



They are providing a de minimis exception from the Residential Site Improvement Standard (RSIS) which will only affect four of the residential homes. Throughout the retail portion of the site, 24' wide two way access drive aisles are proposed. There are some exceptions in the Promenade area between the buildings in the southern portion of the property south of Nevius Boulevard where it is a one way circulation aisle of 20'. There is a one way drive aisle around the park area in front of the theater building that is 14' wide with parallel parking. A proposed bike lane travels from Route 518 into the site along Nevius Boulevard and terminates at Building K where there is bike parking and some changing areas. There is also a bike circulation connection to the southwest into the site with bike parking. The drive aisle has been striped north and south behind the theater to be a shared bike path. Sidewalks are promoted throughout the complex as well as at the public intersections. They are ADA compliant within the center. There is a deviation along Buildings M and J and N and L where 17' wide sidewalk where the ordinance requires 20' because of the architectural features of the buildings. It does not have any effect on the functionality of the sidewalk. There are 1,550 parking spaces proposed and there will be shared parking between uses. The parking space counts and ADA parking requirements are compliant. All spaces will be 9' x 20'. The parking along Route 206 will be 5.5' from the right-of-way where the ordinance requires 15'. Evergreen screening is proposed in the area behind the sidewalk to screen the cars. House plans have not been filed for the residential but a 4-bedroom house was assumed which requires 2.5 parking spaces per house. The residential area is over-parked one car per house so it will carry more cars than what is required by RSIS. This does not include any on street parking that may occur. Loading spaces have been provided along the theater and behind Building H and in front of Building A. The number of loading spaces is substandard for the entire center mainly because most of the buildings do not require large loading vehicles and typically use a box truck. There is a loading area that faces Route 206 for Building A which is a deviation from the requirements but between the grade change and proposed landscaping should not be visible from Route 206. There are several trash compactors sites throughout the complex which are shared. All the trash enclosures will be masonry and will match the architectural feel of the center. The existing drainage pattern will be maintained. An above ground basin will be shared with the airport on the south side of the property. They meet and exceed DEP criteria for the basins. There are two basins proposed to the north that will capture the water that goes towards Route 518 and Route 206. Those are also substantially more compliant with DEP criteria, there are more reductions in flow at those locations and they do meet the suspended solid removal for water quality for the entire site at these locations. They do not provide water recharge on site because the soil infiltration rates are low. The site is served by sewer and water, electric and gas. The height of the top of the lights will meet the ordinance. They will be 14' high within the Promenade Center and 20' elsewhere on site. A majority of the lighting requirements are complied with the exception of the entrance to Bolmer Corner as well as the intersection to Route 518. Those areas are above standards; 5.7 footcandles for safety reasons because the jughandle area is at an uncontrolled non-signalized intersection. A max to min ratio for pedestrian areas has been provided. The proposal is 31.4 to 1 where the requirement is 20 to 1. This is mainly driven by the State lighting law for ATM's. There are a couple high points on the plan that will be rectified. 383 shade trees, 83 ornamental and 520 evergreens are provided. There is an ordinance calculation for tree replacement that they will comply with. They will either provide the trees on site or will post money into the tree fund. There will also be 4,500 shrubs, 1,300 ground cover, 3,900 perennials and 2,400 grasses on site. There is a reverse frontage buffer along the southern side of the houses that includes berming.

Mr. Dorin and Mr. Schatzman discussed the January 24, 2018 Clarke Caton Hintz memo. The phasing will be complied with so they do not need a variance. Mr. Dorin testified that some undulations on the building have been added that protrude into the sidewalk area in order to signify entry points into the building. The building within the courtyard facing south will be protected from vehicles with bollards located every 5' on center. There is also a small 3' to 5' wide sidewalk between the road and the building. The applicant agrees to obtain Township Engineer approval confirming that all rights of ways within the project have the appropriate functional characteristics and dimensions. Elevations for Lots 1, 21 and 35 will be submitted to the Board Planner at the time of building permit application since they are corner lots. The residential buffers will be identified in a legal description and identified in the Homeowners Association Documents or in the planned shopping complex management organization. The Homeowners Association or Management Organization will be responsible for the maintenance of the buffers. The architectural plans will be revised to identify anticipated tenant areas in order to determine compliance. Details will be provided to show compliance with both principal and accessory building height. The plans will be revised to fix the parking space discrepancy. There are 1,550 parking spaces on site. The architectural plans currently identify two banks but only one bank was factored into the off street parking requirements. If they don't comply at the time of building permit, they will need to go back to the Board for an amended approval. 9' x 18' parking spaces are being proposed in areas where there is more than 6' of sidewalk to provide the 2' overhang (along Building A and the bank area). The crosswalk areas in the courtyard and promenade area will be stamped concrete or a continuation of the pavers of the courtyard space. Standard crosswalks will be painted stripes with horizontal rather than diagonal stripes. Street furniture will be enhanced as a condition of approval. The site plan will be revised to match the video that was shown.

The street trees along Road A will be installed upon final residential design. They are not shown on the plan at this time since they do not know where the driveways will be. The applicant will plant additional trees on site or contribute to the tree bank. The applicant agrees to comply with the ordinance regarding signage so there are no variances except for the wayfinder sign. The illuminated signs for restaurants and the entertainment facility as well as their accessory uses in those areas will be on later than 11:00 p.m. due to the business hours of those tenants. Those tenants will close around 3:00 a.m. The directional signs will meet the setbacks from the right-of-way line so a variance is not needed. The sign package will be amended to show the dimensions of the tenant identification sign. The pedestrian wayfinding signs will comply with the 5' setbacks. Accurate dimensions for the signs will be provided. A variance is needed for the pedestrian wayfinding sign content. The project will have a website with a map as well as a mobile application. The applicant will comply with the maximum permitted 100 square feet of combined area of signs and with the individual sign area of 30 square feet. The graphic sign containing the bowling ball, martini glass and movie clapperboard will comply. The sub anchor tenants will be identified and they will comply with the signage for sub-anchor tenants. No relief is being requested. The mounting height and area requirements will comply. The primary signs will be located directly above the storefronts on the front façade. The applicant will comply with the location, number, mounting height and area of building mounted signs permitted for all other tenants. The applicant requested a drive through menu display board be permitted along with the two building mounted signs for the tenant in Building C. When the tenant spaces are finalized all blade, awning and/or canopy signs will comply. If any do not comply, they would have to come back to the Board for amended preliminary and final site plan. A detail of the trash enclosure screen will be provided subject to the review and approval of the Board Planner at the time of building permit. The lighting detail will show the entire assembly. The applicant looked at the illumination levels for all pedestrian walkways. The number and design of the street lights proposed on roadways to be dedicated to the Township are subject to the review and approval of the Township Engineer. The architectural plans will be revised to indicate roof pitches and will indicate the scale. The tenant layout of the space is not finalized. In order for the applicant to adequately screen they need to figure out the layout of the interior space and at that time they will insure that all mechanical equipment is screened properly.

Mr. Dorin gave an overview of the architecture. He referenced a 30 page PDF presentation on a thumb drive which was marked as Exhibit A-4. The main goal of the project is to create a place of destination as well as experience. The bollards have been removed from the inner circle. There are crevices in the project where pedestrians walk between buildings and in front of buildings. There is a valet drop off area. The area between the buildings will be adequately lit at night. The footings for the trellis in the courtyard will be underground in order to hide them. The buildings are stepped up in certain areas so it is not just a single façade. There are changes in materials but they are all based on an earth tone color pallet in a natural tone. The planter detail will be revised to provide more depth.

Mr. Dorin discussed the Clarke Caton Hintz memo. All buildings will use a similar stone base. The buildings will not have long blank facades. The rear of the buildings has been revised to add some architectural elements. The plans will be revised to show the height of the roof deck and will show the heights and locations of all rooftop mechanical equipment. The applicant agrees they will have to pay the nonresidential and residential development fee in accordance with Section 15-15.5 of the Township Code. There are no variances for the residential section. Off-street parking will be confirmed at the time of building permit for each individual dwelling. Additional plantings will be installed near Block 34001 Lot 51. Landscape plans for the individual lots will be submitted at the time of building permit. Mr. Bohler testified there will be foundation plantings for the houses. The residential fencing should be a dark earth tone color and should not be vinyl.

Mr. Schatzman, Mr. Bohler, Mr. Muly and Mr. Dorin discussed the Remington and Vernick memo dated January 29, 2018.

Mr. Bohler testified the applicant is requesting preliminary approval only for Building E and the surrounding parking area (Phase II). Sight triangle easements will be filed. There are four parking spaces at the eastern corner of Building H that back up to an aisle that will be used more for loading than a driving aisle so there won't be conflicts. Lighting occurs along the Nevius Boulevard bike path. There is a section in the southwest corner where they will add lighting. Lighting will also be provided for the dog run and the path to the dog run. Light bollards or additional light will be provided at the raised pedestrian crosswalk areas. Security lighting will be provided above the doors.

Mr. Muly testified there will be security cameras and a roaming security car on site.

Mr. Dorin testified the courtyard space will have permanent power located within it. There will not be a pop up system except for the ice skating rink. The applicant is looking at having that located on top of a roof so it

would be a permanent structure or have the equipment housed in a container that would be removed when the skating rink is no longer in session.

Mr. Schatzman discussed Mr. Bartolone's review memo dated January 18, 2018. The applicant will comply with everything except for the six foot tall fence. The applicant is proposing a four foot tall fence to avoid a variance for a fence in the front yard.

Mr. Schatzman and Mr. Bohler discussed Mr. Fishinger's review memo dated January 15, 2018. The turning radii referenced in his memo will be adjusted. They do not anticipate deliveries to be made by a WB-67 vehicle. A WB-67 vehicle will be able to navigate the roadway network but not through the site. The design for the intersection of Bolmer Corner and the access drive near Building R will be adjusted. The sidewalk on Route 206 will be added to the plans. There will be two left turn "must turn left" signs instead of one. When there are special events, the bollards will come down in the turnaround areas and the bollards will go up around the Promenade so that when someone is driving down the one way drive aisle they can use the turnaround movement. There is a drop off area next to Building K for valet parking. There will not be a designated area for the valet to park the cars. The applicant will work with the Fire Marshal to determine if a second access to the day-care center will be required.

Mr. Chase testified about the traffic circulation in the area. In 2003 the Township adopted a Master Plan looking at the development in this region. One of the primary focuses was how to improve traffic operations at the intersection of Route 206 and Route 518. Since the right-of-way in the area was limited to allow expansion of Route 206 the Township proposed loop roads at the intersection. Nevius Boulevard was originally referred to as the outer loop road and Bolmer Corner was originally referred to as the inner loop road. The loop roads allow for the elimination of the left turns on northbound and southbound Route 206 at the intersection of Route 518. If traveling south on Route 206 you will turn right on Bolmer Corner which will act as a jughandle and then right onto Route 518 eastbound and then back to the intersection. If you are traveling north on Route 206 and want to go west on Route 518 you will turn left onto Nevius Boulevard, traverse through the site and then turn left at the signalized intersection with Research Way onto Route 518. This allows Route 206 to be expanded to two lanes in each direction at Route 518 and eliminates the left turn traffic signal phase. Even with the added traffic of this development the intersection will go from Level of Service E to a Level of Service D. Some of the movements on Route 518 will go from Level of Service F to Level of Service D. They received NJDOT approval to construction 362,000 square feet of retail space on the site and the improvements are designed to accommodate that level of traffic. The project is proposed for 318,000 square feet so there is a factor of safety built into these improvements since they were designed for a much larger retail center. An analysis of the roundabout on Nevius Boulevard was preformed and is calculated to operate work at a Level of Service B. An analysis was also prepared specific to the daycare driveway along Bolmer Corner. There were some minor edits to the access but the driveway is calculated to operate at a Level of Service B. Bolmer Corner will be right in, right out on Route 518 and will be two way until the intersection with the north-south connection to the roundabout and then will be one way between the connection and Route 206. The valet area between Buildings J and K can accommodate four vehicles in queue.

Mr. Schatzman discussed the Shade Tree Committee memo dated January 12, 2018. The applicant will work with Mr. Bartolone on the species of trees.

Mr. Schatzman discussed the Environmental Commission memo dated January 11, 2018. The buildings will not have green roofs or solar panels. The applicant defers to Mr. Bartolone regarding the landscaping and buffering comments. Lighting will be directed downward. The courtyard area has trellises so a wood deck area will not be provided. There is no COAH housing mixed in this development. They will be paying a fee. The large mounds on the site will be removed. Benches and furniture is being provided throughout the project. The applicant will do the best they can with regard to LEED standards for all design and construction. There is no bus shelter proposed but there is pedestrian access to the shelter across the street. They will not provide rain barrels. There are "no idling signs" provided near the daycare and the retail area Building B and C.

Mr. Schatzman discussed the Ms. Wasilauski's memo dated December 8, 2017. Sidewalks have been added along the frontage of Route 206. Crosswalks have been added between Buildings N and P. A sidewalk or pathway will be added to connect the end of the bike lane to the southwest corner of the property to meet the pathway and bike station. The plans will be revised to address the comment in the Planner's memo regarding the sidewalk on the westerly side of the stub road. An additional crosswalk has been added in one of the areas suggested in the area of the residential housing. The applicant will comply with Mr. Bartolone regarding the landscaping comments. Any shortage between the street trees, buffer trees and required shade trees will be either planted on the site or money contributed to the tree bank.

Mr. Schatzman discussed the Board of Health memo dated October 23, 2017. There is still a provision that the applicant will connect the houses along Route 518 into sewer. There will not be solar panels or green roofs. There is a bus stop on the other side of Route 206.

Mr. Schatzman discussed the Public Safety memos dated December 5, 2017 and December 12, 2017. There will be normal speed limit signs throughout the development not radar speed displays. Mr. Muly provided testimony regarding the security on the site.

Mr. Schatzman noted that they don't have the cut and fill so they don't know what soil importing or exporting will be. The applicant will have to come back to the Board.

The project has two phases. Phase II is Building E and the associated parking lot. Phase I is the remainder of the project. The improvements to Route 206 and everything else are part of Phase I.

The Board took a five minute recess.

Vice Chairman Wilson opened the meeting to the public.

Kerney Kuser, Route 943 518, was sworn in. He along with six of his neighbors has been negotiating with the applicant and he supports the application. The applicant agreed to hook them into sewer and decommission their septic. Mr. Kuser said the applicant agreed not to apply for nor receive a Certificate of Occupancy for any new construction until they had complied with their contractual agreement.

Brett Borowski, 19 York Drive, said he lives south of the airport and works at Wall Street across from the airport. The traffic in the Route 206 corridor is of interest to him. He suggested the Planning Board or developer make the traffic flow really obvious on the website to mitigate some of the public concerns.

Chairman Wilson suggested something be painted on the pavement to give people ample notice early on what lane they need to be in to maneuver correctly.

Mr. Chase testified there will be permanent directional signage on Route 206 advising motorists well in advance of what they need to do to get on Nevius Boulevard and when it is rolled out there will be the orange message signs on Route 206 that will advise the public of when the change will be enacted.

Nick Dankanyin, 967 Route 518 said he was concerned with his children and his children's friends in Rocky Hill trying to cross Route 206. He thinks this will only make the problem worse and there should be some way to make it safer to get across such as a pedestrian overpass. Mr. Dankanyin said he was given a rendering of tree plantings and buffering's as it pertains to buffering the detention basin next to his house. He asked about the buffering between Route 518 and the detention basin.

Mr. Chase testified that as part of their improvements they are completely rebuilding both intersections and there will be full pedestrian crossings at both intersections - crosswalks, push buttons and pedestrian signals.

Mr. Bohler testified they propose a double row of evergreen trees as well as a fence to buffer Mr. Dankanyin's property. He said they can't buffer between Route 518 and the basin because of sight issues at the intersection.

Don Snedeker, 949 Route 518, asked if tractor trailers will take Nevius Boulevard to go west on Route 518. Mr. Bohler confirmed they would.

Susha Marena, 955 Route 518, said her father-in-law walks to the library, Wawa and Shop Rite. She is also concerned with the pedestrian crossing at the Route 206 and Route 518 intersection.

Brett Borowski, 19 York Drive, asked if the tractor trailers would be able to go through the center of the roundabout.

Mr. Chase testified the circumference and the widths of the roundabout have been designed to accommodate a tractor trailer so they will not go through the center like with mini roundabouts.

There being no further public comment, a motion to close the public hearing was made by Mayor Conforti, which was seconded by Mr. Trzaska. The motion carried unanimously.

Mr. Linnus summarized that the applicant is looking for preliminary and final site plan and preliminary and final major subdivision approval. The site plan relates to the shopping complex of a combination of retail, restaurant and mixed uses, a theater and entertainment building, a bank and a daycare. The residential portion of the application is part of the subdivision and it is for 34 single family dwellings. The applicant is looking for a number of variances and the proofs were of a C2 variety. The applicant is seeking final for Phase I and preliminary only for Phase II.

Mr. Matthews said he was disturbed by the lights being on until 3:00 a.m.

Mr. Dorin testified the entertainment center and restaurants will be shutting down around 2:00 a.m. and they need some extra time for the employees to clean up and leave. The signage only for those specific tenants would remain on.

Mr. DeRochi said it seems that the attractiveness of this project to the community is the center with the promenade. He hopes the developer will devote the proper resources to keep it animated year round.

A motion to approve the application subject to the conditions was made by Mayor Conforti, which was seconded by Mr. Trzaska. The motion carried on the following roll call vote:

Ayes: Conforti, DeRochi, Mani, Matthews, Trzaska, Wilson, Glockler and Conry

Nays: None

There being no further business to come before the Board, the meeting was adjourned at 10:00 p.m.