

1. FLAG SALUTE & CERTIFICATION OF COMPLIANCE

Chairman Yechiel Herzl called the meeting to order at 6:00 p.m. with the Pledge of Allegiance and Ally Morris read the Certification of Compliance with the NJ Open Public Meetings Act:

“The time, date and location of this meeting was published in the *Asbury Park Press* and posted on the bulletin board in the office of the Township of Lakewood at least 48 hours in advance. The public has the right to attend this meeting, and reasonable comprehensive minutes of this meeting will be available for public inspection. This meeting meets the criteria of the Open Public Meetings Act.”

2. REORGANIZATION

A. OATH OF OFFICE

- Class I Member-one year appointment to December 31, 2019 – Raymond Coles
- Class II Member-one year appointment to December 31, 2019 – Justin Flanbaum
- Mayor's Designee to serve to December 31, 2019 – Angela Zografos
- Class III Member-one year appointment to December 31, 2019 – Albert Akerman
- Class IV Member-four year appointment (four-year appointment) – Bruce Stern & Hector Fuentes
- Planning Board Member alternatives (two-year appointment) – David Garfield

B. ELECTION OF OFFICERS FOR THE CALENDAR YEAR OF 2018

- Chairman - Yechiel Herzl
- Vice Chairman - Eli Rennert
- Secretary – Ally Morris
- Recording Secretary – Sarah Forsyth

C. SELECTION OF CONSULTANTS AND OTHER PERSONNEL

- Attorney - John J. Jackson, Esq., King, Kitrick, Jackson & McWeeney, LLC
- Planner - Mr. Terence Vogt, P.E., P.P., C.M.E., Remington & Vernick Engineers
- Engineer - Mr. Terence Vogt, P.E., P.P., C.M.E., Remington & Vernick Engineers

3. ROLL CALL

Mr. Sabel, Mr. Flanbaum, Mr. Herzl, Mr. Rennert, Mr. Meyer

4. SWEARING IN OF PROFESSIONALS

Mr. Terrance Vogt, P.E., P.P., C.M.E. was sworn.

5. MEMORIALIZATION OF RESOLUTIONS

1. SD 2347 Estate of Helen Meyer

567 Joe Parker Road Block 189.04, Lot 62
Minor Subdivision to create two lots

A motion was made and seconded to approve the resolution.

2. SD 2373 Vine Heaven, LLC

Broadway Avenue Block 1037, Lot 4

Minor Subdivision to create four lots and dedicate a portion of vacated right-of-way back to the Town

A motion was made and seconded to approve the resolution.

6. PUBLIC HEARING

1. SP 2301 She'erit Ezra

1490 Lanes Mill Road Block 189.16, Lots 50.03, 50.04, & 50.05

Preliminary and Final Major Site Plan for a school

A review letter prepared by Remington & Vernick Engineers dated January 2, 2019 was entered as an exhibit.

Mr. Vogt said submission waivers are requested for topography, contours and man-made features within 200 ft and an environmental impact statement. The waivers are recommended to be granted.

A motion was made and seconded to approve the submission waivers as recommended by the board engineer and planner.

Mr. Vogt said no variances are being requested.

Mr. Brian Flannery, P.E., P.P. was sworn. Exhibit A-1 is sheet 64 of the tax map, exhibit A-2 is sheet 6 of the plans submitted, exhibit A-3 shows phase 1 which would be the first building served on septic, phase 2 is the building to the left of that and phase 3 is not being requested tonight. To be clear, they are asking for preliminary and final site plan approval for phases 1 and 2 as submitted.

Mr. John Doyle, Esq. said phase 2 is an addition to the phase 1 building.

Mr. Flannery said phase 1 would be a smaller building served on septic with sufficient parking and facilities to support that phase. Phase 2 would be the addition with additional parking to the left. Phase 3 is just showing there is an area in the back that as the school grows, the applicant would come back before the board. This is a by-right conforming application. This project is located on Lanes Mill Road which is a County major collector road and in his professional opinion, that is where schools should be. Public sewer will eventually be extended here, it will be on public water. Initially there is a road widening is being provided and they are meeting all County requirements and would be dedicating additional right-of-way for the County to widen the road. Transportation will be provided via two vans and they would provide two van parking spots.

Mr. Doyle said there was some discussion at the last hearing concerning an area for the vans to pull into and that is what is being proposed.

Mr. Flannery said that is correct. The van parking is not counted in the parking calculations so they exceed the parking requirements.

Mr. Doyle said they also added a hammerhead for garbage trucks in case they have any issues turning around.

Mr. Herzl asked if it could be moved over a little to the left so if they have a 15 passenger van or garbage truck, they can also pull in and back in.

Mr. Flannery agreed to move it an additional 6 ft to the left. This will be boys' high school, currently with a total of 30 boys. Phase 1 would accommodate 60 students in 5 classrooms and would be on septic, phase 2 would be 10 classrooms and would accommodate 100 students which would be on public sewer. The relatively few students would be dropped off and picked up as they do have vans which would be transporting the students so no buses would be coming on site. A traffic report was submitted which indicates it operates at a level of service 'B'. In phase 1, 12 parking space are being provided whereas 10 are required and in phase 2, 17 parking spaces are required whereas they would be providing 24 and that is in addition to the 2 van parking spaces. The HVAC would be behind the building and screened as required. The applicant agrees to meet any other comments in the engineer's report.

Mr. Sabel questioned if there is a legal requirement as to busing.

Mr. Flannery said the Board of Education tries to arrange busing and if they can do that economically, they do. In Lakewood, the busing gets directed through a different agency.

Mr. Herzl said it wouldn't make sense to use a bus with only 30 students.

Mr. Flannery said that is correct and even with phase 2, regular busing doesn't make sense for this school.

Mr. Sabel asked if there is any agency that would insist busing be used as opposed to vans.

Mr. Flannery does not think that would happen.

Mr. Sabel asked if this is only for high school students.

Mr. Flannery confirmed.

Mr. Doyle said it is going to take the school a good 3 or 4 years before they even hit 60 students.

Mr. Herzl asked if any dormitories are being proposed.

Mr. Doyle said no.

Mr. Stern questioned what would prevent them from putting in 200 students from day one.

Mr. Doyle said there are laws as to the occupancy allowed.

Mr. Flannery said the approval is for the plans submitted and those classrooms.

Mr. Sabel asked if any sort of restriction could be made to only allow high school students.

Mr. Flannery said they have no problem with that being a condition in the resolution and if the applicant ever wants to change that, they would have to come back before the board. The applicant does not want to add a deed restriction as they are kind of permanent.

Mr. Rennert asked about the basement.

Mr. Flannery said there is no hall.

Mr. Herzl opened to the public.

Mr. Shlomo Klein, Chateau Drive, was sworn. He commented on the application being variance free.

Mr. David Matyas was sworn. He commented that the traffic study is only for phase 1.

Mr. Flannery said that is correct but if you look at the traffic submitted and analyzed, phase 2 would only add an additional 5% as they are talking about existing traffic on the road. It is his testimony that it will still be a level of service 'B' even with phase 2.

Mr. Vogt said Ocean County will also look at this application and will require any improvements they feel necessary.

Mr. Matyas said at the last meeting there was discussion as to bus circulation, not vans. Even only with 60 students in 12 passenger vans you are looking at least 6 vans. The only change made to the plans was to designate two parking spaces as van parking and collection truck turnaround. He is concerned as to how buses, delivery trucks, garbage trucks etc are going to be able to turn around on this property which may back up onto Lanes Mill Road and cause safety and traffic issues. Unless the parking lot is completely empty, it will not be feasible for buses or trucks to turnaround. He commented as to parking and the required buffer.

Mr. Vogt said buffering requirements pertain to the adjoining property lines, not to frontage. You cannot over buffer the frontage as you must maintain site visibility.

Mr. Flannery said the buffer meets code in his professional opinion. Additional landscaping was also provided in order to be good neighbors.

Mr. Stern questioned if there is anything preventing this applicant from using busing in the future.

Mr. Flannery said it would be a condition in the resolution and if the applicant wants to propose anything different then they would have to come back before the board.

Mr. Sabel said he is also concerned but this is a conforming application. The best they can do is try and be good neighbors and keep an eye out for the safety of the children in case there are any issues in the future.

Mr. David Wolf was sworn. He asked for the height of the building.

Mr. Flannery said less than 35 ft.

Mr. Wolf asked how far back the building is from the road.

Mr. Flannery said it appears to be about 100 ft.

Mr. Wolf said he is a volunteer firefighter and he questioned how they are going to service the building in the back.

Mr. Flannery said that building is part of phase 3 and they are not currently asking for approval at this time.

Mr. Wolf questioned how a fire truck is going to get into this site safely.

Mr. Flannery said they are going to drive into the parking lot which is compliant with the ordinance.

Mr. Wolf asked if there is enough room for a fire truck to turnaround.

Mr. Flannery said they are not required to provide enough room for a fire truck to turnaround.

Mr. Wolf is concerned that this parking lot is not going to be serviceable safely for children.

Ms. Julie Azoolay was sworn. She said someone will develop this property in the future and this applicant is making sure to do everything according to code.

Mr. Eric _____ was sworn. He said this is a small school in a close-knit community. He is in favor of the application.

Mr. Vogt said there is a fire department review in the file. They appear to indicate it is conditionally acceptable and there is a comment that additional fire hydrants are necessary. If the board acts favorably, they would recommend the applicant meet with the fire department.

Mr. Flannery agreed.

Mr. Wolf said as to the fire department review, they do not have an engineer that can go over the plans and provide any recommendations.

Mr. Doyle said he has been before this board where the fire department shows up when they didn't like an application and there were multiple firemen on behalf of the fire department indicating what was wrong with the application.

Mr. Joshua Schmuckler, 61 Canary Drive, was sworn. He is a paramedic and, in his experience, emergency vehicles will get into areas when they have to and they work in a lot more dense areas in this town and this is a pretty open area.

Mr. Martin Eisikovic was sworn. He is concerned as to the number of vans needed as well as extra traffic on Lanes Mill Road. He asked if the traffic study including new projects being constructed in the area.

Mr. Herzl closed to the public.

A motion was made and seconded to approve the application.
All were in favor.

2. SP 2305 (A & B) CSR Equity, LLC

Boulevard of the Americas & Avenue of the States Block 961, Lot 2.06
Preliminary and Final Major Site Plans for two office buildings

A review letter prepared by Remington & Vernick Engineers dated December 10, 2018 was entered as an exhibit.

Mr. Vogt said submission waivers are required for an environmental impact statement and a tree protection management plan based on these two items and the limits of tree clearing being previously approved as part of Lakewood Township approval and CAFRA permit. Conservation restrictions have preserved specific designated areas of wetlands buffers, as well as forested and wooded buffers within the overall Cedarbridge Corporate Development Campus, therefore we can support these requested submission waivers.

A motion was made and seconded to approve the submission waivers as recommended by the board engineer and planner.

Mr. Vogt said testimony must be given as it is not clear whether variances are required for the number of proposed wall mounted signs. Design waivers are required for buffer width and a driveway width greater than 30 ft.

Ms. Miriam Weinstein, Esq. said this application is for two new office buildings in the Cedarbridge redevelopment area along with amenities. As this board can see, the rendering shows both buildings. At the technical hearing, the board's professionals asked the applicant to split this application into two sub matters, one for each building: SP 2305A for the building on proposed lot 2.10 and SP 2305B for the building on proposed lot 2.11. Lakewood residents are always looking for more commercial ratables to raise the tax base and hopefully ease the burden for the average taxpayer which these state-of-the-art buildings will certainly do as well as bring more jobs to Lakewood once the buildings are filled to capacity. The application is virtually variance free and signage will be addressed during their testimony.

Mr. Jason Burneyko, P.E. was sworn. Exhibit A-1 is a colored rendering of the overall site plan, exhibit A-2 is an architectural rendering of the building to be constructed on new lot 2.11 and exhibit A-3 is the architectural rendering of the building to be located on new lot 2.10. Exhibit A-4 is another architectural rendering which shows both buildings. Each of these two lots are approximately 5 acres, lot 2.11 is 4.99 acres and lot 2.10 is 5.01 acres. Two design waivers are being sought, one of which is for the buffer width which is required to be 25 ft around the rear and side yards. This site was developed in the DA-1 zone where there is a minimum parking setback of 20 ft which is the setback they would adhere to, therefore relief is being requested for a 20 ft buffer width versus the required 25 ft buffer as the ordinance seems to be a bit conflicting. This relief has also been granted to other adjacent sites in the development. A design waiver is also being requested for the driveway at the western portion of the site. The width of this driveway is 36 ft whereas 30 ft is the maximum allowed. The reasoning for that is based on the median opening and the center of Boulevard of the Americas and at the direction of their traffic consultant, they wanted to provide a dedicated left turn and right turn lane so they will have three lanes in this driveway, each being 12 ft wide. This site is conforming with bulk requirements in the DA-1 zone. The building on lot 2.11, which the architect refers to as Tower 2, the square footage was indicated to be 80,000 sf on the application but there has been some architectural adjustments and they have the final number as being 80,667 sf. The building will be 5 stories for professional offices. The adjacent site, lot 2.10 or Tower 3, the square footage is 81,202 sf which will also be 5 stories for professional offices. Based on that square footage, the parking requirement break down for professional offices is 1 space per 250 sf. Therefore, Tower 2 would require 323 spaces whereas 332 are being provided and Tower 3 would require 325 spaces whereas 350 spaces are being provided as the applicant had a desire to go a little above and beyond ordinance requirements.

Mr. Herzl asked if these are medical offices.

Mr. Burneyko said no, professional offices. The two sites have a connectivity with each other and would share a center driveway where you can access both towers. There is another full access drive with a median opening at the western portion of the site and the applicant is also developing the adjacent lot 2.05 where there will also be driveway interconnections. Lot 2.11 would be draining in accordance with the general development plan for Cedarbridge Corporate Campus. This lot will be draining to the detention basin that is over by Stadium Way located on the Blueclaws Stadium property. Lot 2.10 will be connecting to the drainage system in Boulevard of the Americas and connect to the existing stormwater basin at the intersection of Boulevard of the Americas and Avenue of the States. Water/Sewer will be submitted to the LTMUA and they would be connecting to the existing water and sewer on Boulevard of the Americas. Adequate landscaping has been provided with a mixture of ornamental shade and evergreen trees. Street trees will also be provided along the frontage of the property with plantings on both sides of the center driveway. Buffer plantings and shrub plantings will be provided to prevent any headlight glare. Lighting would be the maximum allowable 25 ft LED fixtures consistent with UDO requirements. There are two proposed ground mounted signs and they would be located along the frontage at the center of the sites. The ground mounted signs will be within the maximum allowable square footage and height requirements. The architectural plans do show some wall mounted signage but they will also be designed within the requirements of the UDO.

Ms. Weinstein said the applicant is not requesting variance relief for the wall mounted signs.

Mr. Herzl said then it is a variance free application. Design waivers are being requested for the 36 ft wide roadway and buffer width.

Mr. Burneyko said that is correct. There is also a patio/gazebo area for anyone who would like to eat their lunch outside. There will be an asphalt walkway. The HVAC units will be roof mounted and screened.

Mr. Herzl asked about sidewalks.

Mr. Burneyko said there are existing 8 ft wide asphalt sidewalks which were constructed when the roadways were constructed.

Mr. Vogt said there are asphalt walkways in the interior of the campus. It may have been part of the original CAFRA approval. One of the advantages of having asphalt in a setting like this is you can meander it around trees and other obstacles.

Mr. Rennert asked if there are curbs.

Mr. Burneyko said yes, there is granite block curbing.

Mr. John Rea, P.E., traffic engineer, was sworn. Their traffic study is dated November 6, 2018. They looked at several of the intersections adjacent to the site and performed peak hour traffic counts at the intersection of Boulevard of the Americas and New Hampshire Avenue where you can only make a right turn. They also performed traffic counts at the intersection of Boulevard of the Americas and Avenue of the States which currently is an unsignalized 'T' intersection. In general, the roadway network within the Cedarbridge Corporate Campus has been designed to accommodate approximately 1.5 million square feet of commercial development so the road network has been laid out and designed to accommodate all development occurring. At the two studied intersections, they looked at not only the traffic which would be generated from this application but there are twelve other projects which were either approved or under construction in the general vicinity of the site and they included that traffic into the projections and those intersections will operate at acceptable levels of service and within acceptable delay parameters. They did recommend that separate left and right turn lanes be provided at the exit driveway which is opposite the median break on Boulevard of the Americas which would make it more efficient and beneficial so that people making a right turn wouldn't get stuck behind someone making a left turn but in order accommodate that, a waiver is required for a 36 ft wide driveway.

Mr. Herzl questioned what acceptable levels means.

Mr. Rea said at Boulevard of the Americas and New Hampshire Avenue, it is a 'D' level of service during the morning peak hour and a level 'C' during the afternoon peak hour. At Boulevard of the Americas and Avenue of the States, it is an 'E' in the morning and a 'C' in the afternoon.

Mr. Herzl asked if 'E' is still an acceptable level of service.

Mr. Rea confirmed, once you get to a level of service 'F', that is when you look into doing a traffic signal at that location. As other parcels within the park get developed, that intersection needs to be investigated and eventually at one point in time there will be enough traffic there to warrant a traffic signal.

Mr. Vogt asked that he explain the warrant procedure.

Mr. Rea said both of these roads are under jurisdiction of Lakewood Township but he knows Ocean County will not approve installation of a traffic signal until certain minimum traffic volume thresholds are met. There is a book

which traffic engineers use called 'Manual on Uniform Traffic Control Devices' and within that book they lay out the twelve different parameters that are warrants for traffic signalization most of which relate to the amount of volume at an intersection. Certain minimum thresholds must be met before a traffic signal can be warranted. The County and NJDOT uses this book and he is sure Lakewood Township would want to make sure there is enough volume at that intersection to warrant installation of a traffic signal.

Mr. Sabel asked if Boulevard of the Americas is two lanes.

Mr. Rea confirmed, it is two lanes in each direction and at the median openings there are dedicated left turn lanes.

Mr. Sabel is concerned about the left turn out to Boulevard of the Americas. He personally doesn't think it is a good idea.

Mr. Flancbaum said there is a comment in the report that all movements out of the site access driveways on Boulevard of the Americas will operate at a level of service 'A' for peak hours. He asked if they are referring to making a left and right.

Mr. Rea said that is correct. The left turn out is a level of service 'A' and if they didn't have the left turn lane, in order to get to New Hampshire Avenue, you would have to make a big loop up to Cedarbridge or Pine and it would take people out of their way and it would just push traffic out to other streets.

Mr. Sabel understands but making a left turn over four lanes is not a good idea.

Mr. Herzl said it is still going to be a level of service 'A' even at peak hours.

Mr. Rea said left turns are the bane of traffic engineers. They understand they are difficult to make but given the projections of traffic which is going to be on Boulevard of the Americas, this left turn will be made with relatively minimal delay and if they restrict it then they would push that traffic somewhere else with higher traffic volumes than Boulevard of the Americas and it would be counterproductive.

Ms. Weinstein said if they push that traffic out they will probably end up on Pine Street.

Mr. Herzl opened to the public

Mr. Shlomo Klein, Chateau Drive, was sworn. He commented on buffer waivers and ownership of the properties.

Mr. Herzl closed to the public.

A motion was made and seconded to approve application SP 2305A.
All were in favor.

A motion was made and seconded to approve application SP 2305B.
All were in favor.

3. SD 2163 ARM Developers, LLC

500 Prospect Street & 204 Massachusetts Ave Block 445, Lots 17 &18
Extension of Preliminary and Final Major Subdivision to create twenty lots

Ms. Morris said there is still outstanding paperwork required so this application will be carried to a future meeting.

- 4. SP 2233 Zichron Chaim, Inc.**
712 New Hampshire Avenue Block 1159.03, Lots 13 & 17
Extension of Minor Subdivision to create two lots

A review letter prepared by Remington & Vernick Engineers dated December 10, 2018 was entered as an exhibit.

Ms. Morris announced this application will be carried to a later meeting as one of the members has a conflict and therefore do not have a quorum.

- 5. SP 1948C Yeshiva Orchos Chaim**
410 Oberlin Avenue South Block 1600, Lot 12
Amended Preliminary and Final Major Site Plan for an addition to an existing school

A review letter prepared by Remington & Vernick Engineers dated January 3, 2019 was entered as an exhibit.

Mr. Vogt said submission waivers as described in the review letter are recommended to be granted for hearing purposes only. Additional design information as necessary for proposed amended site improvements will be provided during resolution compliance review.

A motion was made and seconded to approve the submission waivers as recommended by the board engineer and planner.

Mr. Vogt said variances are required for minimum front yard setback, it should be noted that the required minimum setback was reduced to 50 ft with the previous site plan approval. The Lakewood Industrial Commission approved the front yard setback as well as included a recommendation as to sidewalks in the park. It is his understanding the LIC would like the letter read onto record. A minimum front yard setback is also required from Syracuse Court. Testimony shall be provided as to the adequacy of parking, a variance appears to be required from bus loading and unloading zones. In addition to the existing trailer, some encroachments take place within the 10 ft required school buffer. At a minimum, the existing site identification signs are nonconforming with respect to number and setback.

Ms. Morris read Lakewood Industrial Commission's letter dated January 4, 2019 into the record.

Mr. John Doyle, Esq. said this is a school which started in 1985 and was subsequently approved for an addition in 2013 and again in 2016. The changes being made are to add impervious coverage of 2% to 3%, to add building coverage of 2% to 3% and to add two classrooms. There will be no part of the building that is closer to the adjacent street than the setback already established by the existing building. The overall parking, bus circulation and common elements of this site, which have worked well for years in the past, will continue to do so with the additions mentioned.

Mr. Yaakov Mandelbaum was sworn. The school will be a typical elementary school servicing a little over 1,200 students. It has been operating for 18 years and what this application proposes is just to better their existing facilities. They will be eliminating two large segments of trailers on the property and adding some space that as a school evolves and settles into a building, they realize what is missing and what is needed. The intent is not to enlarge the school, classes or enrollment. They will be adding a synagogue as currently they are using a small room as a synagogue, they will be making administrative offices inside the building instead of the trailer, additional tutorial rooms and general public spaces like multi-purpose rooms in order to function better as a school.

Mr. Herzl asked if any new variances are being created as a result of this application.

Mr. Mandelbaum said no, they will still have more parking than required.

Mr. Doyle asked if all of the buildings will be within the 65 ft height requirement.

Mr. Mandelbaum confirmed.

Mr. Herzl asked if there is anything in the report which cannot be met.

Mr. Mandelbaum said there are certain items in the report he hopes the board would grant relief on.

Mr. Doyle commented on item #18 concerning grading.

Mr. Vogt said they don't need a comprehensive site wide grading plan but what they do need, where improvements are being proposed, existing and proposed grades.

Mr. Mandelbaum asked if that can be provided at time of the building permit application.

Mr. Vogt doesn't know if procedurally the building department is going to allow that. Typically, that can be done at the same time. Again, they are only looking at the areas where new development is proposed. He asked if elevations can be provided.

Mr. Jason Burneyko, P.E., was sworn. He said they do have control and have done surveys in the past. As additional building additions were done, they have gone out and as-built a few items. They do have elevations along the curb.

Mr. Vogt said existing and proposed spot elevations should be provided. This needs to be done anyway to ensure the site functions.

Mr. Doyle said that also goes for stormwater management, landscaping and lighting as they are looking at an existing site with minimum change and hopefully comprehensive shouldn't have to be required but to the degree they can resolve what is exactly needed for this existing site.

Mr. Vogt understands where the applicant is coming from. They do not need a comprehensive design, but they need a little more than they have now.

Mr. Jackson said the board engineer just wants to ensure there aren't drainage problems after the fact. It is for the applicant's own benefit.

Mr. Vogt said what this application is proposing is not major development.

Mr. Burneyko confirmed, it is based on additional pervious coverage.

Mr. Vogt said the net impervious is less than .25 acres and the site disturbance is less than an acre.

Mr. Burneyko confirmed.

Mr. Vogt asked if there are well percolated soils on the property.

Mr. Burneyko said yes, there are two existing underground recharge systems on the site.

Mr. Vogt said they would work with the applicant's engineer to deal with stormwater.

Mr. Herzl opened to the public.

Mr. Shlomo Klein, Chateau Drive, was sworn. He does not believe a waiver from providing sidewalks should be granted.

Mr. Moshe Zeines, 112 Elmhurst Boulevard, was sworn. He said the County is putting in money towards the light at the intersection of Cedarbridge and Oberlin as well as widen the roads and install sidewalk along the Cedarbridge frontage. There are also sidewalks along Cedarbridge all the way down to Shenandoah Drive. There are a lot of kids walking in this area and there is even a crossing guard at this school. He questioned a comment in the engineer's report concerning buses blocking some of the parking spaces.

Mr. Herzl closed to the public.

Mr. Herzl asked if there are interior sidewalks between buildings.

Mr. Doyle said yes.

Mr. Herzl wants to ensure kids aren't walking where cars are driving.

Mr. Mandelbaum said kids get off the bus and go right into the site. They are not walking back into the road.

Mr. Doyle said there was an issue raised which addresses item #11 concerning parking spaces being removed and the potential conflict between bus paths and parking spaces. They would like to keep the parking spaces and do not believe they will be in conflict.

Mr. Burneyko said the plan showed a sight triangle from an existing driveway. He is unsure where that line came from and he believes it was done for standards of a highway with a 500 ft sight triangle length. He went back and revisited that issue and put in a more appropriately sized 30 x 100 ft sight triangle which is consistent with what the County requires in their design manuals.

Mr. Vogt asked how it compares with Lakewood Township standards.

Mr. Burneyko said Lakewood doesn't specifically list the foot, leg and arm of the triangle.

Mr. Vogt asked if he would be willing to provide a certification that in his opinion the parking spaces function safely with respect to the sight triangle chosen. He may also want to consider designating any spaces inside the triangle employee only so people who park there are familiar with the site day in and day out.

Mr. Burneyko agreed.

Mr. Vogt asked that testimony be provided as to the adequacy of off-street parking spaces per UDO standards.

Mr. Burneyko said for the previous approvals for this site, the requirement was 129 parking spaces. At the time that those applications were heard, there was a requirement of 1 space per room in the school and that yielded 129 spaces. This addition provides two additional classrooms and the parking requirement now is 3 spaces per classroom so it would be an additional 6 parking spaces for a total of 135 spaces and this site currently has 213 parking spaces.

Ms. Morris said the parking requirement for the previous construction was increased but they are only calculating the addition under the new requirements. She questioned if that is accurate with respect to variances.

Mr. Jackson said when you are amending a site plan, you must meet the requirement that exists now for the entire site. Since they are seeking to modify the approval, the parking variance previously received doesn't count anymore so they will need a variance for what the contemporary standards are for the overall site.

Mr. Doyle said even if that is the case, they have 60 classrooms times 3 spaces which equals 180 spaces and they are providing 213.

Mr. Vogt said their parking count is in excess even per current UDO standards.

Mr. Sabel asked if offices are counted as well.

Mr. Doyle said the offices are eliminated, it is all based upon classrooms.

Mr. Klein questioned the applicant as to whether he believes sidewalks are only needed for his school or kids in general who would be walking around or near his property.

Mr. Mandelbaum said yes, it is always nice to have sidewalks for pedestrian traffic.

Mr. Klein asked why he is asking for a waiver from providing sidewalks then.

Mr. Mandelbaum doesn't know the level of pedestrian traffic in the area. He discourages it for any of their students and parents as they are very concerned about their safety and therefore insist that any drop-offs are within the circular drive area. The County is not installing sidewalks along Cedarbridge Avenue and that is because they feel it was not appropriate to have pedestrians walking on Cedarbridge Avenue in that location.

Mr. Klein asked if he spoke to any board members regarding sidewalks before this meeting.

Mr. Mandelbaum said no.

Mr. Sabel asked if sidewalks could be installed around the whole building as it would benefit the kids and would make a tremendous difference.

Mr. Jackson recommended polling the board as to what they would like to do about the sidewalks since there was so much discussion.

Mr. Sabel recommends adding sidewalks in the interior of the property.

Mr. Mandelbaum said in their development plan, if they are able to put in sidewalks then they will.

A motion was made and seconded to approve the application and to grant the waiver from providing sidewalks along project frontages.

All were in favor.

7. APPROVAL OF MINUTES

8. APPROVAL OF BILLS

9. ADJOURNMENT

The meeting was hereby adjourned. All were in favor.

Respectfully submitted, Sarah L. Forsyth, Planning Board Recording Secretary