

**Township of Manalapan**  
120 Route 522 & Taylors Mills Road  
Manalapan, NJ 07726

**Planning Board Minutes**

**Special Meeting of the Manalapan Township Planning Board**

**June 29, 2023**

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

Ms. D'Agostino read the TV Disclosure Statement and took the Roll Call of the Board.

In attendance at the meeting: Daria D'Agostino, Barry Fisher, Todd Brown, John Castronovo, Kathryn Kwaak, Jack McNaboe, Barry Jacobson, Steve Kastell, Brian Shorr, Nunzio Pollifrone

Absent from meeting: Richard Hogan

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 Brian Boccanfuso, Professional Engineer, and Jennifer Beahm, Professional Planner.

**Application:** PFM1724 ~ **Manalapan Crossing**  
162 HWY 33 ~ **Block 66 / Lot 8.03**  
**Amended Preliminary and Final Major**  
**Subdivision and Site Plan**

Salvatore Alfieri, Esq. of Cleary, Giacobbe appeared on behalf of the applicant. He thanked the Board for having the Special Meeting for Manalapan Crossing. Quick Chek is going to be the tenant and there are several witnesses to present this evening with brief testimony.

Mr. Cucchiaro said our professionals have had an opportunity, literally a few moments ago, to review the revised plans. He didn't know if there was an error on

the plan, but the plans apparently still depict the bank, which he believes was supposed to be removed and replaced with parking. Mr. Boccanfuso said the exhibit that was submitted, Exhibit A2 dated June 29, 2023 in the building summary table at the top, which is used to calculate the parking requirement, the 4,200 sq ft bank has been eliminated from the table. It is still shown on the plan, so if that square footage is included, it does not appear that the site complies with parking requirements. Mr. Cucchiaro said we need to reconcile that. Mr. Alfieri said we will try. Our first witness is going to be Ian Borden, the Planner for this project.

Mr. Cucchiaro swore in Ian Borden, Professional Planner and President of Professional Design Services. Mr. Borden needed to recalculate the parking numbers. Mr. Boccanfuso said that in our report, we had noticed that the design was purported to comply with the parking requirements and it appeared to do so by eliminating 3,000 sq ft of office space each from previously approved Buildings B and C. On Exhibit A2, that 3,000 sq ft per building has been added back in. There was an adjustment to the use of Building B and a net reduction in square footage and as he mentioned earlier, it looks like Building E, which is the bank building, was eliminated. Just doing some quick math, it appears to him that the parking requirement including Building E would now be 993 spaces, where it looks like you are indicating 987 spaces are provided. Mr. Cucchiaro said aside from whatever the parking requirement is, we need to know whether there is or is not a bank.

Mr. Borden said he thinks he knows what happened here - when he put together the exhibit package, he apparently pulled the wrong pdf to make Exhibit A2. Exhibit A2 is intended to be the overall site plan, which does contain the bank and the parking of 997, which complies with the Ordinance. The exhibit is correct, but the chart is not correct. Ms. Beahm said is there a bank or not? Mr. Borden said the bank is proposed. Ms. Beahm said then we need to add that back into the table, which makes the parking deficient. Mr. Cucchiaro said they need to withdraw the exhibit and Mr. Alfieri agreed. Mr. Boccanfuso said the amended plan that we utilized to prepare our review letters, the latest plans were revised through April 13, 2023. Based upon that plan, and the floor area breakdown indicated thereon, the parking requirement for the site was 997 spaces, where 997 spaces were proposed - so it did comply. However, the question was how was the 3,000 sq ft of office space per building in Buildings B and C were being eliminated. Mr. Borden said they eliminated 3,000 sq ft each from the second floor of Buildings B and C. Ms. Beahm said where is the plan that shows that? Mr. Borden said we do not have a revised architectural plan. Ms. Beahm said you are going to have to provide me with updated architectural plans that shows that reduction.

Mr. Cucchiaro asked if the applicant is taking any credit for EV spaces? Mr. Boccanfuso said there are four EV parking spaces proposed to the southeast of the Quick Chek building. Mr. Borden said we did not take credit for the four EV spaces. Mr. Cucchiaro said you would have credit for 1,001 spaces. Ms. Beahm said there is no relief associated with this, but the parking that they requested is tight with

respect to that square footage. She would just request that this be submitted if the Board were to act in the affirmative. Ms. D'Agostino noted that in Mr. Borden's letter dated April 20, 2023 it states that 2,000 sq ft would be reduced in each building, not 3,000 sq ft. Mr. Cucchiario stated that the project has evolved, and the numbers in the email and the exhibit appear to be incorrect. Chairwoman Kwaak confirmed that what the applicant is placing on the record tonight is what we are going to be voting on.

Mr. Borden reviewed the plans with the Board. Manalapan Crossing is a mixed use project consisting of 280 age restricted single family homes with the clubhouse and the recreation facilities remain unchanged and is currently under construction. The commercial development contained 199,790 sq ft in the eight buildings and 1,034 parking spaces along with the 58 special needs affordable bedrooms located in Building A, which is currently under construction. The amendment they are seeking tonight, is simply to change Building F, which is the Quick Chek.

Mr. Borden referred to Exhibit A3, the landscape plan. When we presented the application, we proposed a convenience store. When Quick Chek expressed interest, they had their own layout and marketing for a new store. They wanted to flip the location of the building and four fuel islands. They will have two driveways available now. The ingress only driveway is from Tulip Court, or Route 33 by turning right into it. The number of parking spaces has been reduced from 95 to 69. The masonry refuse area has been relocated to an island that is between the Quick Chek and the Building E bank. We agree to comply with all the requirements of the Board's engineer and planner reviews.

Mr. Borden said Manalapan Crossing contained a significant extent of off-site roadway improvements that included the reconstruction of Millhurst Road, Sweetman's Lane as well as a signal on Route 33 and a signal on Millhurst Road. Under the original approval, Phase 1 of the project, which is the 70 residential units that are currently being built, as well as Building A, that is the extent of what we are permitted under Phase 1. We are not permitted to get a C.O. for any commercial use until those improvements are completed and we acknowledge for the record that the C.O. cannot be granted for this commercial use, or any commercial use, until those improvements are completed. Those improvements are currently under construction. The utility poles along Sweetman's Lane have been relocated. Part of the approved plans on the county road, is not just widening the road, but relocating and straightening it. One of the first steps of the project was to check for any conflicts with storm drainage because there is significant gas and water mains out there. The curbs have been completed by about 80%. The traffic light foundations at the Millhurst Road intersection of Crossing Lane are in. All the underground work has been completed and in the case of Millhurst Road, there are three utility JCP&L poles that need to be relocated. As far as Route 33 goes, the DOT has obviously approved the project. The pre-construction meeting has been held. The intent is to have all of these off-site road improvements by the end of November 2023. Mr.

Alfieri said there is no access to the site from Millhurst Road and Mr. Borden confirmed that.

Mr. Borden reviewed the signage for the property. The signage for the convenience store is part of the Preliminary and Final Approval granted by the Board. That includes a free-standing sign, particularly for the convenience store. There is a free standing sign along Route 33, the convenience store wall sign having an area of 76 sq ft. Gasoline canopy signs on three sides meeting the ordinance of not more 20% of the canopy façade. There will be two directional signs within the site. We are seeking some variances for signage. In the planning testimony, he will review the variances that are listed in both the Board planner and engineer letters.

Mr. Borden spoke of the Route 33 corridor berm which is required to be part of the landscape plan on the greenbelt. This is a change which we are proposing as part of this amendment. The original plan did contain a berm along Route 33. We are seeking to have that removed. The site conditions that exist on the property, and looking from the corner of Crossing Lane back across towards the Quick Chek as well as the commercial site in the distance. The reason we are presenting this is that the grade of the Quick Chek parking is substantially higher than Route 33. Ms. Beahm said she wasn't present when the original approval was set. She said you had a berm proposed previously. You clear-cutted the site, there have been dust bowl issues that have taken place on the site for months and months. So, what has changed? If the site was a farm, you didn't change the grading, why were you proposing a berm before and now all of a sudden you can't do it? Mr. Borden said I didn't say we can't do it, he's saying there is a better design. Ms. Beahm said you didn't need relief before, and now you do. Mr. Borden said the site when was existing was not the grade that you see, the former farm field was level with the road. As part of the approved grading for the project, the area that you see in this view was raised substantially at the top of that grass slope. The edge of the Quick Chek parking is substantially higher than the pavement. As a result, from the highway you are looking at a grass slope. He would argue that the grass slope is by itself a berm. Ms. Beahm said that when she is looking at it, the slope goes up and then levels out, so nothing is going to be in a hole. Mr. Borden said it's not in the hole. Ms. Beahm said a berm is up and down, which is preventing visibility because things are sitting down behind it, correct? Mr. Borden said the berm was approved in the middle of that slope. We were simply try to look at this as a good design and building a berm in the middle of a slope serves no purpose, that is the reason we are asking that request.

Mr. Borden said the ordinance states that the administration may approve alternative designs to the use of berms, if it determines that the alternative will be as or more effective than berms in promoting a desirable visual environment establishing a greenbelt along the frontage of Route 33. The intent of the ordinance is to provide a greenbelt that is why the required setback of this parking is 50' farther than any other zone. We do meet that setback, we have always met the

setback. We did provide cluster plantings with mulch beds which will shield cars from Route 33. Mr. Cucchiaro confirmed that there is no function of the shape, size or topography of the property that a berm cannot be put in, you feel the berm would be inferior to the design that you are proposing. Mr. Borden agreed with that statement.

Mr. Borden said we will landscape the masonry trash enclosures. He reviewed the sign variances they were seeking this evening. There are two wall signs for Quick Chek; one is the word Quick Chek, and one is the letter "Q". The height of the letters is limited to a maximum height of 3' under the ordinance. The façade sign for Quick Chek has a height of 3.25' and the Q on the corner of the building has a maximum height of 4.67', where 3' is allowed. We are seeking to exceed the height by 3" in the case of the Quick Chek name sign and a 1'8" for the Q sign. These would be variances that we would propose to be granted under the benefit vs. detriments. We are only seeking two canopy signs. There will be seven signs altogether. We are permitted one free standing sign. We are seeking a second sign on Crossing Lane, a wall sign to help direct people in from Crossing Lane at the entrance and we are seeking a variance for that. We will have two wall signs and are seeking a variance for that. We requested a waiver for the sidewalks on those two frontages.

Mr. Alfieri asked Mr. Borden to put the proofs on the record in connection with the variances. Mr. Borden said to grant a variance, the benefit would substantially outweigh the detriment. Mr. Cucchiaro said you have to show that it is advancing one of the goals of planning. Mr. Borden said it is appropriate commercial development with light, air and open space. Ms. Beahm said that what is being proposed as opposed to the berm, which we require with every development along Route 33, is not a superior design. It creates a visual barrier and she does not agree with the testimony at all. Ms. Beahm said they should also consider installing sidewalk. She does not have a problem with the signs.

Mr. McNaboe asked why does the Q sign need to be 1 ½ times the size of what we allow? Mr. Borden said that is the size of the letter that Quick Chek provides on all their stores. Mr. McNaboe would like to speak with the Quick Chek expert when they are ready to testify.

Chairwoman Kwaak said on the plan near the trash enclosures, next to that is a maintenance shed, correct? Mr. Boccanfuso said it is going to be screened. Is there another free standing sign? Mr. Borden said there is one proposed. Chairwoman Kwaak said if you want a generator, please ask for it now.

Ms. D'Agostino asked for confirmation that the total square footage of the commercial space originally was 199,790 sq ft, but now it will be 193,655. Mr. Borden said that is correct.

Mr. Brown said he would like to understand how eliminating 6,000 sq ft – how do the elevations not change? Mr. Borden said we are eliminating 10% of the second floor space. Mr. Brown asked about the monument sign – is that the sign that is shown in the details for the site plan? Is it going to have gas prices on it? Mr. Borden said that is correct.

Mr. Fisher requested signs along the parking area stating No Idling. Mr. Shorr feels strongly that sidewalks should be put in.

Mr. Cucchiaro swore in William Stevens, Professional Engineer and Planner. Mr. Stevens said the berms have no impact on the stormwater as designed. We are updating some piping to capture the stormwater that is coming off of this proposed site, and it complies with the Township requirements. The site lighting has been changed for the Quick Chek. The prior pad site that was approved here had a different lighting design. The design we have now is as proposed by Quick Chek. There is significant lighting under the canopies which is done for safety. He is also confirming that all technical engineering matters addressed in the CME report will be taken care of.

Mr. Boccanfuso said he doesn't take any exception to Mr. Steven's testimony relative to the stormwater management, the changes are very minor and won't impact the overall design. He asked if the lighting would be illuminated differently than the balance of the commercial area? Mr. Stevens said the lighting for the remainder of the commercial area is going to remain unchanged. The only difference is the lighting under the canopy itself. Mr. Boccanfuso said that the foundation plantings weren't finalized. Can you confirm that you will still stand by that agreement? Mr. Stevens said they will be provided around all the buildings except with the Quick Chek that has different standards and they do not provide foundation plantings around their buildings. Mr. Boccanfuso said that will require a waiver then.

Chairwoman Kwaak asked about the parking spots below the Quick Chek building. Why would there be bollards facing the grass? Mr. Stevens said there was an air pump there previously but it is no longer located there, so they can be removed.

Mr. Cucchiaro swore in Oliver Young, of GK&A Architects, the architects for Quick Chek. Mr. Young explained the size of the Q sign. We specifically designed that Q since many things nowadays are abbreviations/hashtags and we want the Q to be the visible symbol. It is elevated and the speed limit on Route 33 is 55 mph, so we advocate for a well portioned sign, visible at an appropriate distance from the road. Mr. Cucchiaro asked Mr. Alfieri if Mr. Rea is going to provide some back-up testimony on visibility for the traveling public as well? Mr. Alfieri said he will not. Mr. Young added that a generator is not proposed to be permanent to the site. With every building Quick Chek builds, they add a transfer switch to the electric, which is a generator hook up. You can simply plug a generator into the transfer switch, flip the switch and then you have power from the generator. Quick Chek has a long-

standing agreement with a company that prioritizes generators in the event of power outages. A generator would be provided for this site and a hook up is available. Mr. Young said the directional sign with the gas prices is that you could have vehicles traveling internally through the development heading west along Crossing Lane and they would be able to see the gas prices of the Quick Chek before entering the site. Regarding the foundation plantings, Quick Chek strongly prefers not to put foundation plantings, they see it as a long-term maintenance issue and they have never had luck with it. Ms. Beahm said she respectfully disagrees and there is more than enough opportunity to put together planters or some kind of foundation plantings to comply with that requirement. Mr. Young said your concern with the foundation planting and the visibility has nothing to do with Route 33, does it? It has to do with circulation amongst the site itself? Ms. Beahm said the whole purpose of requiring foundation plantings is aesthetic, so someone driving 80 mph on Route 33 is probably not as concerned as someone traversing through the parking lot and utilizing Building E or D, which are also providing foundation plantings. This is one comprehensive project and this is something the Town would like to see aesthetically. Mr. Cucchiaro asked Mr. Young that in his experience, the foundation plantings haven't worked in other locations? Can you explain your particular experience? Mr. Young said the plantings that he is familiar with at other Quick Cheks is usually low growing shrubs, possibly arborvitae or boxwood and they haven't survived. Mr. Young said most of the Quick Cheks that he is aware of do not have the landscaping plantings, specifically one in Bloomfield, and they did not survive.

Mr. McNaboe wanted to know why they would put a green Q sign on a green background when you're looking for the Q to pop. He understands this is national branding, but he's trying to wrap his head around that. He also wanted to know about the transfer switch for the generator, is that on a tractor trailer? Mr. Young said due to the size of the generator, it is either going to be a small flatbed truck or a tractor trailer delivering it because the generator that is provided is powered to be able to operate the whole store. Mr. McNaboe asked where would the tractor trailer would be parked during that outage - is it going to be in loading zone? Mr. Young said he cannot confirm if the truck stays, or if they just drop off the generator off. The electric service for the Quick Chek comes in at the rear of the building, which is the loading zone, so the transfer switch is sitting right out there at the loading zone. If the truck did stay, it would be sitting in the loading zone. Mr. McNaboe said we spoke about a circulation pattern but with the tractor trailer sitting there, it is going to change the entire flow for deliveries.

Mr. Young wanted to respond to Mr. McNaboe's question about the Q sign concerns. He respectfully disagrees. From seeing these stores built, he understands that you see a green-on-green. The green tower is the dark Quick Chek green, while the Q on the Quick Chek is the light Quick Chek green, and the little tilde is white. This pops really well at night.

Chairwoman Kwaak said with regard to the proposed Quick Chek sign that is out on Route 33, is that going to have gas pricing as well? Mr. Young said the sign on Route 33 is their primary gas sign pricing. Chairwoman Kwaak said when you first turn in off of Route 33 and you come to the first turn in, you're not going to have a little entrance sign? Are you going to keep with the monument sign that is past it? Mr. Young said he did not know that answer, Mr. Borden will have to answer that.

Mr. Castronovo said the new look of Quick Chek was established around 2018. Have you come across any situation where a town has denied a variance for the size of the Q sign, and if so, was that because the Quick Chek was right near a major road rather than setback as it is in this situation? Mr. Young said he cannot recall off the top of his head any issues regarding the size of the Q or quantity of signs. We have been successful with variances in other towns. Mr. Castronovo said then based on your knowledge, there hasn't been a change in the given sign of Quick Chek, the dimensions haven't changed. Mr. Young said no we have not changed these dimensions for other towns. Mr. Castronovo asked about the price sign on Route 33 - is that a monument sign? Mr. Young said the sign on Route 33 is a pylon on poles. Mr. Alfieri said it was approved in the past, but he has to refer to his notes to see if it needed a variance. Mr. Borden said it did not need relief.

Mr. Brown said the monument sign is to contain gas prices, even though testimony was for directional purposes. Will it be digital? Mr. Young said the sign along Route 33 is digital, and yes the monument sign is digital. Mr. Brown said according to the planner's letter, he believes that only one digital is permitted. Is this additional relief you will need? Mr. Alfieri said it is a newly proposed digital sign, so yes it is new relief. Mr. Brown said this building is turned sideways, technically the entrance is facing Route 33. One of the façade signs, the west facing façade sign, is actually facing Crossing Lane, which is also towards the residential area. Mr. Young said yes it is facing Crossing Lane. Mr. Brown said wouldn't you want to have signage to be on the eastern elevation so that cars that are traveling west on Route 33 would be able to identify that this is a Quick Chek? Mr. Young said he'd like to draw attention to the east elevation, which is the third elevation down, or the rear of the building, and you can see the pylon sign at that point. Mr. Brown said you are asking for variance relief for a sign that is facing residential. Mr. Young said yes, we are requesting variance relief for quantity of the building signs since we have four instead of three, and we are requesting variance due to the size. Mr. Brown said he is questioning why you are asking for variance relief for a sign that faces an interior roadway for size, when it's not as if they are traveling rather quickly. Mr. Brown said the canopy sign is also facing the west, not Route 33. Mr. Young said that is correct. We feel if we place the canopy sign on the short elevation, which is the south elevation of the canopy which directly faces Route 33, due to the size of that sign, we feel that it is not going to serve much of a purpose as opposed to putting it on the west or the east elevation, so we chose the west elevation. Mr. Brown asked Mr. Young to show him where the pylon sign is located and Mr. Young showed him on the exhibit that it is right where Crossing Lane intersects with Route 33.



Mr. Kastell asked if it is typical to put a Quick Chek in this type of situation where there is no direct access from Route 33? He is concerned with traffic problems on the ingress road. Mr. Young said he does not want to testify to that in his capacity as an architect. Other representatives from Quick Chek can answer that better.

Mr. Fisher said the digital sign regulations are that it can only be changed at 12:00 am in the morning. Mr. Young said he personally does not know about that. Mr. Alfieri said they will comply with whatever the ordinance states. Mr. Fisher asked about the idling regulation signs should also be by the gas pumps. Mr. Young said regarding the fuel pumps, Quick Chek does not allow customers to leave their cars idling when they are at the pumps.

Mr. Pollifrone asked to follow up with Mr. McNaboe's questions regarding the generator. He believes the transfer switch is a great design. However what he would like to see if it doesn't already exist, is a dedicated location shown on your drawing of where that truck will be left, and then consideration once that is put into place for any NJ DEP regulations that might involve containment, or things of that nature, a relative location of nearby storm basins in case there is a spill. This is something that should probably be looked at in conjunction with where the skid would be placed. Mr. Young said he understood and that could be provided.

Chairwoman Kwaak said the foundation plantings could perhaps be planters that could be maintained easier. Mr. Brown also asked for clarification on the sign as to what is digital - is it just the pricing? Mr. Young said the pricing is digital.

The Board took a ten minute break and returned to the dais at 9:21 p.m.

Mr. Alfieri said during the break he had an opportunity to speak to the Quick Chek reps as it relates to the foundation plantings. They would prefer to do a planter plan and we will work with the professionals on the design, therefore we wouldn't need that relief. We need a sign at Crossing Lane, but we defer to the Board whether or not you would want the lettering. Mr. Rea will speak about the generator and related traffic issues.

Mr. Cucchiaro swore in John Rea, Traffic Engineer at McDonough and Rea. Mr. Alfieri asked Mr. Rea to summarize the traffic issues. Mr. Rea said one of the items in Mr. Boccanfuso's review letter on page 4, 10(a), that particular item says the applicant should address any traffic impact that the proposed site modifications will have on the adjacent roadways and intersections, as compared to the previously approved site plan. The answer is it will not have a significant impact because the size of the convenience store is being downsized slightly from 5,500 to 5,365 sq ft and one of the fueling islands have been eliminated for a total of four. Mr. Rea said the internal road changes are good, and necessary for proper and safe and efficient site circulation. The fuel truck delivery is more efficient and convenient now. Other than

that, the changes are minimal. Mr. Rea said regarding the generator, there will not be a truck left on site. The generator will be on skid, it will be 6' x 10', so essentially that is going to be positioned right at the northern edge of the loading zone, which is behind the Quick Chek and it will just take the length of one parking stall. Mr. Boccanfuso asked if Mr. Rea had an opinion relative to the discussion about sidewalk. Mr. Rea said he didn't have an opinion on this matter.

Mr. Jacobson said with the fuel delivery truck coming in that way, is there enough circulation where it can get out the other entrance? Mr. Rea said yes they can circulate in a counter clockwise direction and to out to the other curb cut to Crossing Lane, make a left and go back out to Route 33.

Mr. McNaboe was glad to hear the generator isn't going to take up a lot of space.

Mr. Castronovo said with the removal of one of the fuel islands down to four, you testified that this should not affect the flow of traffic. Wouldn't that increase the queue to get to the pumps? Mr. Rea said technically it can, but with the four fueling islands you will still have 16 fueling positions instead of 20 and that will be sufficient.

Mr. Kastell asked about the fuel truck coming in and the tanks would be between the islands and the detention basin. There are three lanes there, could they be in the hash mark lane? Wouldn't they be blocking the pumps? Mr. Rea said the fuel truck is 8 ½' wide and the distance from the curb line that surrounds the stormwater basin and the canopy is 46'. Mr. Kastell asked if it is sufficient to have one exit for the whole of Quick Chek? Mr. Rea said it is sufficient because it is going to Crossing Lane and all of the queuing would be safely contained on the site. We are working with DOT regulations.

Mr. Pollifrone addressed Mr. Rea and said you may have heard my comment earlier, and thanks for the clarification on the size of the generator. So, the concern is still around containment if there were an unfortunate spill during a transfer. In other words, the generator fuel tank runs out of fuel, someone comes in to refill it. He would like confirmation that the location and how it is constructed meets all the NJ DEP requirements for the generator. Mr. Rea said he would not be the person to answer that. Mr. Pollifrone asked if all the tenants for the other buildings have not yet been determined, do you imagine that there could be a tenant that would skew some of the traffic assumptions that you have made concerning the Quick Chek? Mr. Rea said he does not believe so and he wants to make the record perfectly clear that his firm did not do the Traffic Impact Study for the project, he believes it was Dynamic Engineering, but we are familiar with the project, we were involved originally, but we did not do the DOT permitting or the traffic projects. He is here testifying tonight because the size of the convenience store is being reduced a bit. Mr. Pollifrone said he understands, so you are saying the traffic flow within this project was conducted by Dynamic Engineering? Mr. Rea said that is correct. Mr.

Pollifrone said he is only raising this because if the next tenant comes in, and it's a tenant that pulls in a lot more traffic than anticipated, it could throw whatever assumptions you've made off. Mr. Rea said since I didn't make the assumption, it would make their assumption be thrown off, not mine. He understands his concern and it would have to be evaluated if there was another change to the site plan or something of that nature. Mr. Pollifrone said we'd have a more holistic view of what is taking place there. Mr. Rea said as it stands now with what is being proposed, he does not see it having any issues. Mr. Cucchiario said whether Dynamic or anybody else prepared the initial traffic impact report, whatever that number is, you are familiar with what is being proposed now, and what's being proposed now, no matter what that number is from the report, your feeling as a professional is there would be no tangible impact. Mr. Rea agrees and said that is his testimony.

Mr. Fisher said before a C.O. is granted, doesn't our zoning officer go in and check and make sure that the parking ratio fits with the plan as approved? Mr. Cucchiario said he is not familiar with what her standard operating procedure is. Mr. Boccanfuso said it would actually be reviewed at the time that the zoning permit was issued - well before the C.O. The original site plan approval identified a set of uses within all the buildings. The zoning department would look at the use and make sure it is consistent with the approvals for the overall site.

Mr. McNaboe said he finds it curious that there is no double spots here, for instance landscapers come in. They fuel up their equipment and then they pull over for lunch. There is no place for that kind of truck at this property. Mr. Rea said some of the sites he's looked at do have those areas for the utility works. He believes it is dependent on what the operator wants his business to be run. Mr. Rea said he understands, but if a landscape truck came in, they'd probably park on the east side of the building in the back. Mr. McNaboe said they take up a lot of spots at that point.

Chairwoman Kwaak opened the floor to the public for questions and comments. Seeing none, she closed public.

Mr. Alfieri said he needs the Board's guidance on several of the areas of relief that we requested. Mr. McNaboe did request an update regarding approvals - when will we start seeing the road improvements. Mr. Alfieri said there were 280 active adult community homes that were approved. K. Hovnanian closed on the first 70 homes and are building them now. Mr. Boccanfuso said the first engineering approvals for the C.O.s were issued. Mr. Alfieri said beyond the 70, the off-site improvements have to be completed and also the affordable housing units have to start to be delivered for the balance of the residential. So K. Hovnanian only closed on the 70. The next phase they expect to close within a year of the first ones, so hopefully by early next year. Mr. Alfieri said they have made a lot of progress on that and they understand that those units have to be delivered before the 71<sup>st</sup> C.O. is ever granted to the residential.

Mr. Borden said we are scheduled to complete the road improvements by the end of November. The only item that is outside the contract is that there are three utility poles owned by JCP&L that need to be moved. There are a number of poles on Sweetman's that are owned by Verizon that were moved months ago. He was told just today that there is a lot of movement with JCP&L to move those poles. A vast amount of the work on Millhurst has been completed. Mr. Alfieri said several delays that were encountered, were the relocation of those poles. The County had to file a condemnation actions to acquire some of the right of way. We negotiated with most of the people, but there were several that would not provide the right of way. All of the work has been completed and ownership has been granted to the County for all the required right of way. Mr. Borden said they are going to start the traffic signal shortly and the cutting of the island.

Mr. Cucchiaro said the applicant is seeking Amended Preliminary and Final Major Subdivision and Preliminary and Final Site Plan Approval. You've heard the relief that they have requested. A Motion would have to include some specifics, especially with regard to whether you are going to require the berm or not, whether you are going to require the sidewalk pursuant to NJ DOT permitting, whether the planters subject to view and approval by the Board planner would be adequate rather than the foundation plantings. Also, whether you are going to grant or not the sign relief. Those are the outstanding items, and it would also be subject to the conditions of approval that they've already agreed to and placed on the record. Chairwoman Kwaak asked if the Board would require a berm and the Board wanted the berm. She asked if they required a sidewalk and they did want it. The Board agreed on planters, Mr. Brown added there shouldn't be a digital monument and no variance relief for the façade that faces the residential for the sides. Mr. McNaboe asked Mr. Brown was he referring to the digital monument on Crossing Lane, not the one on Route 33.

Mr. Cucchiaro said just to be clear, it would be wise for Mr. Brown to make the motion to rearticulate what his position is on the signs. Mr. Alfieri asked for clarification regarding the façade signs - the relief that the Board is not granting is the size and the number? Mr. Brown said it is the size. Mr. Alfieri said we have four signs instead of two; we have the Quick Chek word and the Q and that's considered two signs. Mr. Alfieri said each sign was 3.25' and the other was 4 ½'. So are we saying 3' for everything? Mr. Brown said the sign height needs to conform with the ordinance. It's the letter height.

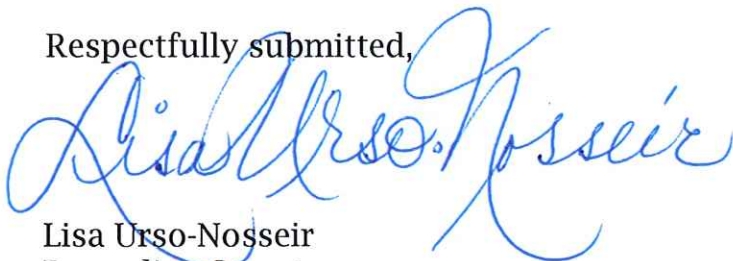
Mr. Brown made a Motion to Approve the application of Manalapan Crossing, including keeping the berm along Route 33; providing sidewalks along Route 33 and Millhurst Road, planters will be used around Quick Chek as approved by Ms. Beahm; the monument sign is acceptable to be digital and the remainder of the relief that was requested is granted, and Seconded by Mr. Fisher.

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

Chairwoman Kwaak stated that the next Planning Board meeting is Thursday, July 13, 2023 at 7:30 in the courtroom. She opened the floor to any non agenda items, no one came forward and it was closed.

Mr. Jacobson made a Motion to end the meeting at 10:10 pm and it was agreed to by all.

Respectfully submitted,



Lisa Urso-Nosseir  
Recording Secretary