

Township of Manalapan

Department of Planning & Zoning

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Planning Board Minutes

October 10, 2019

The meeting was called to order with the reading of the Open Public Meetings Act by Chairwoman Kathryn Kwaak at 7:30 p.m. followed by the salute to the flag.

Roll Call: Secretary, Daria D'Agostino

In attendance at the meeting: John Castronovo, Todd Brown, David Kane, Alan Ginsberg, Daria D'Agostino, Kathryn Kwaak, Jack McNaboe, Barry Jacobson, Barry Fisher, Steven Kastell

Absent from the meeting: Richard Hogan

Also present: John Miller, Alternate Planning Board Attorney
Brian Boccanfuso, Planning Board Engineer
Jennifer Beahm, Planning Board Planner
Lisa Urso-Nosseir, Recording Secretary

Mr. Miller swore in Jennifer Beahm, Professional Planner and Brian Boccanfuso, Professional Engineer.

Minutes:

A Motion was made by Ms. D'Agostino, Seconded by Mr. Castronovo to approve the Minutes of September 26, 2019 as written.

Yes: Castronovo, Brown, Kane, D'Agostino, Kwaak, McNaboe, Jacobson, Fisher, Kastell

No: None

Absent: Hogan

Abstain: None

Not Eligible: Ginsberg

Application: **PAS1902A ~ Target Corporation**
 55 Hwy 9 ~ Block 84.02 / Lot 14.04
 Amended Final Site Plan

Neil Stein, Esq. represented the applicant this evening. He distributed a package of exhibits to the Board members.

Mr. Miller swore in Tony Diggan, a licensed Professional Engineer with Kimley-Horn, Princeton, New Jersey. Mr. Diggan said we are here tonight to seek approval for the installation of a drive up sign and four parking spaces. Exhibit A1 is an aerial exhibit depicting the shopping center and the surrounding areas. This store was approved as part of the original site plan in October 1990. Exhibit A2 is an aerial exhibit which shows Target and the proposed location of the drive up sign. The drive up sign will be located south of the main entrance across an access drive.

Mr. Diggan described the new Target program. You can select an item on your Target app, and they give you a time to arrive. When your order is ready, you can embark to the store. Once you get to the store, your phone triggers a geo-fence from the WiFi and they know you are there. You then park in one of the drive up spaces. Typically, the average time from park to receipt of your order has been about one minute. The store employee sees you park, they come out with an order and walk up to your car, confirm it is you, and they scan your phone and you are given your order. Market research has shown that four stalls are capable of handling on average 24 trips a day for the drive up service.

Mr. Diggan continued with Exhibit A3. Mr. Castronovo asked why is there a little red dot at the bottom of the main road? Is that a sign? Mr. Diggan asked him to show him where exactly and it was determined that it was a smudge of red ink, there was nothing proposed there. Mr. Diggan displayed Exhibit A4. He explained that there are six existing stalls, two of them will be taken out of service. The outer most stalls are widened by 1' each and the center area is the loading area. The drive up sign is located in the middle. It is a self contained unit and it has a solar panel on top, there are no conduit runs. Ms. D'Agostino asked about the red lines in the middle - no one will turn into those lines and park? Mr. Diggan showed where the 12' 'drive up' sign would be located in the middle. Mr. Ginsberg asked what is stopping someone from going in the opposite direction? Mr. Diggan said nothing, but we haven't observed that across the country. Mr. Diggan said in order to have the message sent to your app, the order must be ready to go; they control arrival rates. Mr. Fisher asked if there are lights at night? Mr. Diggan said the existing parking lot lighting is more than sufficient. Mr. Fisher asked about the lighting on the crosswalk. Mr. Diggan said there is no new crosswalk proposed.

Mr. Diggan showed the Board Exhibit A5, which shows an enlargement of the sign. It is 12' high, which makes it visible over SUVs. There are some variances needed

for the sign. Mr. Boccanfuso advised that each panel is 16'.1" square feet, and there are four facades. Ms. Beahm said she would recommend getting the relief for the whole sign and she takes no exception to the relief requested and that way the applicant is covered in the event that something occurs moving forward. From a safety standpoint, you clearly want to identify where these spaces are located. There is just one sign, not four pillars. Mr. Diggan agreed with Ms. Beahm and they requested a variance for 48 sq ft, 12 sq ft per face.

Mr. Diggan wanted to go into detail about the crossing from Target to the delivery area. The employee would come out of the doorway and cross into this drive aisle, deliver the order and complete the transaction. Mr. Boccanfuso asked Mr. Diggan to confirm that even with the loss of six spaces, there is still a surplus of spaces that comply with the ordinance. Mr. Diggan said the shopping center exceeds the ordinance requirement for parking spaces. He said that Target has found that these drive ups actually lessen the parking load, based on people getting there items delivered to the their cars and then leaving.

Mr. Boccanfuso asked why is the beacon necessary if the customer is getting an alert on their phone that their order is ready for pick-up? That is largely what is driving the variance relief. Mr. Diggan said it shows them where to park; its hard to see Target from Route 9. Mr. Diggan said the beacon goes on with the site lights.

Mr. Jacobson asked what if the program is so successful that you need to expand it? Mr. Diggan said there have been no plans on any stores that we have worked on that want or need to expand the program. The 24 trips have been sufficient.

Mr. McNaboe asked if C2 and C3 are mirrors to each other? Mr. McNaboe asked why are you keeping that one space? It seems like it is going to cause havoc? Mr. Diggan said the space in question is the one nearest to the drive aisle. Mr. McNaboe said why don't you eliminate the other parking spot? Mr. Diggan said the lot is overparked. Mr. Boccanfuso said from a parking quantity standpoint, he didn't take any exception to it. Mr. Diggan agreed with this approach.

Mr. McNaboe said there is an exit coming out that is not the main entrance. Is that what you are doing in other stores as well? Mr. Diggan said yes they are. Mr. McNaboe said the employees are going to walk across the active drive aisle where the vehicles have the right way because it is not a marked crosswalk. It does look like a safety issue that we would appreciate you taking a look at. Is the curb cut already done? Mr. Diggan said it is a 6" reveal. Mr. McNaboe said what happens when the employees need a cart due to the size of their order? Mr. Diggan said that is exceedingly rare. There are some large items available and if that were the case, they could route to a different area. Mr. McNaboe said this is an equivalent to a drive-up. What if the incorrect item is brought out, and now car number one is now on hold while the employee goes back to retrieve the proper item. Is there

a way of parking that car elsewhere? Mr. Diggan said with four spaces and 24 total trips it should be acceptable. The car could stay in its spot, or it could also pull across the aisle. The employees control the arrival rate by the app, also.

Mr. McNaboe asked Mr. Boccanfuso what is involved with a curb cut? Do they have to come back before the Planning Board, or is that a simple engineering issue? Mr. Boccanfuso said technically it would require an amended approval, but the zoning department could treat this as a minor accessory improvement.

Chair Kwaak asked what is the timeframe on getting this project done? Mr. Diggan said anything approved after October would be in the works for Quarter 1 or 2 next year.

Ms. D'Agostino asked what would determine the need for the curb cut and the crosswalk at a later date? Ms. Beahm said that perhaps internally the company is finding that there are a lot of cart deliveries that are requiring the employees to go down to the main entrance to get into the parking field that these adjustments would be necessary. Mr. Boccanfuso agreed to this approach.

Mr. Ginsberg said to the applicant that they are proposing to do this in the busiest part of the parking lot. Why aren't you doing this by the side entrance by Symmes. Mr. Diggan said the staging area for the drive up is closer to the main door. Mr. Ginsberg said why didn't you modify the inside of the store to accommodate it for the side entrance? Mr. Diggan said he is not involved in that aspect.

Mr. Brown asked if the sign blinks and Mr. Diggan said it will not. Mr. Brown asked what stops someone from idling for 5 - 6 minutes? Mr. Diggan said he does not have any objection to signage. Ms. Beahm said it is a valid concern and she takes no exception to adding the no idling sign. Mr. Diggan pointed to his exhibit and showed where a no idling sign could possibly go.

Mr. Brown said if you go back to your site plan, that if you go one aisle to the left it appears to be a ramp. Mr. Diggan said he agrees and sees the ramp. Mr. Brown said it would be closer for the employee to go down that ramp and it would move them away from the very busy corner of the building. Mr. Diggan had to confirm that the ramp is still there. Mr. Castronovo said that the excess shopping carts are brought back to the store via this ramp.

Mr. Castronovo asked if there is striping for the employees that are actually crossing through there. He asked about the power to the light beacon. Mr. Diggan said the solar panel will light the internal illumination of the sign. The beacon lights will be set on a timer. Mr. Fisher asked about the crosswalk and Mr. Boccanfuso suggested the diamond shaped pedestrian warning sign. Mr. Diggan said there a special 3M reflective paint that would stand out at night.

Mr. Kastell asked if there are 24 deliveries an hour, or per day? Mr. Diggan said on average, there are 24 deliveries per day.

Chair Kwaak opened the floor to the public. Mr. Miller swore in Joanna Barrena, 11 Barrister Lane. She stated that her road is right behind Target and she has noticed in the last 10 years all the trees have been coming down. She was happy to know that this project was for the front of Target, not on the side closer to Barrister Lane. Mr. McNaboe asked Mr. Boccanfuso if the developer could replace the trees. He said he could try and see whose responsibility the trees are and whether the Township has any ability to speak with Target to replace or supplement those plantings as appropriate.

A Motion for approval for PAS1902A was made by Mr. Brown to approve where the spaces and sign are currently are located and the installation of a no idling sign would be determined by the Board's professionals and Seconded by Mr. Fisher.

Yes: Castronovo, Brown, Kane, Ginsberg, D'Agostino, Kwaak, McNaboe, Jacobson, Fisher
No: None
Absent: Hogan
Abstain: None
Not Eligible: Kastell

Chair Kwaak opened the floor to the public for any non agenda items. Seeing none, public was closed. The next meeting is October 24, 2019.

Mr. McNaboe said December 1, 2019 is the volunteer breakfast, please send your RSVP to Ms. Nosseir.

Adjournment

A Motion to adjourn the meeting was made by Ms. D'Agostino and agreed to by all.

Respectfully submitted,



Lisa Urso-Nosseir
Recording Secretary