

**TOWNSHIP OF OCEAN
REDEVELOPMENT COMMITTEE**

SEPTEMBER 3, 2008
5:30 PM

1. CALL TO ORDER

ROLL CALL

DANIEL VAN PELT X ROBERT KRAFT X RICHARD REILLY X

FLAG SALUTE

OPEN PUBLIC MEETING ACT – PURSUANT TO THE PROVISIONS OF THE NEW JERSEY OPEN PUBLIC MEETING ACT, ADEQUATE NOTICE OF THIS MEETING WAS PROPERLY PROVIDED BY SENDING COPIES OF THE NOTICE OF MEETING TO TWO NEWSPAPERS, THE ASBURY PARK PRESS AND THE PRESS OF ATLANTIC CITY. THE NOTICE WAS POSTED AT THE OFFICE OF THE TOWNSHIP CLERK AND ON THE BULLETIN BOARD OF THE ADMINISTRATION BUILDING.

REGULAR MEETING

- Bayfront Marina & Yacht Basin LLC
 - o Received Letter from Attorney 8/13/08 requesting to be removed from 8/14/08 Agenda and rescheduled
 - o Received Letter from Attorney 8/28/08 requesting to be removed from 9/3/08 Agenda and rescheduled for October
 - o Restaurant/Marina

NEW BUSINESS

- Vote on Dunkin Donuts Awning

Deputy Mayor Kraft inquired about an ordinance not permitting lights on awnings.

Mayor Van Pelt stated they are requesting lights on the awnings. The answer is “no”.

Deputy Mayor Kraft proposes Option 2.

Committeeman Reilly discussed decals on the signage.

Scott Taylor, Taylor Design stated Option 2 is clear, except on the bottom, in the small 7”, which is nondescript. It’s much better than the orange & pink DD. The bottom one is internally illuminated.

Committeeman Reilly would like no writing. Once you put it on one, others are going to want to do the same thing. It looks cleaner.

A motion to approve Option 2, with no writing on the opaque awnings and no interior lighting was moved by Deputy Mayor Kraft, seconded by Committeeman. Roll Call: Kraft: Yes, Reilly: Yes, Van Pelt: Yes.

NEW BUSINESS

- Diamond Developers
 - o *Block 131, Lot 4*
 - o *Mixed Use Commercial and Residential*

Laurence McIver, Attorney Gilmore & Monahan. Anthony Garafolo, main partner of Diamond Developers, has met with the professionals. Project is known as Tradewinds at Waretown. It’s a mixed use consisting of 144 dwelling units and 24,000-28,000 square feet of retail space.

Mr. McFarland, Engineer, is here to answer any questions. This is not an application for site plan approval.

Mayor Van Pelt requested a physical impact analysis from Mr. Minnow.

David Minnow, Architect/Planner, gives his background and professional qualifications. Mr. Minnow is a registered architect in New Jersey and

planner for 28 years, with a 60-person firm in Lambertville. He has done redevelopment work throughout the state in urban and suburban areas. As the state would like more regulation and redevelopment to occur in areas that already have services of roadways, utilities, etc. He has done many projects both smaller and larger than this throughout the state. Mr. Minnow is a professional planner and architect licensed by the state of New Jersey. Refined a site layout created by the town's planning staff. It is very similar to the plans the professionals designed and is a culmination of a group of designs together. Redevelopment is a public/private partnership.

Deputy Mayor Kraft stated these were always market rate for sale units. When did it change to apartments?

Mr. Minnow stated apartment is a generic term for the type of dwelling unit. It is not referring to the form of ownership. The intention is for-sale units, except for the COAH units.

Mr. Minnow stated the property is at Birdsall and Route 9 and the restaurant is located adjacent to the project, with parking. Lighthouse Drive is just to the north.

Mr. Minnow stated this is a mixed-use proposal. The site is generally wooded. There is a wetland area in the back of the site. We are putting a great deal of the tree area into tree save area, exceeding 30%. Birdsall Street is being relocated to bring it out more to a 90 degree angle to Route 9 and we will be giving right-of-way to this new street alignment. There is an access point to that street.

Mayor Van Pelt stated sooner or later that corner is going to be a round about. Are the two buildings at access point identical in size?

Mr. Minnow stated yes. They are two-story buildings with retail on the first floor and residential COAH units on the second. Building C is a one story building and does not have residential on top. The building is too small. Daycare is a potential use. The total lot size is 17.5 acres. Overall density is 8.2 units. If you net out the wetlands and the buffer areas, the density goes to 9.8 units.

Deputy Mayor Kraft stated 17 units if you take out the tree save area.

Mr. Minnow stated the two B buildings form Main Street. There's a boulevard entry. There is parallel parking on each side of that. We want this to be a highly pedestrian oriented community. There is a beige colored paver along the frontage of Route 9 and continuing back into the center of the site. The main active recreation facility is at the end of the vista. There are three story residential buildings in the rear. To reduce the amount of the building you are going to see traveling along Route 9 and to get the views on the third story back to the east to the water, we put the building perpendicular.

Mayor Van Pelt asked what constitutes 50 feet. How much of that is forest.

Mr. Minnow stated it is not 50 feet. We are in compliance with the ordinance, 35 feet. On Page 10 of redevelopment plan it says the vertical distance from the mean grade elevation taken at the fronting street side of the structure to the roofline of a flat roof. We are less than 35 feet of the eve line facer board, with the roof beginning to pitch 48 feet 3 inches from the average grade to the ridge area.

Mr. McIver inquired if the three stories fit in with the concept of the proposal and the general concept of the area of which this project is located.

Mr. Minnow stated yes.

Mayor Van Pelt stated the basin is 1.5 acres. It might be suitable to put that into some type of recreational element, maybe a walking path around it or possibly making it a focal point with a fountain. With DEP and CAFRA, the trail would probably be a woodchip trail, not a macadam trail for future residents and public.

One of the strengths of this plan is parking is behind the buildings. There are no double-load banks of parking. The project will function well with the recreation to the rear and adjacent to the walking trail. There is a portion for a sport court.

Mayor Van Pelt inquired how you determine the size of the swimming pool.

Mr. Minnow stated you have to look at what the community can bare in their condominium fees. It is a 3½–4 month amenity. There is a lot of other water uses within the community. They are planning a nice fitness center in the club house and a community room.

The COAH requirement is 29 units shown on plan. The obligation is met on this project at the fee of 2.5% assessed value.

Mayor Van Pelt is concerned about the 351 unit obligation at a prior round obligation for COAH.

Mr. Minnow stated the 2.5% fee can go either to the town rehabbing the units or if there is a town-owned affordable housing project.

Mayor Van Pelt confirms that the COAH unit number factors in the job creation.

Mr. Minnow showed drawings of the outside of the two story buildings fronted on Route 9. The two ends of the building are at an angle to Route 9 to accommodate the circle element. There will be mini towers and icon on the corners that are stone. There will be steep-angled, colorful awnings, with the name of the store on the awning, to give retailers that much more update look. The towers are square. On the second floor are units. The first floor is an entry to a storefront. The hardscape will be pavers.

Deputy Mayor Kraft inquired as to why the same detail has not been put on the other corners.

Mr. Minnow stated the focal point is where the money will go. Building A was shown, 175 ft long. It is not a flat façade. There is a Romeo/Juliet balcony. Two sections have full stone with a full stone base and horizontal siding, cedar impression, with coupla to the top, as a decorative element.

The building will have a central corridor down the middle. There is a pitched roof on top. The balcony is about 160 feet built into that roof area. The loft is part of the third-floor condominium. It is technically called a mezzanine. It is restricted to one-third of the area that it over looks. If it overlooks a living/dining room, you can only be one-third of the square footage of that open area below.

Committeeman Reilly asked for floor plans of the units.

Mr. Minnow stated he will present typical floor plans at the next meeting. The builders are building a historical pitch roof. It's a very inexpensive way to make those units more attractive on that upper floor.

Committeeman Reilly asked how high up would the loft area be from the ground.

Mr. Minnow stated 30 feet. The building is fully sprinklered. The people can get into the stairwells and wait there for up to two hours in a completely smoke-proof enclosure at each end of the building.

Committeeman Reilly suggested Mr. Minnow meet with the Waretown Fire Chief.

Mr. Minnow distributed a cross-section drawing of the lofts.

Mayor Van Pelt stated the buildings needs to tie in architecturally in some way shape or form with all the other buildings. The developers use the same stone or by using the same colors.

Mr. Minnow stated there are three primary materials, using a dimensional roof and divided windows gives it a strong look.

Mr. McIver inquired if the façade and structure would be the same as the fronts and backs.

Mr. Minnow stated yes. These will be four-sided buildings. You will not be able to tell what's the back and what is the front, from the materials.

Mr. Taylor inquired, in terms of the architectural presentation, if the two front buildings will go down and mimic the Route 9 buildings' facades.

Mr. Minnow stated yes. The front doors of the retail are the leading edge of the L-shape. The rear of those buildings will have to have some serviceable doors. The second floor is residential units with a lobby area.

Pedestrian walking is significant along Route 9. It is close to 30 feet along the front. On the side is 16 feet, with the parallel parking. It is a safe distance to keep pedestrians away from moving traffic. Also, if there is a small café there, the sidewalk is big enough to have a few tables there.

Mayor Van Pelt stated there has to be access to bathrooms if there are tables outside.

Mr. Taylor stated there will need to be a true streetscape treatment of decorative lights and benches, litter receptacles, etc. It will strengthen the edge and create a safer feel for people who are walking along Route 9. It also needs to be softened with trees and some green space for the ground plan as well.

Mr. Slachetka stated the round about needs to be dimensioned-out on the plans. Pedestrian space cannot be lost if the round about occurs. There is a substantial setback of the buildings on the sides because the County Rail Trail is on that location. There needs to be an accommodation for the round about.

Deputy Mayor Kraft inquired about the 16 feet from the edge of the building to the edge of the parallel parking.

Mr. Minnow stated the distance from the edge of the building to the property line along Route 9 is just a tad over 20-23 feet. With the elements mentioned by Mr. Taylor, it can be broken up by planting beds, benches, light fixtures, etc. It is good traditional neighborhood design that pulls buildings closer to the street with the parking behind is great planning. It will create that town center.

Mr. Slachetka discussed the development across the way due to the Railroad Right of way. With MSC being the first project in the town center area and having to make certain compromises in terms of the design with respect to the MSC site, this is the first project the town has the opportunity to crepe the true mixed-use design. The space relationships of the building cannot look off-balance. The entrance way is an extremely strong design element. The details must work well together.

Committeeman Reilly confirmed that there is a curb on Route 9 and pavers right next to it. What kind of pedestrian safety are you providing if a car was to go askew.

Mr. Minnow stated there will be trees, planters and park bench areas. Mr. Minnow suggested getting the state to agree to a raised table, where the

paving from a point back in the project and back in the project across the street, this area would ramp up and have significant amount of pavers.

Mr. Taylor envisioned longated tree beds with decorating lights, bike racks and benches etc. This will design the area for looks and safety.

Committeeman Reilly is concerned about the safety of the pedestrians along Route 9.

Mr. Slachetka stated Volunteer Way is the main street of this whole area. The town recognizes that it's going to get something different along the Route 9 frontage. The town is not having sit-down design sessions that it needs from NJDOT. As new development occurs along each segment of Route 9 within the town center, the town is almost having to "wing-it". This is the first development that's different than Shop Rite on the other side of Route 9 that doesn't have the buffer of the county rail trail. The town needs a good cross-sectional view of what the streetscape along Route 9 is going to be from a dimensional standpoint. The first step is to get the round about potential laid in.

Mr. Taylor stated he likes the suggestion of putting a speed table in. It's a good traffic-calming stop to have if the round about is 10-15 years away.

Mr. Slachetka stated it is important to bring these buildings forward. The appropriate compromises and design elements can make it work.

Mayor Van Pelt stated Route 9, for better or worse, is technically our Main Street. The new traffic light will break up traffic from Volunteer Way to Bay Parkway to Wells Mills Road.

Mr. Taylor stated there will be a transition from a wide open, undeveloped corridor, where people are doing 35-55mph. If you go three miles south to downtown Barnegat, people do not fly through that intersection, because there are people walking, it's a tight right of way, and the buildings are close. The speed limit there is 35mph.

Deputy Mayor Kraft inquired about the elevation plans of the project.

Mr. MacFarland, Licensed Engineer with the State of New Jersey, is sworn in. Mr. MacFarland stated the stormwater basin will be in the work order of

the site and in the concept design. The site does sit a little bit higher than Route 9. The Shop Rite site put a lot of fill in to make that site work. This site will need to put some fill in. The basin is anticipated to be a wet pond. The basin will have an attractive fountain element as well as functional. It will be more land-based built. The water table is approximately four feet below grade. That would be a limitation for the stormwater management design.

Mayor Van Pelt inquired about the billboard.

Mr. Taylor stated it will be removed.

Deputy Mayor Kraft stated if you're raised and elevated, that might be a traffic calming feature in itself.

Mr. MacFarland stated the site is 1-3 feet above Route 9. That will be maintained. That traffic calming is already built into the natural typography.

Deputy Mayor Kraft inquired if the curb line is on the right of way.

Mr. Taylor stated "No. It is probably eight-ten feet". That may not represent the DOT's typical section.

Mr. Slachetka stated that easement does not extend this far south. It is on the other side of the rail trail right-of-way on the Shop Rite site. At some point it crosses over.

Mr. MacFarland stated water and sewer will come off of Birdsall. The sewer main at Birdsall is about 10 feet deep. There will be no problem servicing this property.

Deputy Mayor Kraft stated there wouldn't be such a concern with cars if the site was much higher.

Mr. MacFarland stated there are several options to provide some armor or protection.

Mr. Slachetka stated that is why a cross-section is going to be really helpful to understand the relationships of the typography, building location, setbacks and various street amenities. The benefit of moving the buildings forward

provides that screening. The heights of buildings in the rear will not be as apparent along the street frontage.

Mr. MacFarland stated recharge at downspouts are used on many of his projects. If it can be used on this project, it will be incorporated into the design. The recharge system from the roof can go below pavement. This will be decided by grading.

Mayor Van Pelt inquired how the basin will always be wet.

Mr. MacFarland stated it will be designed so that it stays wet, having water pushed to that area. The design would be a post and rail. There is public water and sewer available along the site frontage. Mr. MacFarland will be designing the site plan. The concept plan has adequate egress and ingress for emergency vehicles. Mr. MacFarland stated this is a plan that he will be able to execute in accordance with all applicable ordinances and regulations. There is a primary access to Route 9 and secondary access to Birdsall Street. Circulation throughout the entire site is maintained. There are no dead ends.

Mr. MacFarland stated the LOI was issued about 4½ years ago. They are good for 5 years. There are isolated wetlands on the site.

Mr. Slachetka stated they might be under the permit extension act.

Mr. Minnow stated there are no specific floor plans for the units at this time. Will have for the next meeting. The largest possible unit is 1350 sq. ft. The smallest is 800-900 sq. ft. The smallest COAH unit is 640 sq. ft. for a one bedroom. The only 3 bedroom units are COAH units in the affordable building. Storage will be provided within the units. No bikes on balconies. There will be more specific details regarding the recreation area at the next meeting. A discussion took place regarding the size of the clubhouse. There are restrooms within the clubhouse and a fitness center.

Committeeman Reilly stated there has to be some kind of recreation outside the building, for young children or adults (ie. bachi courts, tennis courts, etc.).

Mr. MacFarland stated they don't expect many school children here. Because of the design of the building, you will get .1 or .11 children per unit. Maybe 15-17 school-aged children in this complex.

There are 104 two bedroom units, 16 one bedroom and 24 three bedroom units. COAH requires no more than 20% one bedrooms and no less than 20% three bedrooms. It comes out to 20% one bedrooms, 20% three bedrooms and 60% two bedrooms. It meets the COAH requirements.

Mayor Van Pelt inquired if there will be a buy down program to make the COAH units ownership.

Mr. Garafola stated it depends on the affordability of it.

Deputy Mayor Kraft inquired if it would be part of the community impact statement.

Anthony Garafola, is sworn in. Mr. Garafola stated that is a negotiated item.

Mr. McFarland stated the required parking spaces are 351. They've provided 409 parking spaces. This includes residential and retail. Mr. McFarland discussed banking some of the spaces, plus a notion of shared parking. When you have mixed use retail and residential situation, you can do a little reduction in your residential parking requirement. Late at night when the shops are closed, residential parking can flow into the retail area.

Committeeman Reilly discussed parking for the daycare.

Mr. Slachetka discussed parking facility for employees. It might not be a daycare facility. The traffic and parking professional should evaluate the shared parking based on the urban land institute standards. There is a mixed-use element on this project that needs to be accounted for.

Mr. Slachetka stated his concern is that the design has no structured parking and the sea of parking. The building up front hides that parking. Berming and landscaping will assist with avoiding an urban feel for the project. The items to be discussed would be if the shared parking works, are they over-parked, and what is the design of the parking areas and how can they be softened. The issue of banking some of the parking at a later date may be a good approach, where we can keep some things in green space to see how the parking works. If we need additional parking later, they can be activated.

Mr. MacFarland stated for residential lots with multi-family, the parking lot is relatively small. They are 60 ft wide lots with double banked parking. There are island and tree locations to soften and break it up. We will work with Mr. Taylor and our landscape architect.

Mr. Slachetka stated they've designed the circulation isles to have parallel parking to make it look like a street. We can look at ways to maximize that. That becomes more street like.

Mr. McFarland stated they will have to create dumpster areas for garbage disposal for both residential and commercial.

There will not be large users. It is going to smaller stores with the smaller delivery areas and delivering at proper hours, working these items out with the business owners.

Mr. Slachetka inquired about a rendering or view of what the street along the main internal road is going to look like. The town needs to get a feel of the massive scale of that and how these buildings relate to that internal main street.

Mr. MacFarland stated the best thing to do is a road aerial perspective looking down that street.

Mr. McIvers stated they have reviewed the reports from Mr. Slachetka and Mr. Taylor and will incorporate it into the project.

Mayor Van Pelt requested a community impact statement.

Mr. McIvers stated they will submit a physical community impact statement before the next meeting and architectural details will be submitted to Mr. Taylor and Mr. Slachetka.

They accept the comments submitted from the review letter.

Mayor Van Pelt discussed the requirements for the next meeting. Bring samples of building materials, commit to sod and sprinkler systems and green space to be maintained.

Mr. Slachetka stated the importance of a pedestrian and bicycle crossing formula at the proposed round about. The town needs to see in the plans very specific details on how this pedestrian circulation takes place, providing for the appropriate bike lanes and bringing bicyclists and pedestrians from other parts of the town center area. This needs to be brought in and show the Committee how this will be incorporated into the area.

Committeeman Reilly discussed the importance of pedestrian traffic.

Community Impact Statement and physical impact analysis.

PUBLIC COMMENT

Motion to open to the public was moved by Committeeman Reilly, seconded by Deputy Mayor Kraft. Roll Call: Kraft: Yes, Reilly: Yes, Van Pelt: Yes.

Motion to close to the public was moved by Committeeman Reilly, seconded by Deputy Mayor Kraft. Roll Call: Kraft: Yes, Reilly: Yes, Van Pelt: Yes.

Mayor Van Pelt announced the Town Center RFP meeting is September 12, 2008 at 10:00 am.

ADJOURNMENT

Motion to adjourn meeting was moved by Committeeman Reilly, seconded by Deputy Mayor Kraft. Roll Call: Kraft: Yes, Reilly: Yes, Van Pelt: Yes.

Signed and Submitted:

Diane B. Ambrosio, RMC
Township Clerk

Date