



**NORTH CALDWELL PLANNING BOARD
REGULAR MEETING AGENDA
MONDAY, APRIL 20, 2026
7:00 p.m.**

The North Caldwell Planning Board meeting scheduled for April 20th at 7:00 pm will be held **in-person AND via tele/video-conference to the extent possible**. If you would like to join the meeting, you may attend at North Caldwell Borough Hall or you may connect via web or by phone as follows:

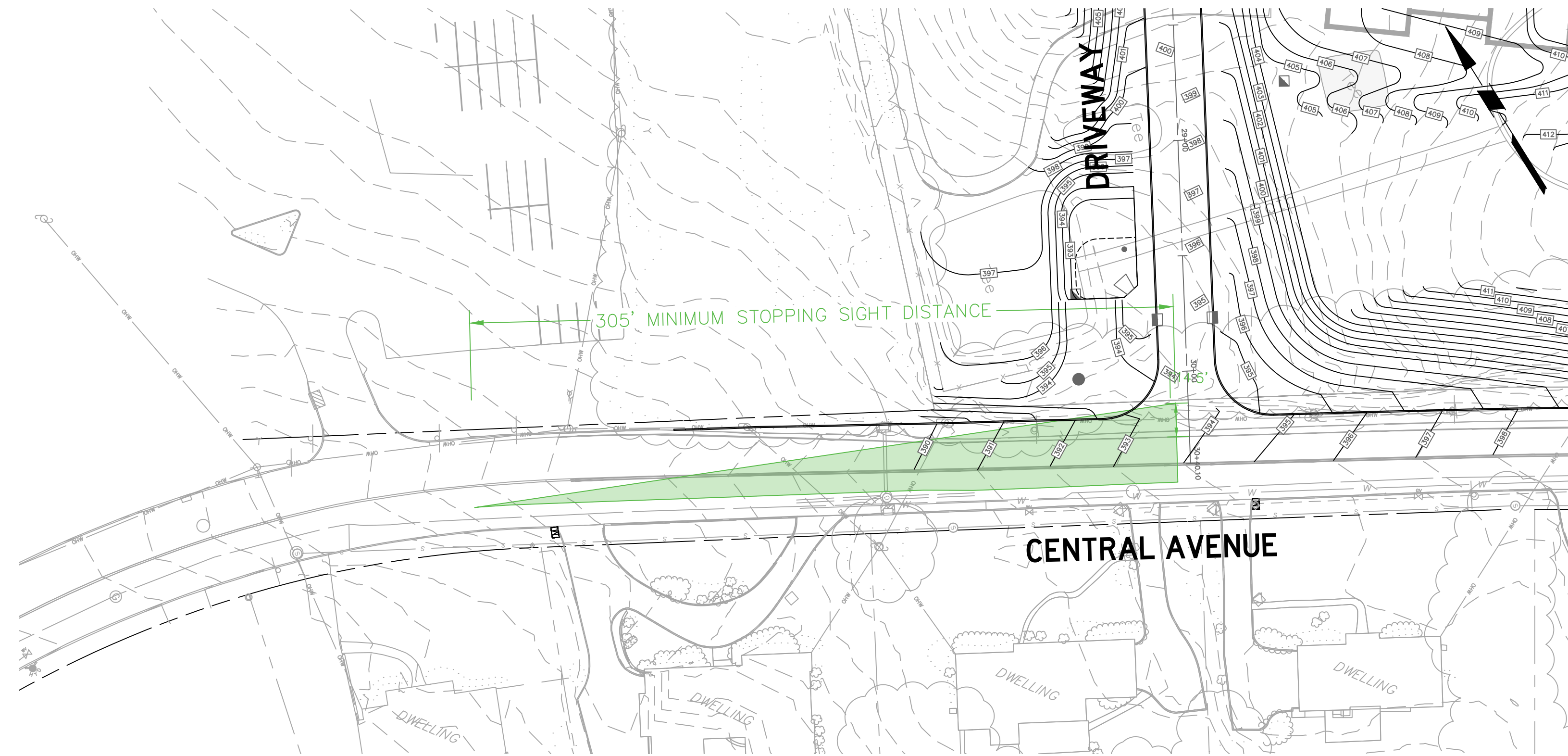
- Please join using this link: <https://v.ringcentral.com/join/551314975> Meeting ID: 551314975
- One tap to join audio only from a smartphone: +16504191505,,551314975# United States
- Or dial:+1 (650) 4191505 United States Access Code / Meeting ID: 551314975

Members of the public will be automatically muted upon entering the meeting. When advised, please state your name and address for the record and provide your comments to the Planning Board. At the conclusion of all public comments, the Planning Board Chairman and/or his designee(s) may address the comments and/or questions.

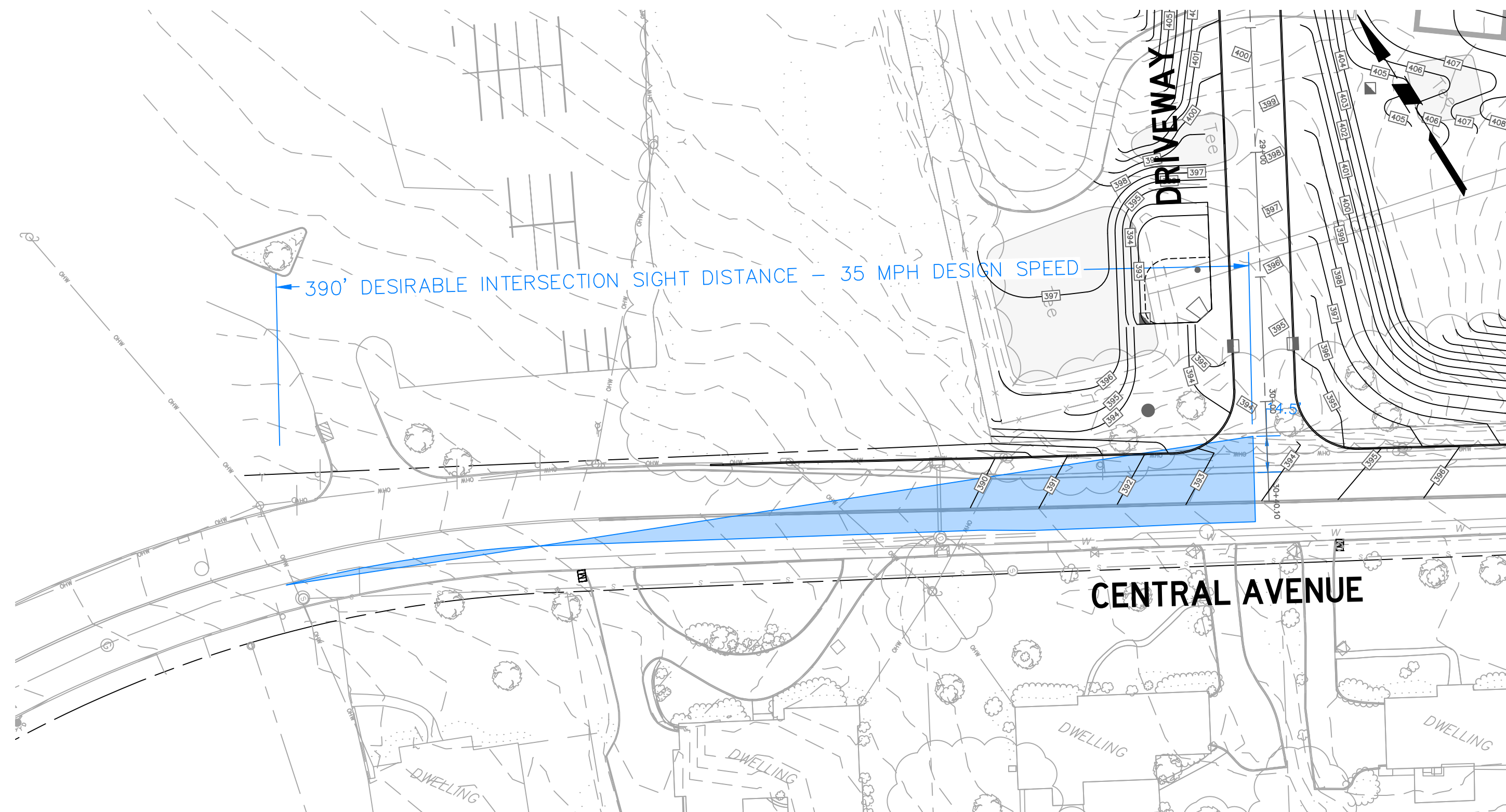
1. Chairman Brower to call the Meeting to Order
2. Open Public Meeting Notice Read by Chairman Brower
3. Pledge of Allegiance
4. Roll Call of Planning Board Members
5. Approval of Minutes
6. Chairman's Opening – General Statement of Meeting Procedures
7. Items for Discussion
8. Resolutions & Memorialization's
9. Applications/Preliminary Hearings/Action Items
 - A. Toll NJ 1 LLC. (Continuation of Traffic Presentation)
10. New Business
11. Citizens to be heard (Please state your name and address)
12. Adjournment

WEST GREENBROOK ROAD (CR 628) & SITE DRIVEWAY		
CASE B1: LEFT TURN FROM STOP – PASSENGER CARS		
	MINIMUM STOPPING SIGHT DISTANCE	DESIRABLE INTERSECTION SIGHT DISTANCE
POSTED SPEED LIMIT – 35 MPH	250 FEET	390 FEET
DESIGN SPEED LIMIT – 40 MPH	305 FEET	445 FEET

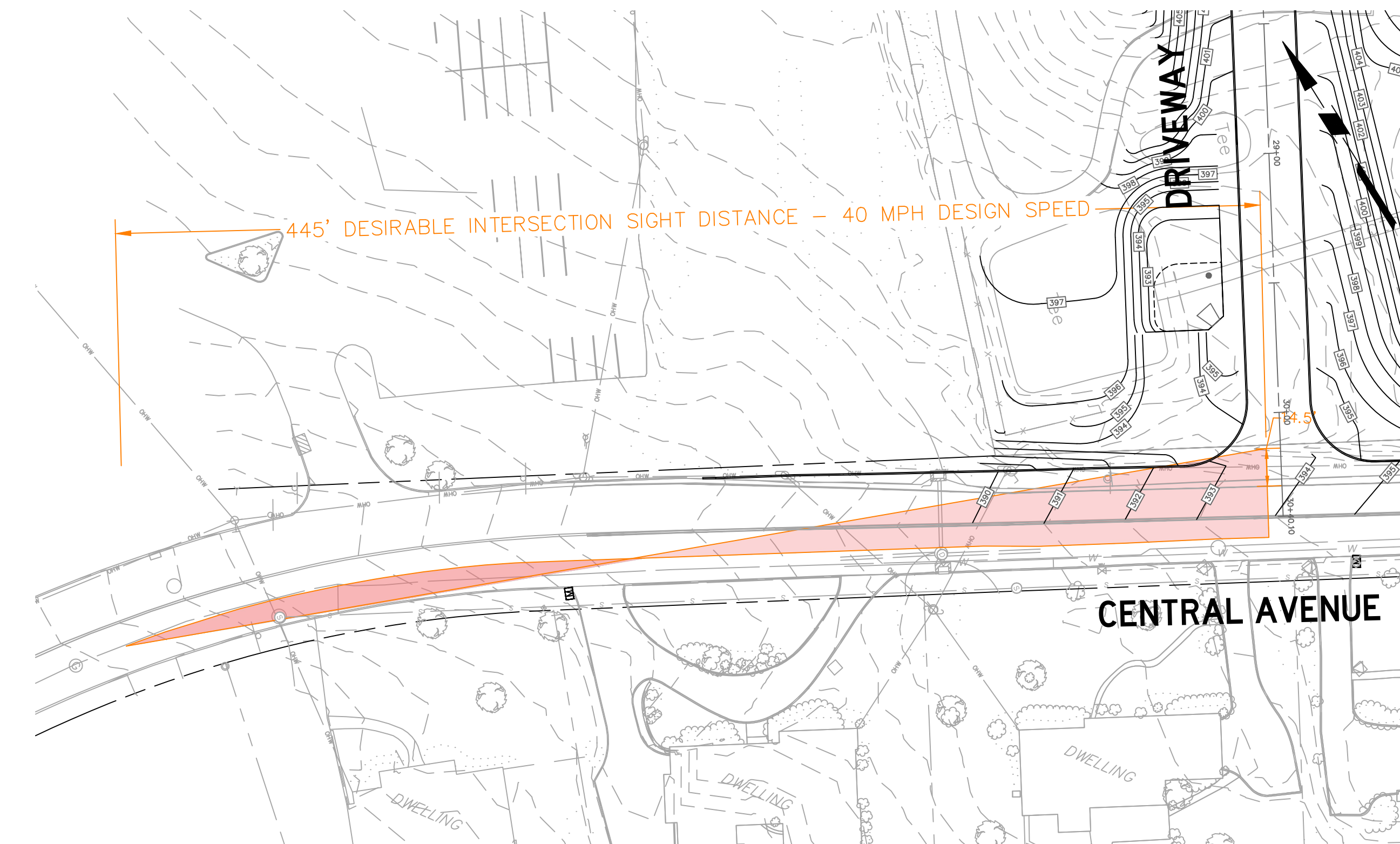
- NOTES:
1. MINIMUM AND DESIRABLE INTERSECTION SIGHT DISTANCES ARE BASED ON TABLE 9-9 OF AASHTO'S "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS" (2018 7TH EDITION).
 2. FROM SECTION 9.5.1 OF AASHTO'S "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS" (2018 7TH EDITION): "IF THE AVAILABLE SIGHT DISTANCE FOR AN ENTERING OR CROSSING VEHICLE IS AT LEAST EQUAL TO THE APPROPRIATE STOPPING SIGHT DISTANCE FOR THE MAJOR ROAD, THEN DRIVERS HAVE SUFFICIENT SIGHT DISTANCE TO ANTICIPATE AND AVOID COLLISIONS."



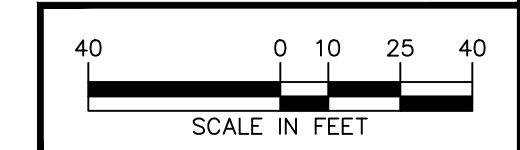
MINIMUM SIGHT DISTANCE



DESIRABLE INTERSECTION SIGHT DISTANCE - 35 MPH POSTED SPEED



DESIRABLE INTERSECTION SIGHT DISTANCE - 40 MPH DESIGN SPEED



Date	Description	No.
REVISIONS		

NOT FOR BID OR CONSTRUCTION

SIGNATURE: KARL A. PEHNKE
PROFESSIONAL ENGINEER
STATE LIC. No. GE36434

LANGAN
Langan Engineering and Environmental Services, LLC
1300 Wilson Boulevard, Suite 450
Arlington, VA 22209

T: 571.366.6800 F: 571.366.6801 www.langan.com

WEST GREENBROOK ROAD IMPROVEMENTS

BOROUGH OF NORTH CALDWELL

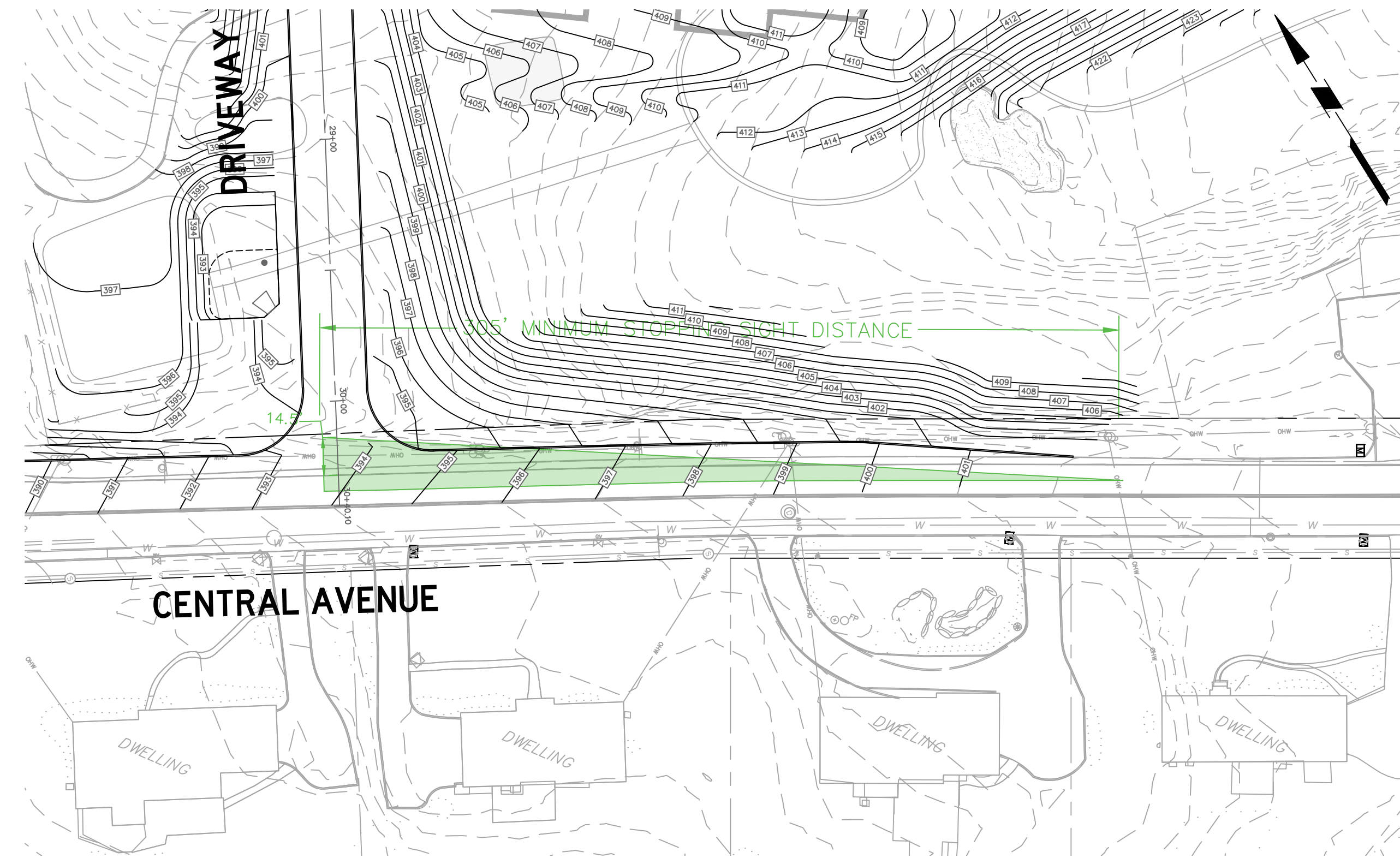
ESSEX COUNTY NEW JERSEY

CENTRAL AVENUE AND DRIVEWAY INTERSECTION SIGHT DISTANCE - LEFT TURNS

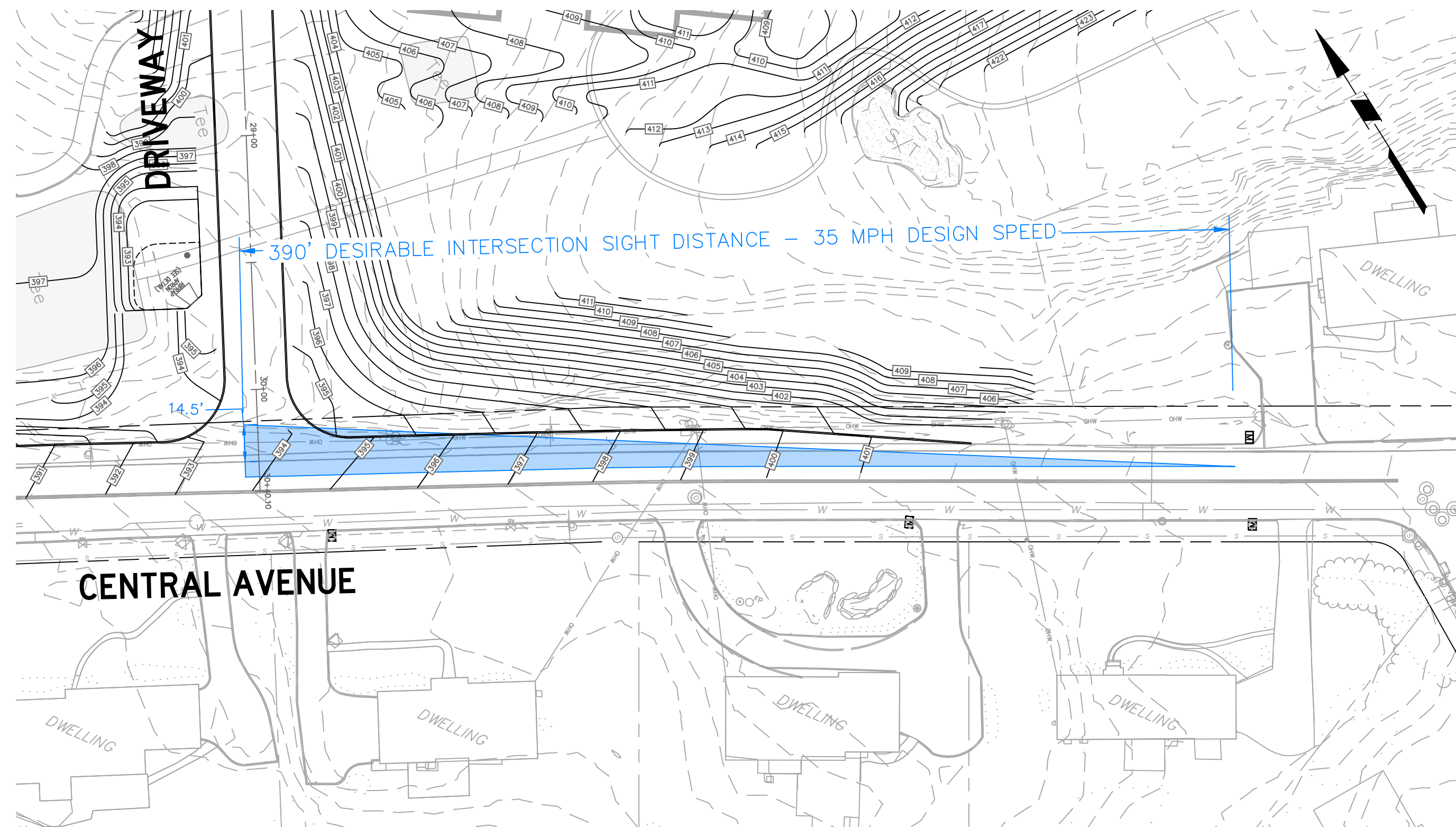
Project No. 130165401	Drawing No.
Date 1/8/2026	
Scale 1" = 40'	
Drawn By SLH	Checked By KAP
Submission Date 1/8/2026	Sheet 1 of 3

WEST GREENBROOK ROAD (CR 628) & SITE DRIVEWAY		
CASE B1: LEFT TURN FROM STOP – PASSENGER CARS		
	MINIMUM STOPPING SIGHT DISTANCE	DESIRABLE INTERSECTION SIGHT DISTANCE
POSTED SPEED LIMIT – 35 MPH	250 FEET	390 FEET
DESIGN SPEED LIMIT – 40 MPH	305 FEET	445 FEET

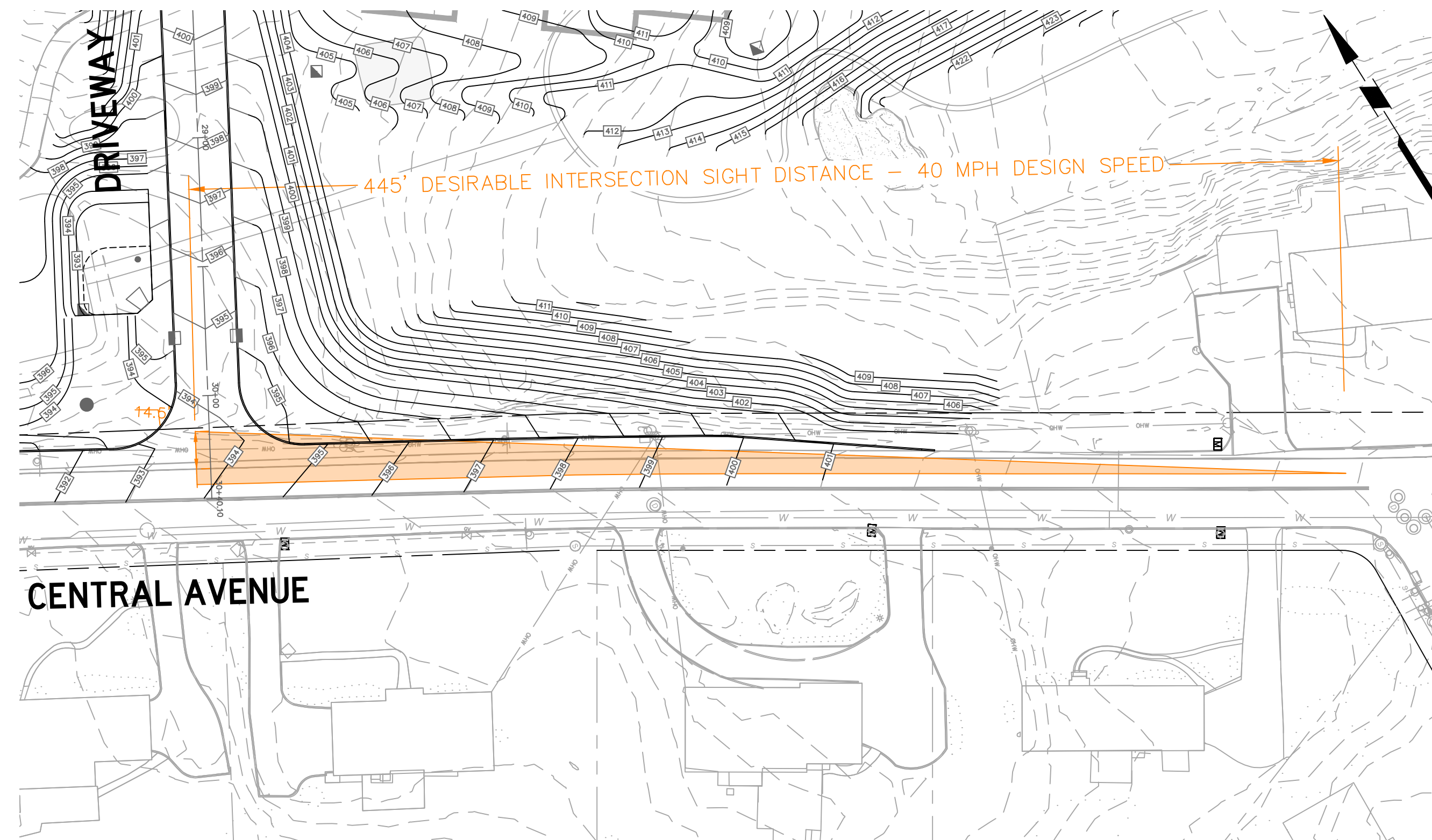
- NOTES:
1. MINIMUM AND DESIRABLE INTERSECTION SIGHT DISTANCES ARE BASED ON TABLE 9-9 OF AASHTO'S "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS" (2018 7TH EDITION).
 2. FROM SECTION 9.5.1 OF AASHTO'S "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS" (2018 7TH EDITION): "IF THE AVAILABLE SIGHT DISTANCE FOR AN ENTERING OR CROSSING VEHICLE IS AT LEAST EQUAL TO THE APPROPRIATE STOPPING SIGHT DISTANCE FOR THE MAJOR ROAD, THEN DRIVERS HAVE SUFFICIENT SIGHT DISTANCE TO ANTICIPATE AND AVOID COLLISIONS."



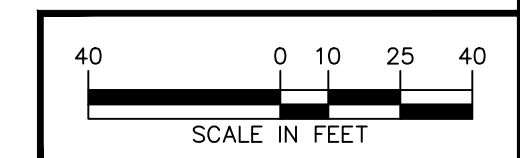
MINIMUM SIGHT DISTANCE



DESIRABLE INTERSECTION SIGHT DISTANCE - 35 MPH POSTED SPEED



DESIRABLE INTERSECTION SIGHT DISTANCE - 40 MPH DESIGN SPEED



Date	Description	No.
REVISIONS		

NOT FOR BID OR CONSTRUCTION

SIGNATURE: KARL A. PEHNKE
PROFESSIONAL ENGINEER
STATE LIC. No. GE36434

LANGAN
Langan Engineering and Environmental Services, LLC
1300 Wilson Boulevard, Suite 450
Arlington, VA 22209

T: 571.366.6800 F: 571.366.6801 www.langan.com

WEST GREENBROOK ROAD IMPROVEMENTS

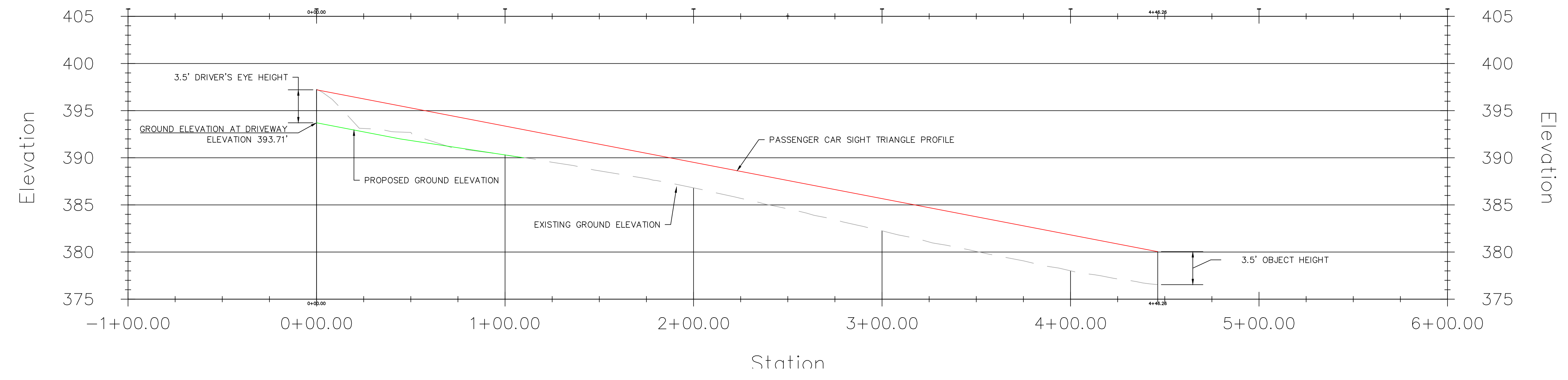
BOROUGH OF NORTH CALDWELL

ESSEX COUNTY NEW JERSEY

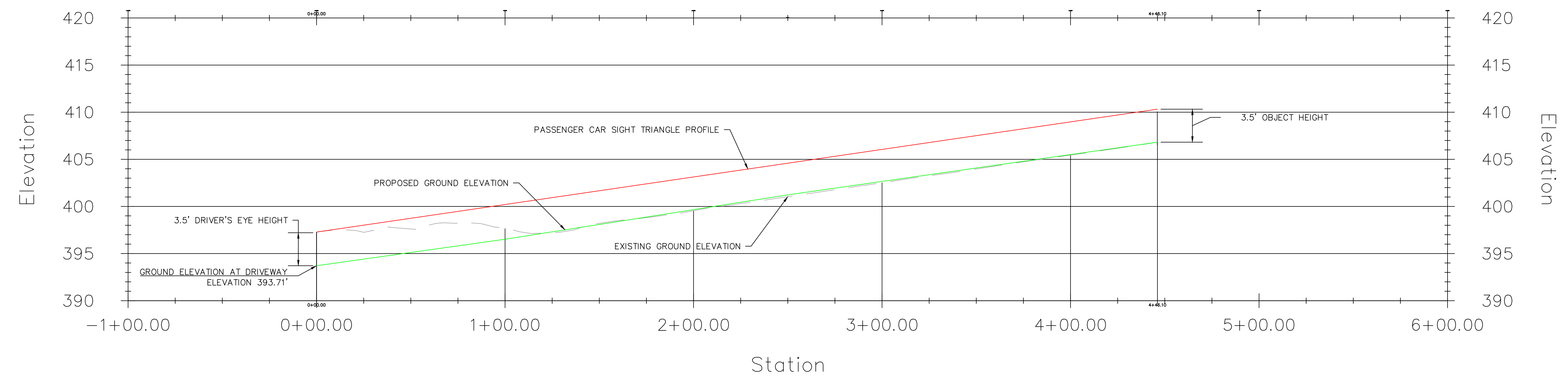
CENTRAL AVENUE AND DRIVEWAY INTERSECTION SIGHT DISTANCE - RIGHT TURNS

Project No. 130165401	Drawing No.
Date 1/8/2026	
Scale 1" = 40'	
Drawn By SLH	Checked By KAP
Submission Date 1/8/2026	Sheet 2 of 3

Profile View of Left Turn Sight Line – Central Avenue



Profile View of Right Turn Sight Line – Central Avenue



Date	Description	No.
REVISIONS		

NOT FOR BID OR CONSTRUCTION

SIGNATURE: KARL A. PEHNKE
 PROFESSIONAL ENGINEER
 STATE LIC. No. GE36434
 DATE SIGNED:

LANGAN
 Langan Engineering and Environmental Services, LLC
 1300 Wilson Boulevard, Suite 450
 Arlington, VA 22209

T: 571.366.6800 F: 571.366.6801 www.langan.com

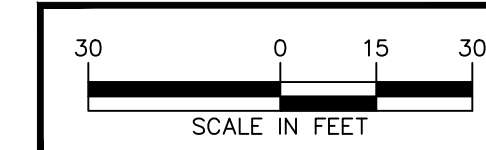
WEST GREENBROOK ROAD IMPROVEMENTS

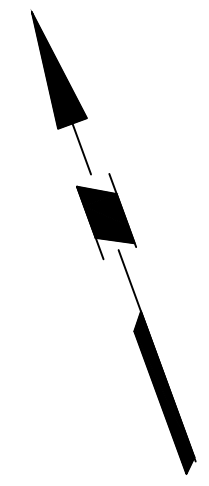
BOROUGH OF NORTH CALDWELL

ESSEX COUNTY NEW JERSEY

CENTRAL AVENUE AND DRIVEWAY INTERSECTION SIGHT DISTANCE PROFILES

Project No. 130165401	Drawing No.
Date 1/8/2026	
Scale 1" = 30'	
Drawn By SLH	Checked By KAP
Submission Date 1/8/2026	Sheet 3 of 3





PROPOSED EASEMENT

JAY L. HAND DRIVE

DWELLING

BLOCK 1702 LOT 1

PROPOSED R.O.W. LINE

EXISTING R.O.W.

WEST GREENBROOK ROAD

BLOCK 1700 LOT 2

PROPOSED SIDEWALK, TRAFFIC SIGNAL, AND ROADWAY WIDENING EASEMENT

10' ACCESS EASEMENT

BLOCK 1701 LOT 1

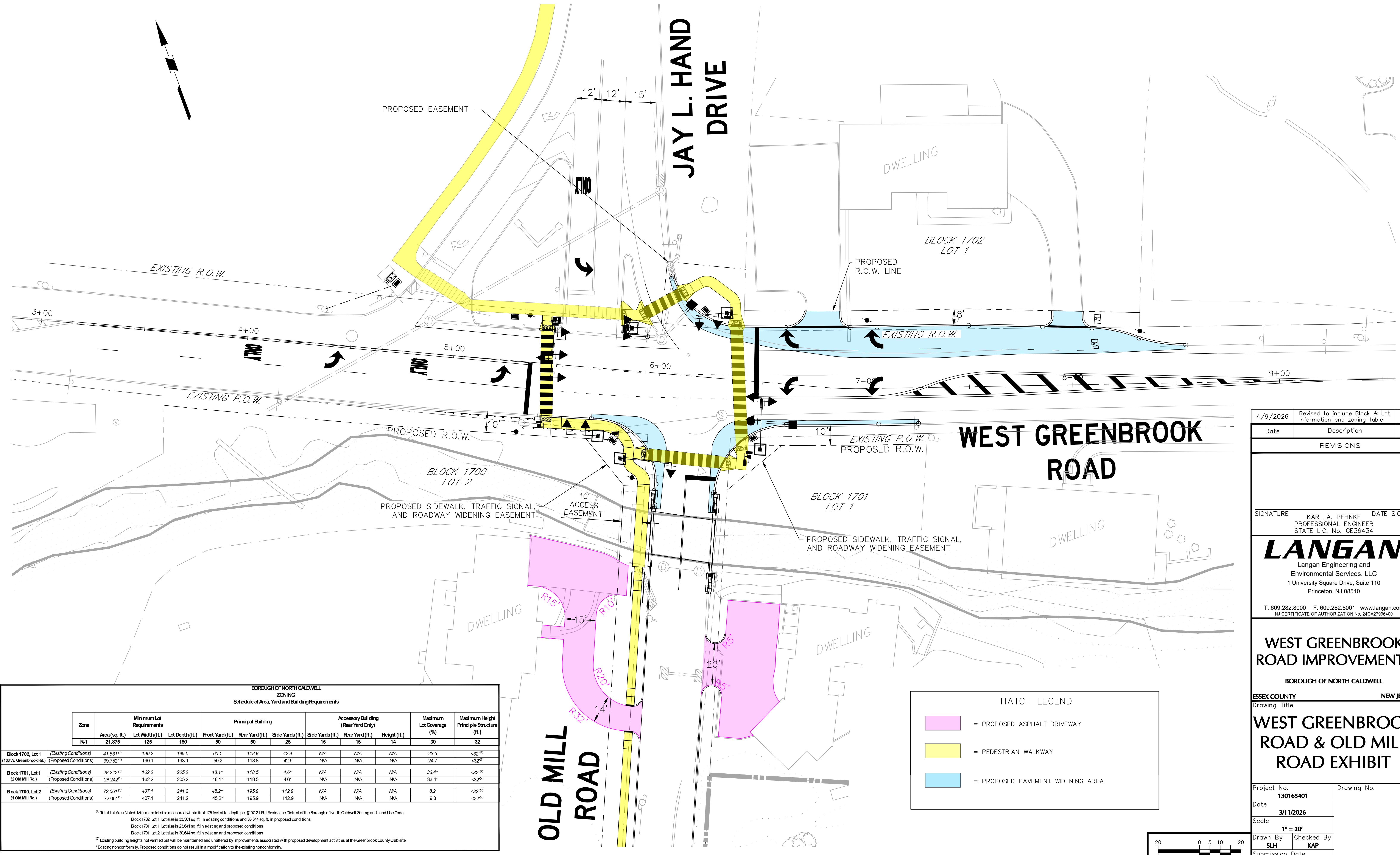
PROPOSED SIDEWALK, TRAFFIC SIGNAL, AND ROADWAY WIDENING EASEMENT

DWELLING

DWELLING

OLD MILL ROAD

DWELLING



BOROUGH OF NORTH CALDWELL ZONING Schedule of Area, Yard and Building Requirements

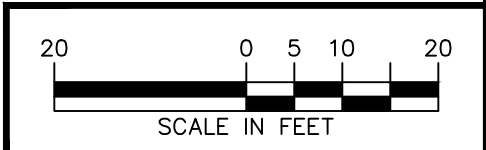
Zone	Minimum Lot Requirements			Principal Building					Accessory Building (Rear Yard Only)		Maximum Lot Coverage (%)	Maximum Height Principle Structure (ft.)
	Area (sq. ft.)	Lot Width (ft.)	Lot Depth (ft.)	Front Yard (ft.)	Rear Yard (ft.)	Side Yards (ft.)	Side Yards (ft.)	Rear Yard (ft.)	Height (ft.)			
R-1	21,875	125	150	50	50	25	15	15	14	30	32	
Block 1702, Lot 1 (Existing Conditions)	41,531 ⁽¹⁾	190.2	199.5	60.1	118.8	42.9	N/A	N/A	N/A	23.6	<32 ⁽²⁾	
(Proposed Conditions)	39,752 ⁽¹⁾	190.1	193.1	50.2	118.8	42.9	N/A	N/A	N/A	24.7	<32 ⁽²⁾	
Block 1701, Lot 1 (Existing Conditions)	28,242 ⁽¹⁾	162.2	205.2	18.1*	118.5	4.6*	N/A	N/A	N/A	33.4*	<32 ⁽²⁾	
(Proposed Conditions)	28,242 ⁽¹⁾	162.2	205.2	18.1*	118.5	4.6*	N/A	N/A	N/A	33.4*	<32 ⁽²⁾	
Block 1700, Lot 2 (Existing Conditions)	72,061 ⁽¹⁾	407.1	241.2	45.2*	195.9	112.9	N/A	N/A	N/A	8.2	<32 ⁽²⁾	
(Proposed Conditions)	72,061 ⁽¹⁾	407.1	241.2	45.2*	195.9	112.9	N/A	N/A	N/A	9.3	<32 ⁽²⁾	

⁽¹⁾ Total Lot Area Noted. Minimum lot size measured within first 175 feet of lot depth per §107-21 R-1 Residence District of the Borough of North Caldwell Zoning and Land Use Code.
 Block 1702, Lot 1: Lot size is 33,361 sq. ft. in existing conditions and 33,344 sq. ft. in proposed conditions.
 Block 1701, Lot 1: Lot size is 23,941 sq. ft. in existing and proposed conditions.
 Block 1701, Lot 2: Lot size is 30,644 sq. ft. in existing and proposed conditions.

⁽²⁾ Existing building heights not verified but will be maintained and unaltered by improvements associated with proposed development activities at the Greenbrook County Club site.
 *Existing nonconformity. Proposed conditions do not result in a modification to the existing nonconformity.

HATCH LEGEND

	= PROPOSED ASPHALT DRIVEWAY
	= PEDESTRIAN WALKWAY
	= PROPOSED PAVEMENT WIDENING AREA



4/9/2026	Revised to include Block & Lot information and zoning table	1
Date	Description	No.
REVISIONS		

SIGNATURE: KARL A. PEHNKE
 PROFESSIONAL ENGINEER
 STATE LIC. No. GE36434

LANGAN

Langan Engineering and Environmental Services, LLC
 1 University Square Drive, Suite 110
 Princeton, NJ 08540

T: 609.282.8000 F: 609.282.8001 www.langan.com
 NJ CERTIFICATE OF AUTHORIZATION No. 24GA27996400

WEST GREENBROOK ROAD IMPROVEMENTS

BOROUGH OF NORTH CALDWELL

ESSEX COUNTY NEW JERSEY

WEST GREENBROOK ROAD & OLD MILL ROAD EXHIBIT

Project No. 130165401	Drawing No.
Date 3/11/2026	
Scale 1" = 20'	
Drawn By SLH	Checked By KAP
Submission Date 3/11/2026	Sheet 1 of 1

PROJECT No. 130165401

DATE PLOTTED: 3/11/2026 12:30 PM

KATHARINE A. COFFEY
Attorney at Law

8 Sylvan Way
Parsippany, New Jersey 07054
T: (973) 966-8323 F: (973) 206-6343
kcoffey@daypitney.com

April 10, 2026

VIA HAND DELIVERY

Glenn Domenick, Borough Administrator &
Planning Board Secretary
Borough of North Caldwell
141 Gould Avenue
North Caldwell, NJ 07006

**RE: Toll NJ I, LLC (“Toll” or the “Applicant”)
Preliminary and Final Major Site Plan &
Minor Subdivision (the “Application”)
North Caldwell Planning Board
100 Greenbrook Road
Lot 1 in Block 1600 (the “Property”)**

Dear Mr. Domenick:

As you know, this firm represents Toll in connection with its application for development of the above-referenced property. This matter is scheduled to continue before the North Caldwell Planning Board (the “Board”) on April 20, 2026. At the upcoming hearing, the Applicant will continue its traffic testimony with Karl Pehnke, following his prior testimony on March 23, 2026. As noted in our March 13, 2026 correspondence, and as confirmed at the March 23, 2026 hearing, the Applicant’s Licensed Site Remediation Professional, David Loeffler of EcolSciences, is also expected to testify regarding the anticipated site remediation strategy. In addition to Mr. Pehnke and Mr. Loeffler, the Applicant anticipates presenting testimony from Jay Kruse and John McDonough if time is available.

To that end, enclosed please find twelve (12) copies of the witness list for the April 20, 2026 hearing.

In response to comments raised by the Board’s professionals, Mr. Pehnke has also updated the sight distance exhibits. Enclosed please find twelve (12) copies of the following for the Board’s review and consideration:

April 10, 2026

Page 2

1. Sight Distance Exhibits for W. Greenbrook Road and Main Driveway Intersection (left and right turns), dated April 6, 2026.
2. Sight Distance Exhibits for Central Avenue and Driveway Intersection (left and right turns), dated April 3, 2026.

Also enclosed please find twelve (12) copies of the zoning table addressing the three (3) existing properties impacted by the proposed roadway improvements, including the two residential properties along Old Mill Road where driveway expansions are proposed, and the property located along West Greenbrook Road that will be subject to a right-of-way dedication. As reflected therein, the proposed driveway improvements and dedication do not result in any additional variances or new nonconformities. The foregoing will be addressed at the public hearing, and digital copies of all the enclosed materials will be provided via e-mail.

At the prior hearing, there was an exchange at the prior hearing regarding the applicability of the Residential Site Improvement Standards (“RSIS”) to the Greenbrook and Old Mill Road intersection improvements. RSIS governs site improvements constructed by a developer in connection with a residential development application within the development tract. As such, its requirements apply to improvements within the scope of the development itself and do not mandate that existing off-site infrastructure be brought into compliance with RSIS standards. Further, RSIS does not mandate the retrofit of pre-existing infrastructure under these circumstances. As clarified by the New Jersey Department of Community Affairs in Clarification No. 3 (dated October 26, 2000, revised April 19, 2001), attached hereto, RSIS does not require existing infrastructure constructed prior to June 3, 1997 to be retrofitted to current standards, even where a proposed development relies on such infrastructure. Accordingly, the Applicant is not required to bring the off-site intersection into full RSIS compliance or to obtain a waiver for pre-existing conditions.

Please do not hesitate to contact our office should the Board, its professionals, or staff require any additional information in advance of the hearing.

Very truly yours,



Katharine A. Coffey

KAC/amc

Encl.

cc:

April 10, 2026

Page 3

John R. Dusingberre, Esq. *via e-mail (w/ encl.)*

Michael Petry, PE *via e-mail (w/ encl.)*

Shaun Delaney, PE *via e-mail (w/ encl.)*

Toll NJ I, LLC *via e-mail (w/o encl.)*

Jay Kruse PE *via e-mail (w/o encl.)*

Karl Pehnke, PE *via e-mail (w/o encl.)*



State of New Jersey
DEPARTMENT OF COMMUNITY AFFAIRS

DONALD T. DIFRANCESCO
Acting Governor

JANE M. KENNY
Commissioner

Clarification on . . .

DEVELOPMENT PRECEDING JUNE 3, 1997

In the Residential Site Improvement Standards

The Residential Site Improvement Standards (RSIS) do not require that developments built before the rules became operative (June 3, 1997) be improved to meet the standards. This is true even when a proposed development relies on an existing development for its street network, sanitary sewer system, water supply system, or stormwater management system.

For example, if an existing stub street is being extended to accommodate a new development, and the existing and proposed street segments form a cul-de-sac that has an average daily traffic (ADT) of over 250 trips, a question arises about how to apply the cul-de-sac provisions of the standards. Cul-de-sacs are special purpose streets and the ADT served is limited to 250. The ADT should be limited based on the ADT of the street segment that serves the proposed development, not the ADT of both the proposed and existing developments. Similarly, if a proposed development will use the stormwater collection system from an existing development, the pipe sizes in the RSIS would only apply to the pipes in the new development. The RSIS do not require that the pipe sizes in the existing development be resized to meet the standards. This is true even for those pipes in the existing development that will receive additional flow from the proposed development.

The mechanism for making the necessary improvements to the existing portion of the development is contained in the Municipal Land Use Law (MLUL), N.J.S.A. 40:55D. N.J.S.A. 40:55D-42 addresses off-tract improvements to water supply systems, sewer systems, drainage facilities, and streets. The MLUL allows municipalities to adopt ordinances that require the developer, as a condition of subdivision approval, to "pay his pro-rata share of the cost of providing only reasonable and necessary street improvements and water, sewerage, and drainage facilities, and easements therefor, located outside the property limits of the subdivision or development but necessitated or required by construction or improvements within such subdivision or development." When such off-tract improvements are made to infrastructure that serves residential development, the required improvements should not exceed the requirements found in the RSIS.

#3

Approved by the Site Improvement Advisory Board 10/26/00
Amended 4/19/01



Witness List
Toll NJ I, LLC
North Caldwell Planning Board
Preliminary and Final Major Site Plan & Minor Subdivision Application

Toll NJ I, LLC (the “Applicant”) intends on calling the following witnesses, who will address the below topics, at the April 20, 2026 meeting before the North Caldwell Planning Board (the “Board”):

Karl Pehnke, PE, Traffic Engineer, Langan Engineering and Environmental Services, Inc.

Mr. Pehnke previously provided testimony at the March 23, 2026 hearing. Mr. Pehnke has over forty (40) years of experience in traffic engineering, parking design, transportation planning, roadway design, and traffic signal design. His testimony addressed the updated Traffic Impact Study dated March 2026, including the evaluation of traffic generation, distribution, and impacts to the surrounding roadway network, as well as proposed roadway and signal improvements. Mr. Pehnke further testified regarding the addition of an alternative access to the Fairfield development via the Greenbrook Executive Center, providing connectivity to West Greenbrook Road (CR 628) and Passaic Avenue (CR 613), resulting in an approximately thirty-five percent (35%) reduction in traffic at the Old Mill Road intersection, and improving overall traffic operations, site access, and vehicular and pedestrian safety. He concluded that the surrounding roadway network has sufficient capacity to accommodate the proposed development, that the project will operate safely and efficiently with the proposed improvements, and that the design provides safe and adequate access for vehicles, pedestrians, and emergency services.

Mr. Pehnke completed his direct testimony and responded to questions from the Board and its professionals, and will return at the upcoming hearing to respond to questions from the public.

David Loeffler, LSRP, EcolSciences, Inc.

Mr. Loeffler is a Senior Vice President and Licensed Site Remediation Professional (“LSRP”) with EcolSciences, Inc., with over fifteen (15) years of experience in contaminated site investigation and remediation, including former golf course remediation and redevelopment. His expertise includes sampling strategy development, regulatory compliance, and preparation of remedial phase reports, including Phase I and Phase II Assessments, NJDEP reporting, and remediation strategy development. As an LSRP, he is responsible for preparing and certifying remedial submissions to NJDEP, issuing regulatory approvals, and coordinating with clients and regulatory agencies.

Mr. Loeffler will provide an overview of the anticipated remediation strategy and NJDEP oversight process in his testimony.

Jay Kruse, P.E., ESE Consultants, Inc.

Mr. Kruse will continue his testimony as the Project’s site engineer. At prior hearings, Mr. Kruse provided an overview of the proposed development, including site layout, grading, circulation, and stormwater management systems, and responded to questions from the Board and the public.

At the April 20, 2026 hearing, Mr. Kruse will review the Applicant's resubmission materials and the February 20, 2026 point-by-point response to the Board Engineer's review comments, as well as the most recent engineering review letter issued by Petry Engineering, dated March 6, 2026 . His testimony will address updates to grading, stormwater management design, utility systems, circulation, and phasing, including refinements made in response to agency and Board comments.

Mr. Kruse will also testify regarding compliance with EV (electric vehicle) make-ready requirements, including the calculation and distribution of required spaces and the project's ability to support phased implementation. He will further address overall site functionality, as well as coordination of off-site utilities and improvements with the Fairfield project.

Mr. Kruse will respond to outstanding comments from the Board and its professionals, including issues related to circulation, grading, refuse access, ADA considerations, and other engineering-related matters, and will answer questions from the public and the Board.

John McDonough, LA, PP, AICP, John McDonough Associates, LLC

Mr. McDonough is a licensed professional planner and landscape architect with over thirty-five (35) years of experience and is the principal of John McDonough Associates, LLC, a land use planning and landscape architecture consulting firm based in Parsippany, New Jersey. He has been recognized as an expert in land use matters before numerous boards and commissions and is a frequent speaker at the New Jersey League of Municipalities, Rutgers University's Bloustein School of Planning and Public Policy, and the AIA National Conference.

Mr. McDonough will testify as the Applicant's professional planner in support of the requested variance relief relating to street tree spacing pursuant to Ordinance Section 107-26.1M(7). He will explain how the proposed plan complies with the intent of the ordinance by providing a number of trees consistent with a fifty (50) foot spacing interval, while also addressing the practical limitations of installing trees between attached units due to association maintenance considerations. Mr. McDonough will provide the planning justification for the requested relief.

Mr. McDonough will also address how the proposed development advances the Borough's ability to satisfy its Mount Laurel affordable housing obligations for the third round and will discuss the associated public benefits.