Township of Manalapan

Department of Planning & Zoning
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Planning Board Minutes

August 22, 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, David Kane, Alan Ginsberg, Daria D'Agostino, Kathryn Kwaak, Jack McNaboe, Barry Jacobson, Richard Hogan, Barry Fisher, Steven Kastell
Absent from the meeting:	Todd Brown
Also present:	Ronald Cucchiaro, Planning Board Attorney Brian Boccanfuso, Planning Board Engineer Jennifer Beahm, Planning Board Planner Lisa Urso-Nosseir, Recording Secretary

Mr. Cucchiaro 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 August 8, 2019 as written.

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

Resolution: **PPM1727 ~ Providence Corporation**
Lamb Lane ~ Block 74 / Lot 14.02
Preliminary Major Subdivision

A Motion was made by Ms. D'Agostino, Seconded by Mr. Ginsberg to approve Resolution PPM1727 as written.

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

Applications: **PPM1823 ~ Countryside Developers, Inc.**
Manalapan Logistics Center
203 HWY 33 ~ Block 78 / Lot 12.02
Preliminary and Final Major Site Plan
Carried from July 11, 2019

Salvatore Alfieri, Esq. of Cleary, Giacobbe, Alfieri & Jacobs represented the applicant this evening. Mr. Alfieri announced that Mr. Gasiorowski has been retained by neighbors who are located behind the site. Mr. Alfieri said we are going to meet again before we ask the Board to take any action. We will bring back our witnesses so Mr. Gasiorowski can cross examine them if an agreement cannot be reached.

Ron Gasiorowski stated he is an attorney with offices in Red Bank and he represents one of the adjacent property owners, Mr. David Kleyn of 15 Astor Drive. He explained that Mr. Alfieri and he have not had to the opportunity to review this application. Mr. Gasiorowski said the developer was very courteous to his client and attempted to resolve some problems. There is a chance at resolving those problems.

Mr. Cucchiaro asked Mr. Alfieri to please confirm that the applicant is not seeking a decision tonight because he wants to confer again with Mr. Gasiorowski. Mr. Cucchiaro said he wanted to be clear to the public that there is still a hearing tonight and the witnesses are going to present their exhibits.

Mr. Alfieri presented the architect as the first witness. Mr. Cucchiaro swore in Richard Pratt, licensed architect in New Jersey for 25 years. Mr. Alfieri distributed Exhibit A-3, Building A, Colored Elevations. The overall north elevation is the loading dock side. Ms. Beahm said your document says north side elevation, but it

is actually the south side elevation. Mr. Pratt said the bottom elevation is the north side of the building. That is what you are going to see from Route 33. Mr. Pratt described the loading bays and the entrances to the warehouses. Mr. Pratt pointed out the sign and Ms. Beahm asked for the dimensions. He said it is 6' high and 10' long. Mr. Alfieri said we are going to be resubmitting engineering plans to attempt to address all of the technical comments in CME's report. Ms. Beahm said it has been several weeks since you first appeared. Why are these plans just being submitted tonight? Why are there no dimensions on these plans? Mr. Alfieri said they are going to make a full resubmission. Ms. Beahm said the color palate is terrible. There are architectural design standards that must be complied with. This building needs to be broken down vertically. Mr. Cucchiaro said the ordinance design standards were referenced in the reports. Mr. Cucchiaro said it would be very useful if there was a submission in advance that Ms. Beahm could review. Mr. Alfieri said our goal is to have a plan that complies with every aspect of the ordinance, except for one waiver. We will have a conforming plan and we will be eliminating the relief.

Julia Algeo, engineer for the project continued her testimony. This application is for a permitted use and there are no variances. We agree to comply with the recommendations of the Fire Bureau. Ms. Algeo's staff met with the Environmental and Shade Tree Commissions and they agree to address their comments. They have agreed to provide additional landscaping near the truck parking, to the west of the site. The billboards currently on the site will be removed. There would be additional landscaping for buffering and screening adjacent to the trailer parking on the westerly side. If the tenants require an emergency generator, they would be located within the truck court area behind the buildings. Ms. Algeo pointed on the Exhibit board where the generator would be placed and the additional landscaping.

Ms. Algeo stated in the Ordinance, parking is calculated at 4.5 spaces per 1,000 sq ft and for warehouse space, one parking space per 5,000 sq ft. In Building A, there should be a total of 120 parking spaces, but we have provided 154 spaces. For Building A, for the first shift we would anticipate that there would be 61 warehouse employees, and for the second shift, 31 employees. To account for shift overlap, we will require 151 spaces. That would consist of 59 spaces for the office, and 61 for warehouse for the first shift, and 31 for the second shift. They feel that the parking that they are providing for Building A is adequate. Mr. Cucchiaro asked Ms. Algeo about the number of employees in the second shift because during the first meeting, it was stated that there would be 35 employees. Mr. Alfieri said this is the accurate number. Ms. Algeo said for Building B, the office area would need 68 spaces for the first shift 58 warehouse employees. The second shift would have 29 warehouse employees. We are proposing a total 189 spaces for Building B. The applicant will agree to land bank the additional spaces, if the Board would like.

Ms. Beahm asked for further clarification of the number of employees; her notes from the previous hearing contradict what Ms. Algeo just reported.

Ms. Algeo broke the numbers down as follows:

- Building A has an office component and they anticipate 59 employees; there is one eight hour shift for the office.
- The warehouse space has shifts. It is anticipated that there would be 61 employees for shift one. Shift two would be about 30/31 employees. Shift three could be 30/31.

Mr. Cucchiaro asked if there was an overlap between shifts. Ms. Algeo said we did design for an overlap, or 159 spaces.

- Building B has an office component and she estimates 68 office employees. First shift would be 58 warehouse employees; second and third shift 29 employees. There is a total of 186 parking spaces. The parking stalls are 9' x 18' for employee use only. The ADA spaces are 12'w x 20'l.

Ms. Algeo referred to the Exhibit and showed that the egress and ingress to the site is from Route 33. There is a right in, right out driveway proposed on the easterly side and an egress only on the westerly side of the site. Employees going to Warehouse A would turn right and park. Trucks going to Warehouse A would enter the truck port. Trucks going to Warehouse B would enter the truck port. Employees for Warehouse B would enter the driveway. Travel lanes are two way along the driveway to the east and everywhere except for the driveway leading to Route 33 to leave the site. The driveway is proposed to be 30' wide. The driveway into the site has been calculated to accommodate approximately 15 WB67 trucks; therefore there is sufficient stacking. There will be trash compactors located in the loading areas. Building A has 57 dock door openings and a couple of the dock door openings will be used for a trash compactor and a recycling compactor. All of the trash will contained and picked up by a private carrier.

Ms. Algeo stated there is an easement located off of Silver Charm Drive that has a 12" pipe with a stub and apparently set up for future connections. The applicant will be extending the 12" across Route 33, through an easement in front of the Patriot Park Building and then head south along the property line. That will be a 12" main that will be dedicated to Manalapan Township's water system. All the rest of the water system on site would be private and looped. Mr. Boccanfuso asked if the stub at Silver Charm Drive is sufficient to tie in at or near the Route 33 cartway? Ms. Algeo said yes it is.

Mr. Alfieri asked Ms. Algeo what the trigger would be for the installation of the banked truck parking area. Ms. Algeo said the trigger would be at the tenants desire and demands. Ms. Algeo said she has submitted to DEP for all of the Flood

Hazard and Wetlands Permits and that includes improvement of the crossing. All those permits and approvals will be obtained for the entire site, not just the warehouse section. Mr. Cucchiaro asked if the permits expire. Ms. Algeo said they have a five year life span. All these matters are pending.

Mr. Boccanfuso asked about the supplemental landscaping which would be to the southwest of the southerly buildings. Ms. Algeo pointed out the area on the Exhibit and agreed to install the additional landscaping. Mr. Boccanfuso requested that when they do resubmit, if they could provide notes as necessary so that it is abundantly clear on the plans.

Mr. Alfieri noted that there is a necessity for a waiver. Ms. Algeo said they are seeking a waiver for the stream corridor management and we are proposing within the stream corridor a road crossing, utilities, a stormwater basin outfall and some grading. The regulations do allow for flexibility for site plans where in certain locations the stream corridor buffer can be reduced to less than 75', provided an equivalent is provided elsewhere. We have submitted a stream buffer management plan, Exhibit A4, entitled Manalapan Township's Stream Corridor Management Plan. Certain activities are being proposed in the stream corridor which are foreseen as reasonable activities which are anticipated. These activities include a road crossing and a small disturbance for the installation of a utility transmission line, two stormwater outfalls, and they are utilizing the averaging provisions of the regulations along with grading in some areas.

Mr. Boccanfuso said the waiver request is appropriate and necessary in terms of grading. Ms. Algeo said she believes that the activities proposed within the stream corridor meet the intent of the regulations since there is minimal impervious surfaces proposed within the stream corridor buffer; minimal wooded areas are being disturbed within the stream corridors buffer. The granting of this waiver is reasonable and we believe the proposal meets the overall intent of the Manalapan Township Stream Corridor regulations.

Chief Hogan asked about the retention ponds and what the depth is. Ms. Algeo said they are about 5'-6' deep. Chief Hogan asked would be the total depth if there were significant rains? Ms. Algeo said generally there could be another 4' of water to peak before it starts subsiding and goes back to the normal water surface elevation. Chief Hogan asked if there is any runoff from Route 33 going into those storm basins? Ms. Algeo said our plans do not show any new inlets intercepting runoff from Route 33. There are a separate set of highway construction plans that are being submitted to the DOT. Chief Hogan asked about emergency radio within the building and Ms. Algeo stated the applicant has agreed to that condition.

Mr. McNaboe asked how the trucks will be instructed as to what door to go to? Mr. Alfieri said the appropriate expert will answer that question for this shortly. Mr. McNaboe said he is concerned with the trailer parking and leaving any type of

open-ended number on it. Would a trailer sit for 24 hours and leave? He doesn't want to see this as a parking yard for trailers. Mr. McNaboe asked was there any discussion regarding reduction the size of these buildings so everything would fit together more appropriately? Mr. Alfieri acknowledged Mr. McNaboe's statement.

Chair Kwaak stated that the HVAC should be identified on the roof of each building. Mr. Alfieri said the architect will have those on the revised plans. Chair Kwaak asked if the surface of the banked parking would be crushed stone. Ms. Algeo said it will be paved asphalt.

Mr. Ginsberg said based upon the architectural drawings, it appears there could be 114 tractor trailers loading and unloading simultaneously, is that correct? Ms. Algeo asked are you adding up the loading docks? If so, there are 108. Mr. Ginsberg said you previously mentioned you can stack 15 trucks. How is stacking 15 sufficient for 108 loading docks? Ms. Algeo said the only intention to make that statement was that there would be no concern for any overflow. The traffic engineer could go into more detail about the anticipated trips per hour. It is not feasible that there would be 108 trucks in and out at the same time.

Mr. Kane asked if there was any thought to moving the employee parking on the south side so it's not visible to the houses? Ms. Algeo said that due to the elevation change, the parking will not visible to the residents since it is lower. Mr. Alfieri said we have spoken with the neighbors regarding this matter and we will supplement the landscaping as well.

Mr. Jacobson asked if they received any feedback from the Health Department? Where are the septic tanks? Ms. Algeo said there will be public sewer brought into the site.

Mr. Castronovo said at the last hearing there was discussion about the possibility of talking to the neighbor to get easement access so trucks could feed into the jughandle to go west, any update? Mr. Alfieri said it is just not practical financially or otherwise to do that.

Mr. Fisher asked about designated handicap spaces in the lot. Ms. Algeo said there are six for Building A, and also six for Building B, so 12 in total. Mr. Fisher asked about the lighting on the building. Ms. Algeo said it will all be LED facing down and will meet the ordinance requirements. Mr. Fisher asked about the idling of the trucks. Mr. Alfieri said they would post signage and there is an ordinance about idling.

Mr. Kastell asked how the number of employees was devised. Ms. Algeo said it is based on ratios that are generally industry standard since this is a spec building. For the office space, we calculated based on 4 ½ per 1,000 sq ft and for the warehouse, 1 per 1,000. Ms. Algeo said in her opinion, there is ample parking for

this use. Mr. Kastell said the averages are 1 per 150 sq ft for office space nation wide. Mr. Cucchiaro said as a legal matter, the Board shouldn't be producing its own evidence. Ms. Algeo said that for this type of warehouse use, the parking that we are providing is more than adequate. Mr. Kastell said he disagrees.

Mr. Alfieri asked John Rea to continue his traffic report. Mr. Rea submitted a supplemental traffic report to the Board. Mr. Rea asked for information regarding crash data from the Manalapan Police Department. Mr. Rea spoke about the turnaround where the overpass from the eastbound Route 33 highway intersects Business Route 33 and whether that was safe and efficient for trailers to make a U-turn. We have prepared improvement plans for that intersection, basically increasing the radius for the left turn to get back to Route 33 heading west, so that the larger tractor trailers, WB67s, could use that intersection to make U-turns to get back to the west. This concept was discussed with the NJDOT at the pre-application meeting in October 2018. They endorsed this concept and the idea is to keep the trucks from making U-turns at the Sweetman's Lane jughandle. Mr. Rea did morning and afternoon peak hour traffic counts. We routed our truck traffic during peak hours through the intersection and we found that the intersection is currently operating at level of service B, which is a good level of service and even with our truck traffic routed through the intersection during peak hours, it would continue to operate at a level of service B. As far as the capacity of that intersection to handle the truck traffic, it can do it very easily.

Mr. Rea continued and said he contacted the Manalapan Police Department and asked for a crash history, not only at that intersection, but at the merge where Business Route 33 Westbound merges with the freeway, right in front of Peking Pavilion. It turns out that neither one of those locations are showing any kind of a pattern of crash history. The crash data he received shows that there were two accidents over the last three years. One of the accidents was due to a medical seizure and the person ran into the curb. The other one was a rear-end accident that was property damage only. As far as the merge by Peking Pavilion, there was one accident over the last three years, with property damage only. Mr. Rea said the concept of improving that intersection is the appropriate way to handle this situation.

Mr. Alfieri asked about the access point and the access drives that enter onto Route 33 and asked Mr. Rea to go the procedure. Mr. Rea said the westerly access point will be an egress only out to Route 33 and controlled by a stop sign. The easterly access will have a right in, right out for movements for trucks and for cars entering and exiting. Mr. Rea said the site distance at both driveways are excellent since Route 33 is level and flat in this area. We are going to be widening the shoulder along the frontage from 12' to 15'. Route 33 is under the jurisdiction of the NJ DOT. The plans have been prepared and they are going to be submitted to NJ DOT on August 23, 2019 and copies will be provided to the Board.

Mr. Rea said he did an overly conservative analysis when he did the traffic generation estimates. He broke out the office space and the warehouse space separately. Based on the traffic counts, during peak hours the percentage of tractor trailers that are in the traffic flow will vary depending upon the tenant from 10 - 20%. Again, we don't know who the tenants are going to be, but based on the research counts, 10 - 20% of the peak hour traffic would be trucks. If either of the warehouses are intended to be used as a fulfillment center, we will need to update the traffic study. Mr. Rea reviewed the traffic study that Dynamic Engineering prepared for Manalapan Crossing, and again, he did include the traffic from Manalapan Crossing, from the Skeba Warehouse and also the K. Hovnanian adult community - all of those background traffic volumes were added into our traffic study. With the improvements that they are proposing at Sweetman's Lane and Millhurst Road, the intersection is going to operate at a much better level of service than it is currently operating. As a result of these projects, there are approximately 200 additional trips going through the Route 33 Pegasus Blvd. intersection during the morning peak hour, and about 250 additional trips during the afternoon peak hour.

Mr. Boccanfuso asked Mr. Rea when he analyzed the Route 33 overpass interchange with the Route 33 Business U-turn movement of the trucks - how did you determine the number of trucks that would be routed through that intersection? Mr. Rea said he took the traffic generation estimates from the original traffic study. During the pm peak hour, 20% of 112 vehicles, then 22 trucks would use the overpass. Mr. Boccanfuso said so there are 112 vehicles exiting the site based upon your conservative analysis, 22 of which are trucks, so the rest are passenger vehicles. Based upon your trip distribution, all those passenger vehicles would be seeking to head west bound on Route 33, correct? Mr. Rea said not all of them. He said 25% would continue east towards Route 9, and the other 75% would make a U-turn and head back to Route 33 west bound. Mr. Rea suggested that in the tenant leases that the trucks have to use this new improved intersection to make U-turns to get back to Route 33 westbound. Based on the positive response they have received from NJ DOT, they would be amenable to us installing signs on Route 33 indicating all vehicles over 4 tons not to use the Sweetman's Lane jughandle, but direct them down to the overpass. Mr. Boccanfuso asked if there are any enforcement mechanism whatsoever for that? Mr. Rea said it is a recommendation. Tickets can be issued. Mr. Boccanfuso said this would apply to all trucks, not just trucks leaving your site.

Mr. Boccanfuso asked about the analysis of crash data at the Route 33 Business westbound and Route 33 interchange. There has not been a notable documented historic adverse situation at that location. He asked Mr. Rea if the additional truck traffic that is going to be diverted to that location, could exasperate the conditions and lead to an unsafe situation? Mr. Rea said it could exasperate the situation, but it would not lead to an unsafe situation in his opinion. This was discussed with the DOT pre-application meeting.

Mr. Boccanfuso said he still has concerns since they are not proposing a fully improved and formal auxiliary lane into or from the site. What they are proposing is a wider shoulder. It is irregular, it is not consistent with design standards. Further, as you approach the easterly driveway from the west, there is a curve island with some hatching and striping and you don't typically see those at the end of a shoulder. Usually you would see those at the end of a formal travel lane. To see that, all you need to do is look across the street at the westbound jughandle for Pegasus where you have a formal auxiliary lane and a traffic island. Same thing for the eastbound approach to Pegasus, there is something similar. He understands Mr. Rea's position, he sees how it could work, however he still does have some concerns about it. It could potentially be a safety issue. He would much prefer to see a formal acceleration and deceleration lane. He recognizes that the improvements along the State highway are fully under State jurisdiction and he also recognizes that there are some difficulties in providing those lanes because there are stream crossings both east and west of the site access drives. It is irregular and it doesn't appear to him to be consistent with the actual design standards. He is not familiar with any other sites that operate in this fashion and he wanted to get it on the record that it is a concern. Mr. Rea said the applicant welcomes Brian's input and welcomes Brian to send that information to the NJ DOT and see if any changes can be made based his concern. We would like that information to be sent formally from the Town to the NJ DOT and see how they respond.

Mr. McNaboe said he wanted to put on the record that during the last meeting he asked if this traffic could head westbound. Have you approached the owner of Patriot Park to see about putting access through there? Mr. Alfieri said his client has not. Mr. McNaboe said there is a different piece of property which is owned by a private club and has that owner been approached? Mr. Alfieri said they have not either. Mr. McNaboe said so we are at the same point that we were all along. By sending 75% eastbound for the better part of a mile, turn them around and send them back to go westbound - I'm no traffic engineer, but that doesn't sound ideal to me and I believe we can do better. Mr. McNaboe continued and asked Mr. Rea if he approached the DOT regarding another traffic light which would sync up as if they were one operation. Has something like that looked into? Mr. Rea asked where would this traffic light be? Mr. McNaboe asked him to look into the possibility. Mr. McNaboe said in the unfortunate event that your tenant leaves these warehouses, the Town is stuck with these two buildings. He wants to make them viable from day one, not just make them profitable for someone to put them up.

Mr. McNaboe asked how will the trucks know which door to approach? Mr. Rea said that would be an operations matter, but he said in his experience, the trucks know what door to go to. Mr. McNaboe asked is there a dispatcher? Do they call

on ahead on their cell phone? Is there a gate guard? Mr. Rea said the tenant would have to decide which method would be best for their operation.

Mr. Cucchiaro said there are no tenants at the time, how the information will be conveyed to the drivers as to which bay they are going to go to, lets assume there is going to be a gate, and the gate guard will say go to bay 50. Would the manner in which that information is conveyed change the way that the internal circulation functions? Would there be possible queuing as a result of the way that information is conveyed in the future. Mr. Rea said he believes the method would most likely be cell phones.

Mr. Ginsberg said if a truck is heading back west on Route 33 at the intersection of Route 33 - will a truck have to come to a complete stop for entering 33 from 33? Mr. Rea asked if he was talking about the merge by Peking Pavilion? Mr. Rea said there is a yield sign there with no acceleration lane. Mr. Ginsberg asked how long for a tractor trailer at a complete stop to get back up to highway speed in order to get onto Route 33? Mr. Rea said there is a light at Millhurst Road and you don't want tractor trailer trying to accelerate the highway speed when they are probably going to be faced with a red light at Millhurst Road.

Mr. Kane asked if they are going to put signs internally about the traffic flow, assuming that the current traffic plan is the one you would proceed with that says, before you get to the stop sign leaving the property. Mr. Rea said he thinks he is going to be doing the signage plan. He doesn't believe there would be any problems with posting some signs or indicating to the truck drivers that if they are leaving the site and they want to return to the west or the turnpike, this is how they have to do it.

Mr. Jacobson asked if the trucks have Bluetooth, because if not, they will have to stop on the ingress lane to call somebody, that would cause some back up as well.

Mr. Castronovo wanted to know that when a Board requests accident report history, how many years are generally provided? Mr. Boccanfuso said it would depend upon the request. Mr. Castronovo said is three years of history sufficient? Mr. Boccanfuso said in his view it is, based on the quantity of accidents revealed. One per year on average, over the course of three years does suggest to me that this is not a problematic intersection.

Mr. Fisher said an acceleration lane on Route 33 sounds quite important. Mr. Rea said if this wants to be brought up to the DOT as a formal request, we do not have a problem with that.

Mr. Kastell asked what warehouses did they look at to gain this information. Mr. Read said Costco Drive on Route 535 in Monroe, 3.8 million sq ft and the tenants that are in the complex are Costco, Barnes & Noble, Taylor Communications, LA

Enterprises and the Blue Arrow Warehouse. We also looked at the Wayfair fulfillment center in Cranbury. That is 1.2 million sq ft and only one tenant. Mr. Kastell said you didn't see queueing of the trucks? Mr. Kastell said there is a facility that needs to handle a certain amount of truck traffic and a certain amount of the trucks, whether waiting to be put into bays, or waiting to be picked up after. Mr. Rea is saying that he looked at three different facilities to make sure the ingress and egress and the numbers were correct and that you could handle what a typical facility handles in terms of trucks coming in, truck waiting to put into bays and trucks waiting to be taken away. Mr. Kastell said to Mr. Rea that you looked at samples and that this facility is designed correctly. However you are not able to give me those numbers. Mr. Rea said let me try to answer it this way - the primarily purpose for us going to those facilities that we mention was to do traffic counts to see if the traffic generation numbers from those warehouses were equal to or less than the ITE numbers he used for this project. Mr. Rea traveled through those sites and he observed what was going on, but he did not count open and available loading docks. Mr. Kastell said you really haven't done anything to confirm that the space in between is enough to store the trailers without the extra loading docks.

The Board took a five minute break.

The Board returned to the dais and the floor was opened to the public for questions only.

Rosemarie Mesis, 4 Arcaro Road, had a question regarding a study on the air quality and that the fumes and emissions from these trucks are going to have on the residents? Mr. Alfieri said no study was done and the use is a permitted use in the zone and no variance are being sought and we do not believe it is necessary. She also asked about noise studies and Mr. Alfieri said they will comply with all noise ordinances. Ms. Beahm noted that the applicant has prepared an Environmental Impact Statement as part of their application package which has discussions of air and noise included within it.

James Chirdo, 6 Crawford Road, had a question regarding safety. Was the DOT aware that the turn going back to Route 33 west is about 50' maybe even less from the back of homes. You have to consider noise, pollution and safety. Also, the road comes within 50' of a pre-school. Mr. Rea said he knows the DOT was aware of the fact that the intersection existed before the homes and the daycare center were built.

George Berger, 47 Comtois Road, asked about the tenancy in the buildings. Are they are restricted to purely warehouse, or could it be light manufacturing or fabrication or assembly? Mr. Alfieri said we agreed to only warehousing.

Don Epstein, 57 Whirlaway Road, asked this is only warehouse? Mr. Alfieri said there would be an office component to it. Mr. Epstein asked if this includes refrigerated warehousing. The applicant stipulated there will be no refrigeration.

Ann Massara, 63 Route 33, and also owns 59 Route 33 said the houses were there before the highway. She asked what if there is a double hitch trailer? Mr. Rea said he is not certain double hitch trailers are allowed on this section of Route 33.

Donald Hawksby, 77 Yakes Road, said he has seen tractor trailers make turns there already and they always take down a sign. Mr. Rea said that is why we are improving the intersection by making it wider. Mr. Rea did his studies during the peak hours within the last month or two. Mr. Rea said the only eastbound on Business Route 33 that comes through intersection is from Village Grande or from the daycare center.

Ken Ripley, 6 Salter Court, asked about routing traffic eastbound to turnaround and go west. Has a study been done about just putting a traffic light in front of the warehouse, put a crossover on both lane of Route 33 so they can come out of the warehouse and just turn left? Mr. Rea said that study has been done. The amount of traffic that would be generated by the warehouse and the trucks does not warrant the traffic signal. The applicant would like to have a traffic signal there, but the DOT would never approve it.

Gary Hyman, 34 Palomino Drive, asked if there was any estimate of how many trucks and cars are going to be utilizing Pegasus Blvd jughandle. Mr. Rea anticipates 25% of the traffic, and we will add 31 additional vehicles during the morning peak hour and 9 additional vehicles during the afternoon peak hour, about 10% of that will be trucks.

Alex Luyando, 14 Crawford, asked Mr. Rea if he was part of the NJ DOT? Mr. Rea said no. Mr. Luyando asked how he could make a decision for the NJ DOT then – why can't you put a request in for a traffic light at the warehouse in order to make a left turn onto Route 33 West? Mr. Rea said he has 35 years experience working with the DOT and there isn't a chance they would approve the signal.

Vincent Verderosa, 7 Yakes Road, said the engineer informed him that you cannot see the cars from the main road. A tractor trailer trying to go up an incline would have to shift 5-6 times to get to that road. He wanted to know what is going to be done about the noise.

Marilyn Chirichillo, 49 Yates Road, asked if any of the people involved in the planning thought about building a road towards Pegagus Road and having the trucks travel west using that same traffic light? Mr. Alfieri said Mr. McNaboe has made that suggestion as well. The issue is that it would require the acquisition of properties to the west.

Tamar Genz, 51 Wintergreen Drive, asked Mr. Rea if his studies in other towns were near residential communities? Mr. Rea said most of it was commercial, but his function was to do the traffic counts and the traffic generation numbers.

Dennis Lord, 61 Whirlaway, said the merge point is dangerous right now and is concerned how this situation is going to be exacerbated.

Ilene Volpe, 34 Crawford Road, asked why you want to build warehouses in the middle of senior housing and a nursery school. Mr. Rea said the warehouses are permitted in this area and we do not require any variances.

Art Edelman, 57 Yates Road, asked if the applicant observed the jughandle? Mr. Rea said yes, many times.

Chairwoman Kwaak announced that she was closing public for the evening. Mr. Cucchiaro stated that application PPM1823, Countryside Developers is carried to October 24, 2019 with no new notice to property owners. The materials are on file and available for review in the office of the Planning Board Secretary.

Ordinance: **Ordinance 2019-18**
Ordinance of the Township Committee of Manalapan Township Repealing Ordinance 2018-06

Ms. Beahm explained that this Ordinance is repealing an Ordinance the Township put in place about one year ago for additional construction on the site of the property known as Marion Manor. Over the course of the past 18 months, the site has become even more problematic than it has in the past and the Committee felt that allowing additional development on this property would be adverse to the best interest of the Township. The Planning Board's role is to determine if this Ordinance is consistent with the Master Plan. This was an overlay, and the underlying C3 zoning still stands. Repealing this Ordinance would be substantially consistent with our Master Plan.

Mr. Kastell asked if this waiver was given only to allow them to continue what they were doing? Mr. Cucchiaro said this has nothing to do with that. This is just regarding the zoning on the property. It is not a determination as to anyone's particular rights on the property and those rights aren't part of what we are analyzing. We are just analyzing whether it is substantially consistent with the Master Plan.

A Motion was made by Mr. Fisher, Seconded by Mr. Castronovo that Ordinance 2019-18 is substantially consistent with the Master Plan.

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

Chairwoman Kwaak opened the floor to any non-agenda items; seeing none, it was closed. She added that the next meeting will be September 12, 2019.

Adjournment

A Motion to adjourn the meeting was made by Chief Hogan and agreed to by all.

Respectfully submitted,

Lisa Urso-Nosseir
Recording Secretary

A recorded CD or DVD of the meeting is available for purchase by contacting the Planning Board Office.