

Township of Manalapan

Department of Planning & Zoning

120 Route 522 & Taylors Mills Road

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Planning Board Minutes

July 11, 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 (*joined the dais at 7:40)

Absent from the meeting: None

Also present: Ron Cucchiaro, Board Attorney
Brian Boccanfuso, Board Engineer
Jennifer Beahm, Board Planner
Lisa Nosseir, Recording Secretary

Mr. Cucchiaro swore in Brian Boccanfuso, PE - CME Associates, and Jennifer Beahm, PP - Leon Avakian.

Minutes:

A Motion was made by Ms. D'Agostino, Seconded by Mr. Jacobson to approve the Minutes of June 27, 2019 as written.

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

No: None

Absent: None

Abstain: None

Not Eligible: Castronovo, Hogan, Kastell

Resolutions: **PFS1325 ~ 149 Freehold Road, LLC**
 Olde Silver Tavern
 149 Freehold Road ~ Block 27 / Lot 39
 Extension of Time ~ Final Site Plan

A Motion was made by Mr. McNaboe, Seconded by Mr. Fisher to approve the Extension of Time Resolution for PFS1325 as written.

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

PPS0501 ~ AnneYures
Andee Plaza II
12 Millhurst Road ~ Block 6515 / Lot 30.01
Extension of Time ~ Final Site Plan

A Motion was made by Mr. Jacobson, Seconded by Mr. Brown to approve the Extension of Time Resolution for PPS0501 as written.

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

Applications: **PPM1727 ~ Providence Corporation**
 Lamb Lane ~ Block 74 / Lot 14.02
 Preliminary Major Subdivision
 Continued Hearing of June 27, 2019

Peter Licata, Esq. of Sonnenblick, Selvers and Parker represented the applicant this evening. Mr. Licata reminded the Board that this application was carried in order for the engineer to take into account some of the feedback and comments we received regarding some of the design elements. They are here tonight to present the revised plans.

Mr. Ploskonka said they made adjustments to the plan. Ms. Beahm suggested that we remove the eyebrow on the corner and that resulted in four variances, two for lot frontage, and two for lot width. We eliminated two of the three steep slope variances, there is one not to exceed 20%. Sidewalk will be on one side of the street.

It was noted for the record that Mr. Kastell joined the dais at 7:40 pm.

Mr. Ploskonka continued and said they did make an application for water service to the Township Committee. This would provide city water to the 18 homes. It would provide for sprinkler systems for fire suppression for each of the homes and it would take the water system from the Skeba warehouse property through all the streets and have a hydrant end up on Lamb Lane for further extension, if the Town wanted to do that. He met with one of the neighbors to meet at the site and look at the drainage issue. We went over the drainage issues and there is some serious erosion near the neighbors home. We intend to take corrective action as part of the plan. There will be a little bit of widening which will be worked out in the final stages.

Mr. Cucchiaro asked Mr. Ploskonka for more details regarding the meeting with the neighbor. Mr. Ploskonka said there was a paved area at the persons home that took the water from the street into the woods. He believes it was put in by the public works department and it has eroded and needs to be cemented in place at that location.

Ms. Beahm said this plan is a better alternative than the previous plan. Mr. Boccanfuso said the applicant is seeking relief from conservation and natural topography. Mr. Ploskonka's office has provided us with preliminary soil logs in a effort to determine the feasibility of septic systems. They showed consistently through the site that the water table is 2-3' deep. You would be getting the basement floor elevations at or near the existing grade on most of the lots. We also looked at the RSIS requirements based upon the trip generation associated with the proposed development, this road could be called a rural road and it would have a 20' wide cartway, no sidewalk or curbing at all.

Mr. Boccanfuso said we discussed what needs to be done regarding the drainage and we can review this between Preliminary and Final. We need to find areas that we can stabilize to allow the runoff to get into the wooded area and ultimately down to the wetlands. The drywells are required for all new developments. Given the high water table, he doesn't have an issue with a waiver from that requirement, however he does think they should provide a small drywell for the water softener discharge to prevent that discharge from killing vegetation causing erosion.

Mr. McNaboe said we spoke about widening the road slightly, almost a deceleration/acceleration lane getting in, not a full width, Lamb Lane is very thin. Did you plan on bringing storm basins to the corner? Mr. Ploskonksa said no he did not because of all the water coming down the roadway, it would make us increase the size of the detention basin if you took all the water into the subdivision. We are trying to break up that water flow and fix that area that is a problem area so that the water would dissipate into the wetlands at several locations. We would then widen the intersection with the new roadway, but not widen the whole roadway. Mr. McNaboe asked what is the downside to expanding the storm basin? Eighteen new homes are coming in, we have a problem out there and this is our opportunity as a Town to improve this. Mr. Ploskonka said bringing the water to the wetlands would be better than directing it into a basin. We will go through these scenarios and come back with a solid response. Mr. McNaboe said he was on Lamb Lane with DPW this week and we walked it from the intersection all the way down to the area you are speaking about. The road is very thin, it is breaking off so a split channel would help.

Mr. McNaboe said as cars drive up, there is a hill and he is concerned with the lights flashing across the street. He asked for reassurance that if there is problem, that the neighbors across the street will be offered some sort of plantings, should they decide to accept them. Mr. Ploskonka said we agree if there is any type of problem with headlights, we will offer landscaping for the front yard for the person that is opposite the driveway.

Mr. McNaboe spoke about paving of the half width or the street in that area. Mr. Boccanfuso said we touched on this at the first meeting and he addressed it in his report; some degree of Lamb Lane improvements, such as mill and resurfacing of Lamb Lane. Part of what Mr. Ploskonka and the neighbors discussed in the field was the crown on Lamb Lane and water is not able to get across from the south side to the north side. In order to fix that, repaving must be done.

Ms. D'Agostino asked if the lots meet all front yard setbacks. Mr. Ploskonka said the front yard setbacks are variances that we asked for at the beginning of this application. Each setback is 60' from the road ROW instead of 100', and that was because of the drainage ditches running through the property and environmentally sensitive areas.

Mr. Kane said he strongly believes that the sidewalks should be done on both sides.

Mr. Brown asked if there would be any signage at the front of this development? Mr. Ploskonka said there is no signage.

Mr. Fisher said that the water situation must be addressed before there is a final approval. He asked if it is going to be in the deed that the lots must be maintained by the homeowners? Mr. Licata said he would have no objection to the contract of sale and a deed notice if that is what the Board wants. Mr. Fisher also agrees that sidewalks on both sides would be a smart idea.

Mr. Kastell said in a community this big, it is foolish not have sidewalks on both sides.

Chairwoman Kwaak opened the floor to the public for any questions or comments on this application. Seeing none, she closed public.

Mr. Cucchiaro said the drainage, the curbing, road improvements, drywells, deed restrictions, would all be conditions of the Resolutions.

A Motion was made by Mr. Castronovo, Seconded by Mr. Brown to approve Preliminary Major Subdivision Approval with ancillary variance and design waiver relief, subject to the conditions on the record for application PPM1727 ~ Providence Corporation.

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

Applications: PPM1823 ~ Countryside Developers, Inc.
 Manalapan Logistics Center
 203 HWY 33 ~ Block 78 / Lot 12.02

Salvatore Alfieri, Esq. of Cleary, Giacobbe, Alfieri & Jacobs represented the applicant this evening. Mr. Cucchiaro said there is a threshold jurisdictional issue and Mr. Alfieri agreed that the billboards will be removed.

Mr. Cucchiaro swore in Terry Sherman, a principal of Countryside Developers and his company is the applicant and potentially the developer of the site. Mr. Sherman marked in Exhibit A1, a colorized aerial of the site prepared by Maser Consulting. The site proposed is located on the south side of Route 33. It is approximately 86 acres. The site is bordered by Manalapan Brook, across the street is Pegasus Drive and Patriots Park flex space. To the rear there are some residential houses. There is no development between our site and the residents. We are exceeding the required setback line. We put the loading docks in between

the two buildings to shelter them from the truck traffic. The front of the building is aesthetically more attractive and we've hidden the loading zones for the trucks. We will be removing the billboards that are along Route 33. Two warehouses are proposed, Warehouse A is 313,875 sq ft and also contained in that would be 13,000 sq ft of office space. Warehouse B is 302,250 sq ft with 15,000 sq ft of office proposed. The total of the two buildings is 616,125 sq ft.

Mr. Alfieri referred to the CME report dated July 3, 2019. Mr. Sherman said the site has 1,670' of road frontage on Route 33 on the southerly side. The site will contain four retention basins which will be wet ponds with aerators in them. We are not asking for any variances. The operation of the office warehouse is set up to operate for three shifts and the number of employees would be tenant related, but it would be roughly 35 employees per building, per shift. We are not going to run an operation such as an Amazon. He obtained the title report and to his knowledge, there are no deed restrictions that would impact the site whatsoever. HVAC will be on the roof and we discussed solar panels with the Environmental Commission and that would be tenant specific.

Mr. Sherman said they met with the WMUA regarding servicing the site. They have procured easements from some of the neighbors regarding utility extensions. The sewer comes across the easement and comes out on the north western side of Route 33. They will be going under Route 33 to connect with a manhole coming up along Route 33 to their site. There will be a low level E1 pump station on site which will be owned and maintained. The engineer will testify further on this issue.

They met with the Environment Commission and the issues that were brought up are being addressed by Maser Consulting. There may be some natural occurring arsenic on the site and it is being analyzed further. Mr. Sherman said he concurs with the Township engineering report for item 19. He will meet with the Shade Tree Commission to work out items brought up by Ms. Spero. Mr. Sherman said they will put a fence along the edge of the dumpster where they can.

Mr. Sherman attended the meeting with the Fire Bureau and the applicant is willing to address all the items in their report. They have adjusted the plan to accommodate the comments in the Fire Bureau report.

Mr. Cucchiaro swore in John Rea, PE and principal of McDonough & Rea Associates with 45 years in the field. His office prepared the traffic impact analysis report and they have met with the NJ DOT in a pre-app meeting. Mr. Rea said he collected traffic volume counts during peak hours at the intersection of Route 33 and Pegasus Boulevard. They prepared estimates of traffic to be generated by the warehouses after consulting the Institute of Transportation Engineers, ("ITE"), Tenth Edition of the Trip Generation Manual. He is aware there is an issue with

certain fulfillment centers, such as Amazon. One of the things the DOT looks at when a warehouse project is being proposed, is the number of parking spaces that are being proposed along with the warehouse space. In this case, given the 338 spaces, the ITE looked at those parking space numbers and he utilized ITE land use code 150, which is the general warehouse code. His firm has done traffic generation counts for fulfillment centers and warehouses and they have found that the peak hour traffic generation for the fulfillment centers is actually lower than what we utilized from the ITE for their traffic study. In some cases, it is half of what they utilized in the traffic study. The counts that they took at the Monroe Wayfair Center showed trip generation rates about half of what they used in the traffic report. They are also aware of numerous other projects along Route 33. They included all of that traffic in the growth rate to the 2024 design year and they found that the signalized intersection at Route 33 and Pegasus is currently operating at Level B during the morning and afternoon peak hours and will continue to operate at Level B with those other projects included. There is only one exit now. Originally they went before the DOT with a right-in and a right-out at the western end of the property, and a right-in and right-out of the eastern edge of the property. The DOT asked them to remove the entrance from the westerly driveway, so that is an exit only. They also asked them to widen the shoulder along Route 33 to 15', primarily to accommodate deceleration into the entrance at the eastern end of the property. That would be for both trucks and personal vehicles as well.

Mr. Rea said that about 75% of their traffic is going to orient to and from the west, to and from the Turnpike, so that traffic exiting the site will need to make a U-turn to return to the west and they are aware of the issues at the jughandle at Millhurst Road and Route 33. Those two approaches to the intersection at Route 33 and Sweetman's Lane on the south side and Millhurst Road on the north side are going to be improved as part of the Manalapan Crossing project. They are aware of the issues with respect of the geometry of the jughandle, the stacking on Sweetman's Lane at the traffic signal, etc. They discussed these issues with DOT and they asked us how are you going to handle U-turns for trucks? We agreed to direct our trucks to use the overpass where eastbound Route 33 goes over the freeway to business Route 33, and at that intersection, you can make a left turn at a stop sign to make a U-turn, or you can continue right at a yield sign to continue east on business Route 33. We agreed to assign our trucks to that location and not have them use the Sweetman's Lane jughandle. As part of our plan to do that, we have also proposed a widening and an improvement to that intersection to accommodate the U-turns for trucks. It essentially involved pulling back the radius on the west side of that intersection so that trucks would have a proper radius to come to the stop sign and swing out into the westbound lane of business Route 33 to make a U-turn to return to the west on Route 33. The DOT was satisfied with that response and we know we have to have enforcement on that. We could have that restriction put into tenant's leases if necessary. It is also

possible that we could perhaps post some signs if DOT will permit us, that any trucks over 4 tons use the U-turn at the overpass instead of the Sweetman's Lane jughandle, so maybe we could get some of the existing truck traffic out of the jughandle. He stated there are 338 spaces, in excess of what the code requires. The site lays out well to put the extra spaces in.

Mr. Rea summarized by stating that they met with DOT and they have asked us to widen the shoulder to 15' for deceleration into the westerly driveway. We have agreed to send our trucks down to the overpass and we have agreed to make an improvement at our expense to that intersection to accommodate the trucks. With those improvements in place, he believes this traffic can be accommodated in the 2024 design year. Any development project is going to have an impact, but he believes the improvements they are making will help mitigate the impact and we will save the capacity of the Sweetman's Lane jughandle.

Mr. Boccanfuso confirmed that Mr. Rea, Mr. Winckowski and himself had a conversation regarding the application. They went through the comments in CME's report and discussed the project in general and Mr. Rea went over with us the comments that he spoke about this evening. Mr. Boccanfuso asked Mr. Rea to discuss the percentage of tractor trailer trips as expected. Mr. Rea said of course we don't have tenants yet, but we did break down the trucks when we did our traffic counts in Cranbury and Monroe and they range from 12% to 40%, depending upon the user and he assumes this application will be somewhere in that range. Mr. Boccanfuso asked if there was any consideration given for a formal acceleration/deceleration lane, either between the two exits or east of the easterly ingress/egress. Mr. Rea said his partner was at the pre-application meeting so he is unsure whether it was discussed. The DOT did not ask for it, part of the reason is that you really don't want an acceleration lane at this westerly entrance to Route 33 because you don't want them using that lane to try to get up to highway speed to merge with the right lane of Route 33. You want those trucks and cars to come to a complete stop and wait for a gap in the right lane of Route 33. We have not submitted a striping plan to the DOT. If the Board wants this an auxiliary lane, we will bring that plan to DOT.

Mr. Boccanfuso spoke about the layout of the proposed ingress and egress, is there any concern for weaving conflicts, with vehicles trying to enter the site conflicting with vehicles seeking to exit the site, and if so, do you think the situation you just described with the stop control would mitigate that? Mr. Rea said one of the reasons why we proposed the stop sign, and not striping is that with an acceleration lane, it eliminates the weave condition. People at the stop sign have to wait for a gap to enter Route 33. Mr. Boccanfuso said there was a comment in his report that there wasn't any analysis of the Millhurst/Sweetman's/Route 33 intersection. Based upon your study, about 80 or so vehicles during the PM peak would be directed in that eastbound direction, somewhere between 12 - 40% of

those would be trucks. Do you think those passenger vehicle trips would have an adverse impact on the intersection? Mr. Rea said there will be an impact. He reviewed Dynamic Engineering's traffic study for Manalapan Crossing, and they have improvements proposed widening both the north and southbound approaches to the intersection, so you would go from a two lane approach, to a three lane approach. There will be a left turn lane and a combination left and thru lane, and a combination thru and right turn lane that will essentially increase the capacity of that approach by approximately 50%. It would be approximately one passenger vehicle every minute if there are 60, over the course of the hour. Mr. Boccanfuso said if the DOT had concerns with the impact at that intersection, they would have required you to re-analyze it, correct? Mr. Rea said yes that is correct and they are aware of the Manalapan Crossing improvements. Mr. Boccanfuso spoke about the conflicts regarding eastbound Route 33 and the overpass. Mr. Rea said he is the process of putting the DOT application together. There is a possibility of installing a stop sign on eastbound Route 33 because with people heading over the overpass, there is a big sweeping ramp with a yield sign. Many people assume there is no one coming from the left. If there was a stop control, it could be a little bit safer. We can get some accident data from the police department to see if there is anything going on there. Mr. Cucchiaro said in addition to the possibility of the stop sign is there anything else? Mr. Rea said we discussed the possibility of changing the yield sign on the ramp to a stop sign. He's not certain he would recommend that since the cars are going relatively fast and that would be quite a change for people that have been using that over the years. Mr. Boccanfuso said the only other solution is changing that geometry to a formal T intersection, but an oversized vehicle may not be able to make a left at that point. Mr. Rea said we could look at that and do some traffic counts and get some accident data. Mr. Boccanfuso said Mr. Rea had mentioned posting signs along Route 33 to prohibit oversized vehicles from utilizing the Millhurst Road jughandle and he strongly believes this should be included in the application for the DOT.

Mr. Jacobson asked about the second yield. There is a yield and a very short ramp to get onto Route 33 expressway, right before Peking Pavilion. Would that be a good place for a stop? Mr. Boccanfuso said that is correct and he can see the concern. He is not certain that a full stop would be the best situation, then you are forcing a truck to come to a complete stop. Mr. Rea said that no one indicated to him that this was discussed at the DOT meeting. He does believe it is a good point and this will be another item that we will address with the DOT. Chief Hogan said that with the Manalapan Crossings application, this was discussed in length. It may have been a bit further down Route 33; some coordination would be helpful. Mr. Jacobson asked about queuing on the ramp on Route 33 east. Mr. Boccanfuso said he doesn't believe that would be an issue based upon the trip generation that was shown in the study. The analysis showed around 110/115 trips, about $\frac{3}{4}$ of them would be headed around that Route 33 overpass/U-turn and of those, 40%

are trucks, or about 30 trucks per hour. It wouldn't result in substantial queues that would back up vehicles. Mr. Rea agrees with this statement. Mr. Boccanfuso stated there wasn't any discussion regarding any other ability to put a U-turn in, if there was the possibility of requiring easements for properties to the left, or west, so that the Pegasus Blvd. jughandle could be utilized, or a traffic light. Mr. Rea said DOT will not give us a traffic light anywhere along our property frontage. Mr. Rea said the area called Patriots Park is right in the way of extending a road through to the jughandle. It is not our property and the buildings are in the way. Mr. Boccanfuso said they do have a driveway to the west that services those two buildings. Mr. Rea said he didn't investigate it, but even we were able to get out to that driveway, he believes DOT would make us enlarge that jughandle.

The Board took a brief recess due to a power outage.

Chief Hogan said there was discussion at the Fire Prevention Board about a second entrance into the complex. Mr. Rea referred to the applicants' engineer for confirmation and it was stated that the second entrance will be for emergency vehicles only.

Mr. McNaboe addressed Mr. Rea and said he was dissatisfied with his traffic testimony. Mr. McNaboe said there is another adjoining property to the west of your application. Mr. McNaboe said he is perplexed that all of these trucks will be sent all the way down Route 33 and then turn around at any of three turnarounds. Mr. Rea said the DOT will not allow trucks to make a U-turn at the new Manalapan Crossing signal. Mr. McNaboe said he believes this is a bad intersection to send people around. Mr. Rea said he will take a look at the turn around and the overpass. They will perform traffic counts, contact the police department for accident reports, etc. Mr. McNaboe said sometimes you need to look at additional properties. Mr. Rea said he is unsure of the driveway for the Turkish American Club, but he does not think it is capable of accommodating a WB67. If we were to do that, we still be dealing with this undersized jughandle. Mr. Rea said if we were to get access to this jughandle, he's not sure it would be a good thing for the residents of Four Seasons to come out and try to make a left on Route 33 with trucks being in conflict with them. Mr. McNaboe said any way you look it, this is going to impact Four Seasons in one way or another. You need to take a much sharper look at the traffic impact since it is an important part of the project.

Ms. D'Agostino said she is complete agreement with her fellow Board members and would like to see a more in depth traffic study. Mr. Ginsberg said he has a problem with the merge between Route 33 without an extra lane added. Mr. Kane asked about the Pegasus Blvd. having a Level B rating currently, and it will still have a Level B rating after this is added, how is that possible? Mr. Rea said Level B service essentially just relates to a range of delay for vehicles using the intersection that lasts between 10 - 20 seconds. Mr. Kane asked how many

parking spots are being added for cars? Mr. Rea said 338 spots. Mr. Kane said between all the cars and the trucks and it will still be a Level B? Mr. Rea said yes in the morning peak there is a 10.8 second Level B, to an 11.3 second Level B. During the evening peak hour, it goes from a 12.4 Level B, to a 12.9 Level B. Mr. Kane said he believes trucks are going to the Millhurst Road U-turn in any event. Mr. Kane asked Mr. Rea if he analyzed the new proposed intersection for Manalapan Crossing. Mr. Rea said he has looked at the traffic study that was done by Dynamic. He stated that his firm did the original traffic study when Mr. Cardinale had a different, larger proposal. Therefore he is familiar with the study that Dynamic did and he does not believe that intersection is not going to be an issue with respect to the level of service.

Mr. Brown said that Mr. Sherman mentioned that there is going to be three shifts of operations, approximately 35 employees per shift. Does the traffic study take into consideration those three shifts? Mr. Rea said yes it does. Mr. Brown asked if the traffic study takes into consideration the large trucks? Mr. Rea said it is going to depend on the tenant. The peak hours for the trucks are different than the peak hours on the highway and therefore mitigates the impact.

Mr. Castronovo asked if Mr. Rea could please include in his traffic study the area around Village Grand West and the access to the day care center. Mr. Rea agreed and he will also ask for accidents on the ramp from business Route 33 where it joins the freeway.

Mr. Fisher said after a short while, the trucks know what time to come and go to avoid high traffic times. Mr. Fisher said it would nice if all the various towns up and down Route 33 could come up with an overall plan and have the developers contribute into the renovations.

Mr. Kastell said he asked that everyone look at the road access inside the facility. He stated that every truck that comes into this facility has to cross the facility, find a place to park their truck to go to the trucking office and check in. Then, they have to go back across the loading dock. He believes it is poorly designed and he is afraid people are going to stop and there is no place to put the trailers and they are going to back up on Route 33.

Mr. Cucchiaro swore in Julia Algeo, Senior Principal, PE and PP of Maser Consulting. Her office prepared the plans for the applicant. They are proposing four stormwater management retention basins throughout the site and they are depicted on the rendering. The basins will be aerated and will provide water quality and they will accommodate full build out, even the banked trailer parking area and all the facilities are included. The design meets the requirements of the Township and DEP for the State stormwater rule. She will address the comments in the CME report. The site design conforms to the Township buffer and the green

belt requirements. There is a 35' green belt and a berm and along the front of the property where there are environmentally sensitive areas they will remain undisturbed. The front of the basins will be landscaped. Along the rear of the property, there is a 100' buffer from the residential district, but the building and parking are set back about 200', in essence there is a much bigger buffer. We are proposing one monument sign along the Route 33 frontage. The sign will be 6' high and 10' long, for a total of 60' sq ft and will be setback 16' from the ROW and its been designed compliant with the Route 33 overlay zone requirements. However, the property is also located in the SED/20W zone, and in that zone they only permit pole mounted signs, so technically a design waiver would be required. The site is located in the SED/20W, however the first 200' is located in the Route 33 overlay zone. Landscaping that we are proposing is in accordance with the ordinance requirements and we will comply with the tree replacement requirements of the woodland management plan. The lighting has been designed to be LED and meets all of the Township standards. Public sewer is going to be provided by connection to the WMUA. We are proposing ejector pump stations, one for each building located in the back of the building, and the pump stations will pump to a combined forced main that will run to the west along the property line and then back up to Route 33 to a proposed 8" gravity main. That gravity main will run along Route 33 to connect to the nearest public sewer across Route 33 and unserved properties will be provided with this sewer extension. We are also proposing public water by connection to the Manalapan Township Water Department system and the water system will be a new 12" line that will partially run along the frontage of the property and it will come through an easement to cross over and connect into the public water main on Silver Charm Drive. Gas, electric and telephone will be provided from Route 33.

Ms. Algeo continued and spoke of the stream corridor management plan. There is a 100' stream corridor buffer that we provided from the flood hazard area in accordance with the ordinance. This application is proposing certain activities within the stream corridor, such as a road crossing, installation of utilities and the stormwater basin outfalls. We are also proposing some minimal grading in already disturbed areas of the stream corridor. We are preserving areas of steep slopes and minimal wooded areas are being disturbed. We met with the Fire Bureau and they had asked for a secondary emergency access to the facility. We are proposing an emergency access entrance with grass pavers. We have created five striped areas and depressed curb ramps to get to emergency entrance doors in response to the Fire Bureau's concern. It would reduce the parking count by five in total. The parking spaces will be used by the employees of the facility and they are 9' x 18' with 24' access aisles with the exception of the handicap spaces.

Ms. Algeo said they are proposing trailer parking spaces and will only be constructed if a tenant requires them, otherwise the area will be left as green space. There are 100 in total, 12'w x 50'L and a 70' access aisle. The overall

building and structure coverage for this facility is well below what the zoning allows. Mr. Cucchiaro asked for further clarification regarding the banked parking. Ms. Algeo said it is for trailer parking, not the cab. Mr. Cucchiaro said what is the anticipation for how long the trailers would remain parked? Ms. Algeo said it has to do with the operations of the tenant and delivery and staging of their orders.

Mr. Alfieri stated there was a question in the report regarding a circulation plan for the banked parking area, we agree to provide such plan. There is a question whether two trucks can pass at a pinch point that Mr. Boccanfuso refers to. Ms. Algeo said they will address this on the circulation plan. Ms. Algeo described the trash enclosure. The trash compactors are placed in the location adjacent to the drive-in ramps. We are proposing four compactors and they will be located behind the buildings and they will not be visible to the public. They will be screened by the landscaping in the corners. Ms. Beahm asked how recycling would be addressed. Ms. Algeo said recycling would be handled by the tenant, either through a compactor or an internal system, depending on what they generate. Ms. Beahm said some thought needs to be given on how this is going to be handled – will they need an enclosure, and if so, where is it going to go? The residents do not want to see piles of cardboard. Mr. Alfieri said they will review this matter further.

Ms. Algeo stated the outside agencies approvals needed would be from NJ DOT and NJ DEP. Ms. Algeo said we have received a LOI and a Flood Hazard Area Verification. We currently have an application for Freshwater Wetlands and Transition Area waiver. Freehold Soil Conservation District approval is pending and Monmouth County Planning Board has approved the project. The building height will meet the ordinance standards and no variance relief will be required. There are no wall mounted signs proposed at this time, but they are tenant driven. The buildings meet all design standards.

Mr. Boccanfuso spoke of the relief that is required for the stream corridor buffer. There are no permanent improvements proposed within the stream corridor buffer with the exception of the culvert extending to the land banked parking area and the storm sewer outfalls, both of which are permitted. There is grading proposed within the stream corridor buffer, which is what triggers the need for relief. Mr. Boccanfuso asked Ms. Algeo to speak about the land banked parking spaces. She stated that they will be driven by the type of tenant that would be occupying the facility. Mr. Boccanfuso asked if the intent to construct any portion of the land banked facility, or are all of those improvements going to be constructed at such time as it is determined that those land banked spaces are needed? Ms. Algeo said the crossing, the trailer parking and the basin are all interdependent. The berm and landscaping could be at the Board's discretion. Mr. Boccanfuso said we had requested some supplemental landscaping, particularly in the area where there is

no existing vegetation and only limited plantings proposed. Ms. Algeo said she will work with the forester to address that.

Mr. Boccanfuso spoke regarding sewer service being extending to the site. He said it doesn't appear that the gravity portion of the sewer is laid out to provide service to the Patriot Park site. Could you modify that to provide service to that site? Mr. Sherman said he has been in contact with the owner of Patriots Park regarding that. We have given them certain proposals as to how they can tie into our sewer. Their preference is that they are going to put their own ejector pump in the building to pump the sewer into the manhole where it becomes a gravity line. Mr. Boccanfuso said he understands that the emergency generator is going to be tenant driven. Is there a location where the generator, trash enclosures and electrical transformers are on the plans? Ms. Algeo said the electric room and the fire pump rooms will be in the back of the buildings within the truck court. The transformers will likely be in those locations, or near those locations as well as the generator. Mr. Cucchiaro asked for those items to be placed on the revised plans.

Ms. Beahm said she agrees with Mr. Boccanfuso about the grading in the buffer needing a waiver. The waiver for the sign needs to be discussed because there is a conflict in the ordinance. In the Route 33 overlay which is along the frontage, the signage that they are proposing is compliant, it is just a monument sign vs. a pole mounted sign which is for the SED/20W. She would like to see the architectural renderings for the trash enclosures. Considering that there is residential development in and around the site, she would like to make an attempt to mitigate long, monotonous walls. Mr. Alfieri offered Exhibit A2, elevations of the proposed warehouses. Ms. Beahm said these are partial elevations. She would like to see the rear, south elevation. These buildings are going to be 50' tall. Mr. Alfieri said these will be provided. Ms. Beahm asked if there is going to be any other signage on the buildings. Mr. Alfieri said again, this would be tenant driven and if there are signs, they will comply with the ordinance.

Chief Hogan asked about the banked parking area which will not be constructed unless need be. Will the bridge leading to the parking be constructed? Ms. Algeo said yes it would be.

Mr. Jacobson said since the applicant is working together with Patriots Park with the sewer, it seems an easement for Pegasus wouldn't be out of the question.

Mr. McNaboe stated the public sewer is being extended. There will be no part of the ejector pump that is on public property, it will all be on private property, correct? Ms. Algeo said yes that is correct. The pump stations will be in the rear of the buildings and they will pump to a force main that will cross and travel, go up and around the other side of the property. A gravity manhole will be constructed. Mr. McNaboe asked where are you tying into the water main? You

mentioned Silver Charm Drive. Ms. Algeo said there is an easement that leads out to Route 33 from Silver Charm and that is where the water is located, within the easement. There is a pipe in that easement. Mr. McNaboe asked if they are entering the private property of Four Seasons? Mr. Boccanfuso said based on his review of the plans, there is a water line that extends from Silver Charm through the easement out to a fire hydrant on Route 33. What is being shown on the current plan is a new water line parallel to that water line that is going to physically be excavated and constructed and Silver Charm would need to be opened based upon what he is seeing. Ms. Algeo said she stands corrected and agrees with Mr. Boccanfuso. There is an 8" line going through the water main. Mr. Sherman said in the meeting he had with Tim Gillen, he had stated that there is a 12" main going to the hydrant. We will double check that.

Mr. McNaboe mentioned the berm at the highway and questioned whether they are going to be able to adhere by our ordinance requiring the berm in the greenway. Mr. Boccanfuso said it does appear to him that they comply and the berming varies in height from 14' - 17.5'. They cannot disturb the wetlands area. The top of the berm is about 10' above the road, it is level with the front parking area. The question was can an additional or supplemental berm be proposed between the wet pond and the parking area. It most likely cannot because of the presence of utilities proposed across the frontage. The applicant has agreed to provide some supplemental landscape between the front parking area and the embankment of the wet pond to enhance the berming that is proposed.

Mr. McNaboe said there is buffering between the back building and the residential zone. Would the applicant be willing to stipulate that there will be no further development of this? Mr. Alfieri said we could encompass that in a conservation easement of some sort. Mr. McNaboe said will you have a tenant lined up between Preliminary and Final? Mr. Sherman said we would certainly like to, but we cannot even approach a tenant until we have a Preliminary approval in place.

Chairwoman Kwaak asked if the sign would be illuminated on Route 33. Ms. Algeo said it is not an internally illuminated sign. Ms. Algeo said there is a detail on the architectural plans of what the sign looks like. Mr. Boccanfuso said there is general detail, but without the end user, it is difficult to have an exact depiction. Mr. Alfieri said that is what is being proposed this evening and if something changes, we will have a more definite answer. Chair Kwaak asked if there will be other signs within the property. Ms. Algeo said there are none proposed at this time. Chair Kwaak asked if the banked parking is going to be triggered by the tenants you get, correct? If the tenant that wants the banked parking, are they responsible for doing the banked parking, or is the applicant going to be doing it? Mr. Alfieri said the developer would do the work and then put it in the rent. Mr. Cucchiario stated that in other warehouse projects, often times there are signs that

makes the drivers aware of the requirements. Ms. Algeo said those are not proposed at this time, but Mr. Alfieri said we can provide them when they return.

Ms. D'Agostino asked if the buildings are being built at the same time, or is it done in phases? Mr. Sherman said they will be going up at the same time. Ms. D'Agostino asked if it is possible to put up some decorative fencing if the residents would want? Mr. Alfieri said all the activities are in between the buildings, there is no loading to the rear. Ms. Algeo said the closest lighting would be associated with the parking about 200' from the residential property line and it is buffered with the existing landscaping. All the lighting will be LED and they will be shielded from the tops. The elevations of the parking lot are much lower than where the residential lots sit.

Mr. Kane asked about the number of parking spaces. Why are you exceeding the ordinance if you are unaware of your tenant? Mr. Sherman said we asked for more parking spaces because we do not know our tenants needs. From experience, it is wise to have a little extra parking just in case. Mr. Kane asked why cover the ground unnecessarily if there would only be about 70 employees per shift. Mr. Sherman said it is helpful for marketing purposes. Mr. Kane asked could there be a lot more than 70 employees per shift then? Mr. Sherman said that is conceivable, he's not saying there will be. Ms. Beahm said 70 employees would be realistic if there is only one or two major tenants. If there are six smaller tenants in each building, the likelihood that its 35 employees per shift per building may or may not be accurate and the question becomes, does that change Mr. Rea's analysis? Ms. Beahm said there are just so many unknown factors because there are no tenants. Mr. Kane said it seems disproportionate between 338 and 70. Mr. Kane asked if the existing trees in the back are evergreens. Ms. Algeo said they are deciduous, not evergreens. Ms. Algeo said we have agreed to provide additional landscaping. Mr. Kane asked about the solar panels; it was noted that solar panels would be put on if the tenant requested it. However, how do you intend to handle this if there are multiple tenants? Mr. Sherman said the building has to be built to accommodate it. We can put solar panels on only one side of the building, if need be. Ms. Beahm said to Mr. Sherman that he noted the extra parking is good for marketing purposes. Then why wouldn't solar panels on the buildings be good for marketing purposes? Mr. Sherman said it is a financial reason.

Mr. Brown asked about the height of the building. Mr. Alfieri said 50' tall. Mr. Brown asked if the residents will be able to see this building from their backyards? Mr. Alfieri said it is possible; we have exceeded all buffers. Mr. Brown said additional evergreen plantings and perhaps a fence would be helpful. Mr. Brown asked where the A/C would be located. Mr. Alfieri said they would be roof mounted and they will not be visible from any angle of the property. Mr. Brown asked what prevents the trailers from sitting in the banked parking for months at

a time? Mr. Cucchiaro asked that before and the answer was nothing; they could be there for a long time.

Mr. Castronovo asked if the applicant could give us an idea of the type of business that might be there? Mr. Alfieri said we will comply with the permitted uses within the ordinance but we do not know anything more at this point.

Mr. Fisher asked about the recycling and cardboard disposal. How can the proper and timely disposal of these matters be enforced? Mr. Cucchiaro said the way that any enforcement is that it is usually complaint driven. Code enforcement officers aren't available 24/7 and we therefore rely on the good faith representations of the applicants that this is what they are going to do. Mr. Fisher asked if these units could become condo? Mr. Alfieri said our intention is to build and rent the warehouses.

Chair Kwaak suggested that due to all the unanswered questions, that this application be carried. Mr. Cucchiaro announced that application PPM1823 will be carried to the Thursday, August 8, 2019 Planning Board meeting at 7:30 with no further notice to residents. Plans and additional materials are available for viewing in the office of the Planning Board Secretary. Mr. Alfieri granted an extension of time through September 1, 2019.

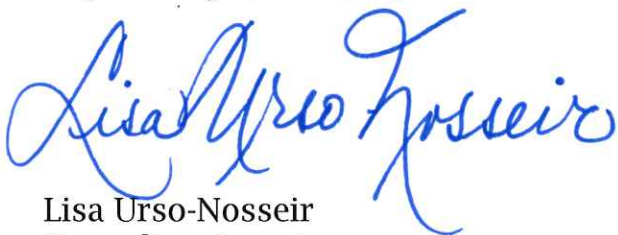
Chair Kwaak announced that the public will have a chance to voice their questions and concerns after the August 8, 2019 meeting.

Chairwoman Kwaak opened the floor to any non-agenda items; seeing none, it was closed. She added that the next meeting will be July 25, 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.