. Mr. Matthews raised the question whether the window feature above the 45' line is considered an architectural element or added space. A call was placed to Christine A. Nazzaro-Confone, the court appointed Affordable Housing Special Master for the Borough to make that decision. She determined that it was part of the architectural element. A motion was then made by Mayor Goldberg and seconded by Mr. DeAugustines and approved by a vote of 6-1 to grant the application for preliminary and final site plan approval subject to preparation of a memorializing resolution by the Board attorney with conditions.

PUBLIC

The meeting was then opened for public comment without response.
The meeting was then adjourned at 10:09.

Respectfully submitted,

Janice Patmos
Board Secretary