

**HAINESPORT TOWNSHIP JOINT LAND USE BOARD
SPECIAL MEETING
MINUTES**

Time: 7:00 PM

January 21, 2020

1. Call to Order

The meeting was called to order at 7:00 pm by Mr. Krollfeifer.

2. Flag Salute

All participated in the Flag Salute

3. Sunshine Law

Notice of this meeting was published in accordance with the Open Public Meetings Act By posting on the municipal bulletin board, publication in The Burlington County Times and Courier-Post Newspapers, and by filing a copy with the Municipal Clerk

4. Announcement of “No new business after 11:00 PM”

Mr. Kingsbury swore in Bruce Levinson as Alternate #1.

5. Roll Call

Present: Mr. MacLachlan, Ms. Schneider, Mrs. Kelley, Mr. McKay, Mr. Wagner,
Mrs. Baggio, Mrs. Tyndale, Ms. Kosko, Mr. Levinson, Mr. Sylk, Mr. Tricocci,
Mr. Krollfeifer

Absent:

Also Present: Robert Kingsbury, Esq., Board Attorney
Scott Taylor, Board Planner
Martin Miller, Board Engineer
Kathy Newcomb, Zoning Officer
Paula Tiver, Board Secretary

Mr. Krollfeifer explained that both applications tonight are for the Hainesport Commerce Center. The first case is simply a real estate transaction where they are consolidating, so if you have questions regarding that you would ask then. If there are questions regarding the overall development, you would want to save your questions for the public comments on the second case. Mr. Taylor will summarize how we got here today.

Mr. Taylor explained that July 2019, the Township Committee requested that the Joint Land Use Board evaluate certain parcels in the area of Lawrence Blvd. to determine whether or not they met the statutory criteria to be an area in need of redevelopment without condemnation. A report was prepared and on August 7, 2019 the Land Use Board held a public hearing and found that the properties met several of the criteria for an

area in need of redevelopment without condemnation. The Township Committee met on August 13, 2019 and declared it an area. The next step was the Township Committee introduced the Lawrence Blvd Redevelopment Plan on September 10, 2019. The Land Use Board then received it for Master Plan consistency which it was consistent. On October 8, 2019 the Township Committee adopted the Lawrence Blvd Redevelopment Plan by ordinance. The plan modified zoning for this area. Portions of it remains highway commercial along Route 38 and a large portion of the site which is the subject of the applications is industrial. Minor subdivision first and then preliminary and final site plan approval for an industrial development. Once the redevelopment plan is approved the applicant must still come to the Land Use Board.

6. Items for Business

A. Case 19-15: Hainesport Commerce Center Block 83.01 Lots 1-3, Block 96 Lot 1, Block 96.01 Lot 1 Route 38 & Lawrence Blvd. Minor Subdivision Attorney: Michael Floyd

Proper notice was given.

Mr. Floyd, applicant's attorney, explained that they are seeking minor subdivision approval on the property located at Route 38 and Lawrence Blvd. They are looking at a by-right minor subdivision application for two lots.

Mr. Kingsbury swore in Kristen Harding, applicant's engineer.

Ms. Harding gave her credentials and the Board accepted.

Mr. Floyd stated they will be using the following exhibits: A1 is an aerial of the property and the surrounding area; A2 is a colored coded existing lot configurations; A3 colored coded of proposed lots.

Ms. Harding referred to the exhibits and described the area and the surrounding uses. The property consists of 39 acres. Currently it consists of 5 lots. They are proposing two lots to align with future development and the Lawrence Blvd Redevelopment Plan. Proposed lot 96A is subject to the industrial application tonight and 96.01B for future commercial development. There are no variances or waivers.

Mr. Miller questioned the proposed acreage for the lots 96A will be 35.2 acres and 96.01B will be 3.5 acres.

Mr. McKay questioned if the highway commercial lot will remain as one lot.

Mr. Floyd answered yes. They do plan on filing the subdivision by deed.

Mr. McKay commented that the warehouse would be built right away but questioned what would be happening with the strip along Route 38 and would it be maintained. Ms. Harding explained that it will be seeded and they will maintain it.

Mr. Taylor explained that he has minor comments in his letters and both lots comply with minimal lot requirements.

Mayor MacLachlan questioned how deep the front lot is.

Ms. Harding answered 200'.

Mr. Miller stated they had gone through the review letter and everything is satisfied,

Mr. Krollfeifer opened public comment.

George Weishoff was sworn in. He questioned if a couple properties were part of this project.

Mr. Krollfeifer stated it is not. One is owned by the Township, one by Lumberton Reality, and two used to be the trap rock.

Mr. Weishoff questioned if there were any plans to use them.

Mr. Krollfeifer stated he is not aware of any.

Mr. Taylor explained that it is in the redevelopment area but there are no plans at this time.

Mr. Krollfeifer closed public comment.

Mayor MacLachlan motioned to approve.

Second: Ms. Schneider

Roll call: Mayor MacLachlan, yes; Ms. Schneider, yes; Mrs. Kelley, yes;
Mr. McKay, yes; Mr. Wagner, yes; Mrs. Baggio, yes; Mrs. Tyndale, yes;
Ms. Kosko, yes; Mr. Krollfeifer, yes

Motion carries to approve.

B. Case 9-15A: Hainesport Commerce Center
Block 83.01 Lots 1-3, Block 96 Lot 1, Block 96.01 Lot 1
Route 38 & Lawrence Blvd.
Preliminary & Final Site Plan
Attorney: Michael Floyd

Proper notice was given.

Mr. Floyd, applicant's attorney stated the application is for a preliminary and final site plan located at Lawrence Blvd. and Route 38.

Mr. Kingsbury swore in the following witnesses: Michael Coppola, Bluewater Property Group; Kristen Harding, Engineer; Lawrence Valenza Architect

Mr. Valenza gave his credentials and the board accepted.

Mr. Floyd stated the following exhibits will be used; A1 aerial of the site; A2 site plan;

A3 concept floor plan. They are proposing the development of the Hainesport Commerce Center. It is approximately 478,715 square foot warehouse distribution facility, associated parking spaces, some banked parking, 99 loading dock berths, and related site improvements. It will be built on the 35 acre lot.

Michael Coppola explained that he is a partner with Bluewater Property Group. The company deals with industrial real estate. They own, operate, and develop this type of real estate. He continued with the different projects that they have done and currently doing.

Mr. Floyd stated that the review letters had questions about future tenants.

Mr. Coppola explained there is no tenant and is a speculate development. He can only give what they generally see for this type of project. The property is in close proximity to 295 and the turnpike. Believes it would be a general distribution warehouse. They have designed the site to be multi-tenant, 2 at the most, but most likely will be 1. These type of buildings are usually 24/7, generally 150 to 175 full time employees across 3 shifts.

Mr. Krollfeifer asked for clarification if the part of the property is owned by Zenith and the other by Seneca.

Mr. Floyd confirmed that they are and that the applicant is the contract purchaser from both owners.

Mr. Krollfeifer asked who would own the property when it is complete.

Mr. Floyd answered the applicant would own both lots and would be responsible to maintain the smaller lot.

Mr. Coppola explained that this is a spec building and a lot would depend on the tenant. Believes that most trips would be full size tractor trailers. Traffic analysis at peak hours states they are generating less than 20 trips. Inbound counts as one trip and outbound counts as another trip.

Mr. Krollfeifer commented that he went thru the traffic study which states 83 trips in the am and 94 trips at night. When he looks at the size of this, 230 parking spaces, and the tractor trailer bays. What is the traffic going to be with that many cars coming in and out?

Mr. Coppola stated that the 345 parking spaces they do have will not be occupied all at one time. A lot of times tenants like to separate office and warehouse entrances.

Mr. McKay questioned if the cars parked would include the truck drivers themselves.

Mr. Coppola stated it could, it depends on the use of the building.

Mr. McKay questioned if it would be a use of their own trucks coming and going or trucks that are coming from somewhere else.

Mr. Coppola commented that it most likely would be a mix of both. It will all depend on the tenant. There are spaces on the plan and most likely there may be trailers stationed on the site.

Ms. Harding referred to the exhibit A1 an aerial of the site and the surrounding uses. The property is a 35 acre site and she described the surrounding areas. There will be two access points. This property is subject to the Lawrence Blvd. Redevelopment Plan. Mr. McKay commented that all traffic, trucks and cars, in and out, will be using the existing Lawrence Blvd. jug handle out to Route 38. He sees two access points to Lawrence Blvd. Is there any proposals for improvement at the two access points to Lawrence Blvd. or at the traffic light and jug handle since it will get more intense use than the use today?

Ms. Harding stated that the plan is consistent with what was approved in the redevelopment plan but with some improvements such as sidewalks, landscaping, lighting and signage. She referred to A2 site plan. They are seeking no variances or waivers. They are seeking approval for a 478,715 square foot warehouse. They currently do not know what tenant will be in there at this time. There are 99 loading docks, 127 trailer parking spaces, and 394 parking spaces (48 ghost spaces). The car parking is located in two sections. It was done to try and give some separation between the car and truck traffic and in the event there were two tenants.

Mr. Krollfeifer stated the banked parking spaces are to the left of the building.

Ms. Harding stated they are on the western elevation of the building. There is the loop to have the option to go to multi-tenant on the building. The applicant will be replacing the curbing along Lawrence Blvd. and the right side of the property to the extent of the development. The existing driveways would be removed and three new ones added. They are going to check with NJDOT to see if they can change the curbing on their right-of-way per planner's request without going for the full access permit.

Mr. McKay questioned if that would include curbing on the jug-handle.

Ms. Harding stated it is under NJDOT jurisdiction and they will reach out to see if they will allow them to. If NJDOT says no they will work with the Township for an agreement.

Mr. Taylor explained that since the jug-handle exists, they noticed that there is a section of curb that is missing in the DOT right-of-way. He suggested that it be replaced. The applicant was apprehensive because it could put them into a 12 to 18 month applications period to construct a piece of curb as long as the meeting room. They agreed to reach out and see if it could be done without any difficult approval process.

Mr. McKay questioned if there is an adequate turning radius for an 18 wheeler heading eastbound to make that 90 degree turn onto Lawrence Blvd.

Ms. Harding stated there is enough room and they have also received a NJDOT letter of no interest,

Mr. McKay asked if there was a decel lane there.

Ms. Harding stated there is a right turn lane.

Mrs. Baggio questioned if any thought was put into the fact that there is traffic coming in and out for the shopping center and the warehouse.

Ms. Harding stated yes that was part of the traffic study.

Mr. Krollfeifer asked her to point out where the three driveways would be.

Ms. Harding pointed them out. There is the north truck driveway, further down is the car driveway, and a little further is the south truck driveway. They are trying their best to separate the car and truck traffic.

Mr. McKay questioned if the tree buffer will stay in place.

Ms. Harding pointed out that there is some wetlands with a tree buffer that will stay in place.

Mr. McKay questioned how the right triangle area will be handled up near ShopRite.

Ms. Harding answered that it will be the basin with some landscaping.

Mr. McKay stated there are three basins that are designed to percolate water.

Ms. Harding pointed out the three basins and stated they are designed for holding and percolating water.

Mr. MacLachlan questioned how high the proposed fence would be.

Ms. Harding explained the 8' chain-link fence is proposed on the back lot, not on the highway commercial lot.

Mr. MacLachlan questioned if they are proposing anything to help screen the trucks from view.

Ms. Harding stated that they are proposing a large evergreen screen between the highway commercial and the industrial.

Mr. McKay questioned will the property have access control with gates.

Ms. Harding explained as of now they are not. They are proposing one guard house at the northern entrance with a controlled gate. If there was to be another, it would be further in of the southern access point.

Mrs. Tyndale questioned if Lawrence Blvd. was a private road and who takes care of that road.

Ms. Harding answered yes.

Mr. Coppola stated it is an access road with ShopRite. There is a property maintenance company which is responsible for the maintenance of the roadway. When Stevens sells the property the easement and the balance of the land will transfer to that entity.

Mrs. Baggio questioned if that was all of Lawrence Blvd. and would they have to be in agreement on the increased amount of traffic.

Mr. Coppola is not sure. They have no rights on the easement regarding the volume of traffic.

Mr. Taylor stated that they agreed to supply copies of that easement and agreement to our attorney and engineer.

Mr. Coppola stated he is happy to provide it.

Mr. McKay stated that it could be a concern with the maintenance of that road if the current owner goes bankrupt. Who then would maintain that road?

Mr. Floyd explained if the owner failed to maintain Lawrence Blvd., Hainesport Urban Renewal would have the legal rights to enforce it. If they had to take that maintenance on their own, they could seek reimbursement from the owner.

Mr. McKay questioned if the jug-handle was DOT controlled.

Ms. Harding pointed out that it is along with a few more feet of the road.

Mr. MacLachlan explained that in 2008, Hainesport Township approved a Home Depot for this site. Home Depot pulled out of the project. Would this project generate more or less traffic than Home Depot?

Mr. Floyd explained that in their meetings with DOT. The Home Depot project required additional improvements to that intersection. They stated that this project generates so little traffic that no additional improvements are required for this jug-handle. It would be less traffic than the Home Depot.

Mrs. Newcomb stated that there were also strip stores and a possible restaurant was with Home Depot. DDRM the old maintenance company always did a good job and always did what was asked if there was a maintenance issue. She believes it was sold.

Mr. Floyd will follow up and believes it is the same company, just a name change. He will provide copies of the easement agreement.

Mr. Kingsbury asked for a copy of the letter from DOT of no interest.

Mr. Floyd agreed.

Mrs. Tyndale questioned if it would be possible to allow access to Lawrence Blvd. to the liquor store and the Dunkin Donuts site.

Mr. Floyd explained that this developer is always willing to listen to the adjacent property owners. Currently there is no information on things such as traffic generated, peak times, etc. There would be two parties involved.

Mr. Taylor explained that they did talk about this in the early redevelopment stage and one of the problems would be that it opens up a lot of traffic movements. This would

change how DOT calculates the intersection. There are some ownership and easement issues.

Mrs. Newcomb stated that she has addressed some issues over there regarding dumping traffic onto Lawrence Blvd and should be resolved this week. It is a complex situation there.

Mr. Sylk questioned if the commercial site is adjacent to any residential properties and there will be no access to Lumberton Road.

Mr. Floyd stated it does not and will not have access to Lumberton Road.

Mr. Sylk questioned if they would be doing a green initiatives.

Mr. Coppola explained that at the moment they are not, but may consider it. They are not at that point in the development to make that determination.

Ms. Harding explained that these are things that will be looked into.

Mr. McKay questioned if the roof structure would be able to handle solar panels later.

Ms. Harding is not able to answer that at this time but generally warehouses like this tend to incorporate it.

Mr. Sylk asked if they had the specs for the plants for the screening.

Ms. Harding answered that it is included in the plans. They will start between 8' to 10' high. They will be in the evergreen family.

Mr. Sylk questioned if they would be built on a berm.

Ms. Harding explained that they are not to allow for the most flexibility for the front lot.

Mr. Floyd stated they did submit a point to point response letter to the professional's letters. They have agreed to comply with all their plan revisions.

Mrs. Baggio stated that she is aware that this is a spec building but how far into the project to expect to have a tenant.

Mr. Coppola explained on average it is about 4 months before they finish the project. They cannot promise but the demand is there for these types of buildings.

Mr. Krollfeifer is concerned with approving it and having an empty white elephant. He also has concerns with a single purpose buildings. At what point would we find out.

Mr. Coppola stated that you see across the country is that most warehouses are started on spec. Currently between exit 5 and 8a on the turnpike there are no options for tenants which makes them comfortable going with spec. He agrees that single purpose buildings generally get you into trouble that is why they incorporated the ring road. They did provide the flexibility to have two tenants. This building is too small to be a fulfillment facility.

Mr. MacLachlan questioned how many of the properties the applicant owns that are unoccupied.

Mr. Coppola stated that Bluewater currently has 3 projects under development. They own in Mt. Laurel. They have developed about 7 million square feet in NJ and 25 million across the country. They are pretty much all rented.

Alan Lothian, traffic engineer, was sworn in. He gave his credential and the Board accepted. When meeting with DOT, they were happy to see this was not a large retail center going in. This project is significantly less traffic than the Home Depot project. He does not have the exact numbers of what was previously proposed in his possession tonight.

Mr. MacLachlan remembers that there were some improvement to the jug handle.

Mr. Lothian explained that the 83 and 94 trips identified equals about 1 new trip ever two minutes during peak am and pm hours. The am peak hours was from 7:45am to 8:45am and the evening was from 4:45pm to 5:45pm. There was no significant change in the level of service. It was a level B or better. They received a letter of no interest from DOT.

Mr. Miller questioned how they come up with the information for the trucks when this is a spec building.

Mr. Lothian stated it gathers a lot of information on what a typical facility generates. They have a lot of data from warehouses in NJ and is consistent on what they have seen.

Mrs. Kelley questioned that they are calculating based on all the trucks coming from the jug-handle on Route 38.

Mr. Lothian answered yes. All of the trucks and most of the traffic.

Mrs. Kelley disagreed. She believes the traffic from the turnpike will come down the bypass, cross over Route 38 and turn onto Berry Drive. This may be true for some of the workers vehicles, especially if they are coming from the Medford or Lumberton areas. There is a light there for them.

Mr. Lothian stated that may be an enforcement issue. That is a private road. There site does not have an access easement. Legally they are not allowed to have their traffic go that way.

Mrs. Kelley believes they could enforce that with the trucks but not the cars. There should be signs. The GPS maps do not always take them that way.

Mr. Lothian referred to A1 and discussed how the trucks would enter the site. It is curvy going in off the bypass. It is a more direct route going down Route 38 to the jug-handle.

Mr. Coppola explained that the trucks want to go in a counter clock motion. The reason is the driver can see behind when he is backing into the dock with mirrors. That is if it is a single tenant.

Mr. Sylk questioned how many feet are there between the restricted north access point and Route 38.

Mr. Coppola stated about 220' feet.

Mr. Sylk commented that if there are 4 trucks at the access point the ring road is not available. This would cause a backup of cars and trucks to Route 38.

Mr. Coppola stated that he would be surprised to have any more than two trucks at a time and creating a backup on Lawrence Blvd. If that were an issue, they would have the guard house moved further in or utilize the ring road. There not even that many trucks at peak hour that would cause that problem for this size of facility.

Mrs. Kelley stated that is not true for CVS in the morning.

Mr. Coppola stated that building is more than twice the size of this building.

Mr. Krollfeifer referred to page 13 of the study and referred to the chart regarding the level of service and asked for an understanding of the chart.

Mr. Lothian explained.

Mr. Krollfeifer referred to another chart with the amount of traffic coming from different directions. It states 60% would be using the jug-handle and 40% would be coming eastbound. 45% of the trucks will be turning at the first driveway and 55% would go straight thru.

Lawrence Valenza, architect, explained there would be an office at the front entrance and a possible 2nd office at the far other end of the building. He referred to A3 the floor plan. The rest of the building is a typical warehouse. The building elevation shows what the face of the building looks like. Basically dots on the long side of the building. A4 shows the building elevation offices at the corner to signal where to enter. He referred to Exhibit A5 a color rendering of the building. The building is concrete wall panels. They are smooth panels with reveals to show some definition. They paint it and use a color blocking scheme. They try and use neutral colors and use block. It helps break it up into smaller areas. It helps to reduce the appearance of that long wall. They change to the accent color at the office entrance. There are 3 shades of gray. The glass will be a solar gray. They decorate the corner. It is a blank slate with the neutral colors so to help with the tenants sign.

Mr. Valenza stated there was a questioned regarding the water tank in the guardhouse if the tenant needs it. It will be a prefab insulated metal structure. They would choose a color to complement the gray scheme. The water tank for the sprinkler system is a big round tank and usually paint it to match the color scheme.

Mr. Krollfeifer questioned if they would need more than one guardhouse.

Ms. Harding explained the guardhouse is most likely only for a single tenant use. There would probably be no guardhouse due the building being split half way down.

Mr. Valenza stated that a typical single use building would get cameras so the guardhouse could monitor the site.

Mr. McKay asked about roof solar panels.

Mr. Valenza explained that solar panels are typical in this area due to the energy cost are higher here. They design the roof structure to be able to support the weight to allow them to put solar panels on in the future.

Mrs. Newcomb question the time for construction of the tilt wall system.

Mr. Valenza stated that the site work is the main time frame. Once that is done it is typically 3 months.

Mr. Coppola explained it is normally 10 months. This is a flat site which will improve the time for the site work. It can be 9 to 11 months.

Mr. Taylor asked if the Board could get the samples of gray being proposed.

Mr. Floyd answered yes and will work with him.

Mr. Miller explained he went over everything with Ms. Harding and came to an agreement and is satisfied. This includes stormwater management.

Mr. Krollfeifer questioned how they will get the water to the Rancocas Creek as stated in the event of a big storm.

Ms. Harding explained that the water naturally drains towards Lumberton Road due to the site grades. They are maintaining the existing drainage patterns on the site. They will be using an executed utility easement. There will be an infiltration basin at the northwestern portion of the site. That pipe will discharge and run down the old Industrial Blvd. all the way to Lumberton Road which will go to a county owned system. The county has reviewed and approved that connection. It will be piped underground all the way down the easement.

Mr. Krollfeifer questioned if he needs an easement through several properties.

Mr. Floyd stated they have the easements in place. It is through the Township property and CJM. It would then connect in to the county drainage facility in Lumberton Road. The county has granted their approval.

Mr. Krollfeifer questioned if they would be moving the barriers at Lumberton Road.

Ms. Harding stated they will not be touching the jersey barriers.

Ms. Kelley questioned if there is already a pipe in Lumberton Road.

Ms. Harding answered yes and explained.

Mr. Taylor explained they issued a report dated December 22, 2019. They have addressed the comments and he had discussions to resolve all the issues. The only

comment that was handled a little different was E11 that referred to the banked parking spaces. He suggested that that could be added at any time if the applicant felt that they needed them or the Township did. The applicant would like it to be only the developer.

Mr. Floyd agreed it could be triggered by either party.

Mrs. Kelley questioned if they agreed to the half lights.

Mr. Taylor stated yes to the extent that the operators may not be a 24 hour operation. They agreed to lower the light overnight to security levels. If it is a 24 hour operation, they do need safe operating levels. They are all full cut off light fixtures and reduced the LED color temperature down to 3000 kelton.

Mr. Krollfeifer questioned if the signage has been addressed.

Mr. Floyd answered yes it would comply. It is didn't, they would come back for a variance.

Mr. Krollfeifer referred to Mr. Floyd's letter dated October 15, 2019 and referred to items 9, 10, 11, 12, 15 and 16. Is where a lot of his questions came from?

Mr. Floyd stated the documents have been summed to the Board secretary.

Mr. Krollfeifer opened public comment.

Anna Evans was sworn in. She was getting conflicting information from the question she asked at the Township Committee, that this project wouldn't be coming unless we were giving them a good pilot program because of the proximity to the turnpike. He were hearing that they want it due to the proximity to the turnpike.

Mayor MacLachlan gave credit to Mrs. Gilmore who was part of the economic development committee for bring this project in. If it didn't work financially for the developer, they would not be here. It's a two part process. The money and location work.

Mr. Taylor stated that both statements are true. The economy in NJ in developing large warehouses, the presence of some incentives are a given. It creates an equal playing field.

George Baggio was sworn in and stated it is a large warehouse. He had concerns with revenue and questioned if it was in an enterprise zone of 3%.

Mr. Kingsbury stated that is a tax.

Ms. Kosko commented that we are not in an enterprise zone.

Mayor MacLachlan explained that he does not have the numbers available at this time but it is a significant amount of money coming to Hainesport Township. He wasn't on the Committee at the time and believes they did a great job negotiating. It is a financial benefit to the town.

Mr. Baggio questioned who would pay the taxes if they don't have a tenant.

Mayor MacLachlan stated taxes would still have to be paid.

Ms. Kosko stated she will be happy to share the pilot information with Mr. Baggio after the meeting.

Mr. Weisoff gave some numbers and said it is a service fee. He questioned if the lights would be the down boxes.

Mr. Taylor stated they are.

Mr. Weisoff questioned what they will do regarding the noise pollution from trucks.

Mr. Taylor explained they will have to comply with the county and state regulations.

Mr. Weisoff stated there are residential properties on Lumberton Road that could be impacted by this. He owns a trucking company and they are loud.

Ms. Kosko commented that there is about 9 acres that is separating this project from Lumberton Road.

Mr. Taylor suggested that Mr. Floyd state that they will comply with all county and state regulations at the property line.

Mr. Floyd stated they will and that the DEP has strict guidelines for daytime and night time.

Mr. MacLachlan stated this project will give the town a significant amount of funds.

Mr. Weisoff asked to be shown where the water pipe is on Lumberton Road and he has concerns with the amount and quality of the water that would be draining to the creek next to his house.

Ms. Harding explained that all the water will be going to one of the three infiltration basins. There will not be water just running into the pipe. They must maintain the water on site by recharging the ground, water amount and quality.

Mr. Weisoff questioned how tall the building was.

Mr. Coppola stated 47.

Mr. Weisoff had concerns with what they think peak time is when there is no tenant. He has to deal with the different peak times from CVS.

There was a discussion between Mrs. Newcomb and Mr. Weisoff with the area regarding traffic.

Mr. Krollfeifer stated there are studies that he may review.

Mr. Krollfeifer closed public comment.

Mr. Sylk stated he scaled out where the guardhouse is and believes you can only hold two trucks. This would block the ring road.

Mr. Coppola stated they are willing to revise the location of the guardhouse. They are not even sure if it will be needed.

Mr. Floyd is willing to work with the professionals to address the issue.

Mrs. Baggio commented that she has had to wait at that intersection for 3 lights when she has left ShopRite. She questioned if the DOT will do anything to adjust the timing of the light. That is going to back up.

Mr. Lothian stated that the traffic study is based on the existing timing. Some numbers are being put out. There will not be 100 cars leaving the facility at one time. The peak hours identified are the street peak hours. It is not the facilities peak hours.

They estimated about 150 to 175 employees across three shifts without know the tenants.

Mrs. Kelley suggested a right had turn lane into the facility could help with traffic.

Mr. Krollfeifer stated that the applicant will satisfied the comments from our planner and engineer.

Mr. Floyd stated they also agree to move the location of the guardhouse to make additional room for truck traffic.

Mr. Kingsbury stated that will also be in the resolution. The motion is for preliminary and final site plan.

Mayor MacLachlan motioned to approve.

Second: Ms. Schneider.

Roll call: Mayor MacLachlan, yes; Ms. Schneider, yes; Mrs. Kelley, yes;
Mr. McKay, yes; Mr. Wagner, yes; Mrs. Baggio, yes; Mrs. Tyndale, yes;
Ms. Kosko, yes; Mr. Krollfeifer, yes

Motion carries to approve.

7. Professional Comments - None

8. Board Comments

Mayor MacLachlan thanked Committeewoman Gilmore and Committeeman Clauss for doing a great job bringing this project in.

9. Public Comment – None

10. Adjournment

Mrs. Kelley motioned to adjourn at 9:40pm.

Second: Mr. Wagner

Roll call: All in favor

Paula L. Tiver, Secretary