

Minutes of a Special Meeting of the Verona Board of Adjustment on Thursday October 25, 2018 beginning at 8:00 P.M. in the Verona Community Center, 880 Bloomfield Avenue, Verona, New Jersey.

**Roll Call:**

Present: Dan McGinley, Chairman, Scott Weston, Vice Chairman, John Denton, Pat Liska, Larry Lundy, Sean Sullivan, Christy DiBartolo, Alt #1 and Genevieve Murphy-Bradacs, Alt #2  
Also, present: Robert Gaccione, Esq. and Glenn Beckmeyer, Township Engineer  
Absent: Lou Russo

Secretary read the notice of Open Public Meetings law and called attendance.

Mr. McGinley called the meeting to order at 8:02 PM. He leads the Pledge of Allegiance.

**Application:**

**Case 2018-08: Kensington Senior Development LLC,  
420 Bloomfield Avenue & 312 Claremont Avenue  
Block 701 Lot 3 & Block 1708 Lot 2**

Mr. Beckmeyer explained to the Board that he attended the RSIS division of DCA meeting in Trenton along with applicant's attorney and transportation engineer to get determination on parking for assisted living. The members of the division discussed the 0.5 cars per unit applies to assisted living and ancillary uses that go with the facility. The applicant passed out their summation of their point of view on background and their studies done by transportation engineers. The division voted 5 to 0 to change the manual to include assisted living. They also determined that the 0.5 cars per unit would include all ancillary uses that go with the facility. He received a new email from Mr. Lago, from the State, that confirms the RSIS 0.5 cars per unit does apply to this application. Mr. Podvey added that the Department of Health would add this to their definitions in their regulations in regards to the parking and that includes all uses in the facility.

Mr. Podvey continued with testimony. He updated the exhibit list for the Board. He calls Mr. Andy Jafolla, traffic expert, back to testify. Mr. Jafolla was previously worn in at the August meeting. Mr. Jafolla prepared the new traffic study and reviewed the traffic studies from Annin and the apartments across Bloomfield Avenue.

Mr. Jafolla explained in his last testimony he discussed trip generation of proposed and of current catering hall. He clarified that he was comparing the highest traffic of the catering hall to the daily of the proposed.

Mr. Denton asked what PSH on page 8 of his report means. Mr. Jafolla explained it stands for peak street hour. Mr. Denton asked about the numbers of 475 trips generated at the banquet hall at peak capacity and the proposed generates 76 trips. Mr. Jafolla explained he used NJDOT because the ITE does not provide for banquet halls and the NJDOT does provide separate in and out numbers. His numbers for the proposed were total of in and out. The morning had 76 trips. For the banquet hall, it is for peak hour of facility and that typically would be evening or night. He also expected the banquet hall would have more employee activity in and out during the day. The rates given by NJDOT experts he spoke with. Mr. Denton asked if they indicated how often this would happen. Mr. Jafolla stated he did not ask how often but was told this happens during peak hours. Mr., Denton asked if the 76 trips for proposed was for peak hour. He also asked if Mr. Jafolla considered 7:30 to 8:30 am as the peak hour for the proposed. Mr. Denton asked about peak hour for banquet as 5:00 to 6:30 pm during week and 11:45 to 12:45 on Saturdays. Mr. Jafolla agreed that was in his report. Mr. Denton asked if Mr. Jafolla had any experience with the banquet hall on Saturdays. Mr. Jafolla stated he did not have with this specific hall. Mr.

Jafolla explained he did affect as a standalone facility. Mr. Denton questioned different traffic with the assisted living being more regular through the day. Mr. Jafolla explained that during day hours the traffic does fluctuate. There are more visitors in the afternoon for lunch and at staff change. He did not want to present that there is constant stream of traffic. He explained that there are 40 to 45 employees on site at one time but they are not coming in and out all at once. Mr. Jafolla did a traffic study on September 26, 2018. He counted cars and pedestrians at five locations boxed around the site. Those locations being at Bloomfield and Park Avenue, Bloomfield and Cumberland, Bloomfield and Verona Place, Cumberland and Claremont Avenue and Bloomfield and Claremont Avenue. He found peak of students was from 2:30-3:45 pm when schools were exiting. He found peak vehicles in afternoon from 2:30 to 6 pm. He increased volumes on background standard and represents a baseline that will exist when the facility is fully operational. He did a comparative analysis with no building and fully operational building traffic times. The site generator trips confirms levels of ITE and the worst being 35 and he calculated much less than that. He was asked to look at pedestrians on Claremont and by driveways. They found that most children pass by on north side of Claremont between 3 and 3:15 pm. On Bloomfield Avenue, there was only two adults and no children. The parking lot will have less activity because most people utilize the parking under the building so little impact on pedestrians. Mr. Lundy clarified that there would be no deliveries to the parking lot on Claremont. Mr. Jafolla agreed. Mr. Lundy clarified that this was study of traffic at the driveways and pedestrian traffic. Mr. Jafolla agreed and that they looked at the north and south sides on properties. He continued they did capacity analysis for pedestrian safety with vehicular movement. They found that people would be able to leave without waiting long or having to push through pedestrians. Mr. Denton asked if the assisted living would add to the pedestrians in the area. Mr. Jafolla explained he assumed they would but did not know to what extent. Mr. Weston asked if they did pedestrian study in the morning. Mr. Jafolla explained they did but at the intersections and not at the driveways. Mr. Jafolla stated that the shift work start prior to 7 am or shortly after, school starts at 8 am or after so there would be more impact in the afternoon. They found more parents dropping off at school in morning and more children walking in the evening. He also found that at the Claremont avenue lot it would be beneficial to have the tree removed by the driveway to provide for more sight to pedestrians. Mr. McGinley asked about pedestrian walking across Claremont Avenue from the lot to the main building. Mr. Jafolla states that they could walk down to the cross walk at Cumberland or if the Board wanted, they would put one from the parking lot across the street. Mr. McGinley asked if he would recommend a crosswalk. Mr. Jafolla stated that would be township decision. Mr. Gaccione added a crosswalk would be a township decision that the Board could only recommend it if wanted. Mr. Jafolla explained as they observed traffic on Bloomfield Avenue in regards to Verona Place and the proposed driveway for the facility. They found the numbers with a higher generated use would see more of a delay but with this use, the traffic distributed in all directions would make for nominal delay. Mr. Jafolla addressed the Environmental Commission letter from October 22 2018. He stated he had already addressed item 1 in his discussion of the comparison study they did. Mrs. Murphy-Bradacs asked about the decision to treat as vacant lot in comparisons. He referenced table 5 on page 08 of his study. He stated they looked at 130 resident assisted living facility and did not look at banquet hall. Mr. Denton questioned the banquet hall being there would reflect in any current traffic. Mr. Jafolla stated they did not consider it a fully operational banquet hall. Mrs. Murphy-Bradacs stated that they had done study last time with operating facility and was now doing analysis at times during day at peak times of traffic and pedestrians. Mr. Jafolla agreed. Environmental item 2 they did not look at website for facility but had asked operator for capacity of facility. He was told by operator 475 is the capacity for the hall. He felt item 3 of the letter was opinion. For item 4, the trip generators reflect everybody in and out of site and do not differentiate if staff, visitors or deliveries. Item 5 of letter, the NJDOT growth rate table says to use 1% but they use 2% to be more conservative. Item 7 implies that because Annin

approved Kensington should be approved and he did not state that and that is not his intent. He added that item 8 was opinion as well.

Mrs. DiBartolo questioned the parking space counts per unit or bed. Mr. Jafolla explained it is per unit not bed. Mr. McGinley questioned the impact on level of service at the intersections he observed. Based on NJDOT numbers and observation do not see any material impact from this facility. MR Sullivan questioned items in study figure 5 on page 20. He asked if they anticipated traffic down to Claremont to the parking lot and driveway. He stated he wanted to show all options but anticipate most will go to garage. Mr. Sullivan asked about cars turning from Bloomfield onto the site. Mr. Jafolla explained that they calculated 6 left turns from Bloomfield into driveway with 1 every ten minutes. Mr. Sullivan read more numbers from the chart in regards to added vehicles to intersections around facility. Mr. Jafolla stated that all was counted in worse case of all numbers. Mr. Weston asked how he made conclusions of numbers of left out and in the facility. Mr. Jafolla stated they utilized the Annin project traffic study. Mr. McGinley questioned which findings from page 14 he found most concerning. Mr. Jafolla stated he did not find anything concerning in the report. The only thing he found concerning that was not in report was the tree by Claremont parking lot.

### **Public questions for traffic expert**

Mark DeMattheis, Verona Place Apartments, 435 & 449 Bloomfield Avenue

Mr. DeMattheis questioned service levels discussed for traffic at Verona Place and what levels are acceptable. Mr. Jafolla stated that intersection was level E. The levels are the best at A and worst at F. He explained that level E could still function but would a little longer for making lefts. He felt that at this level there would not be too many times that people would need to "shoot the gap". Mr. DeMattheis explained he has entered and exited that street many times and often find shooting the gap. He knows of incident already because people not paying attention and someone turning in while someone turning out. He found it hard to see how the expert found the proposed driveway across from Verona Place not a problem. He suggested maybe a no left turn in from Bloomfield Avenue at that entrance to the facility. Mr. Jafolla explained the applicant would have to think about left turn restriction. He continued left turn restrictions are when you have high volume driveways. There could be accidents anything possible. This specific situation is adding 6 left turns per hour. He felt better to not prohibit but if board wants them to, they will. Mr. Podvey pointed out that Bloomfield Avenue is a county road. Mr. Jafolla added that any restriction would have to be reviewed and approved by county. Mrs. Murphy-Bradacs asked for further clarification on the level E at Verona place. Mr. Jafolla explained it is the level of delay on table 3 page 4 of his report. The current level is based on people waiting 35 to 50 seconds to make left.

Richard Aloia, 37 Malvern Place

Mr. Aloia recalled that previous testimony there was no intention to take down the tree on Claremont. He questioned if now testifying that tree will be taken down. Mr. Jafolla explained that he was recommending it come down based on pedestrian study. He questioned Mr. Jafolla's classification of roads, specifically Claremont Avenue. Mr. Jafolla explained roads are classified by the state. Mr. Aloia questioned how many times the banquet hall is at 475 capacity. Mr. Jafolla stated he did not know but it does happen. Mr. Aloia asked how to compare a facility that is operational 3 days a week to one that operates 7 days a week. Mr. Jafolla explained they do comparison when operational instead of not operational.

Brad Quick, 180 Claremont Avenue

Mr. Quick asked how many people were out to study intersections. Mr. Jafolla explained that at Bloomfield Avenue and Park there were 2 counters and the other locations had 1 counter. He asked if when he observed the banquet hall in operations if he saw which way people exited. He stated he only observed the arrival and not the exit. Mr. Jafolla stated people would probably exit

and go to the optimal direction. Mr. Quick asked if intersections at Elmwood Road, Hilcrest Terrace or Malvern lace were part of study. Mr. Jafolla staetd they were not. Mr. Quick asked if they observed any children at play. Mr Jafolla staed no.  
Mr.s DiBartolo asked why they could not exit to Bloomfield Avnee.Mr. Jafolla stated that there would be sight distance issue and that was concluded before he was involved.

Meeting was adjourned at 10:10 PM.

Respectfully submitted  
Kelly Lawrence  
Board of Adjustments Secretary