

**HAINESPORT TOWNSHIP JOINT LAND USE BOARD  
MINUTES**

Time: 7:00 PM

August 4, 2021

**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”**

**5. Roll Call**

Present: Mayor Gilmore, Mr. MacLachlan, Mrs. Kelley, Mr. McKay, Mr. Tricocci,  
Mrs. Baggio Mrs. Tyndale, Ms. Kosko, Mr. Krollfeifer,  
Mr. Bradley (left at 10pm), Mr. Murphy

Absent: Mr. Sylk, Mrs. Cuniglio, Paula Tiver, Board Secretary

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

**6. Items for Business**

**A. Case 21-09: Philadelphia Hardware Group  
Block 98 Lot 2.04  
3 Mary Way  
Use variance  
Attorney: Patrick McAndrew**

Request to postpone until the September 1, 2021 meeting

Mr. Krollfeifer: Okay. We have a quorum. So, we'll proceed to items for new business, Case 21-09. I have a letter correspondence from the attorney Counselor McAndrew.

They're requesting a postponement to September 1st. Proper notice has been given and I need a motion and a second to carry it until the September 1st meeting.

Mayor Gilmore motion to carry the application to September 1, 2021 at 7pm.

Second: Mrs. Tyndale

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

Motion carries to continue.

**B. Case 21-11: Ben & Laura Davis**

**Block 114 Lot 7**

**2215 Fostertown Road**

**Bulk variance for fence**

Proper notice was given.

Ben Davis was sworn in. . I live on Fostertown Road. The address is 2215 Fostertown Road. I'm seeking a bulk variance to put in a four foot high split rail fence in the front of our property, with a difference of the normal setback, a 10 foot setback rather than 125 foot setback, for the front of our property.

Mr. Krollfeifer: Okay. I have a question for you. Do you have anything else or is that basically it?

Ben Davis: The reasons for the variance request, the main reason is safety for our children. Since it's a busier road with a 45 mile per hour speed limit, we believe the fence will help protect our kids and our family. Also, with delivery trucks coming up the driveway, it's helpful to have a fence and a gate to kind of prevent anything from happening from that standpoint. Also, the 125 foot setback, we have a septic system in our front yard. So the fence line would interfere with where the septic is currently located. And the third reason, the primary reason is, we'd like to keep the fence in line with our neighbor's fence lines and also with our Q Form, which is adjacent to our residential property.

Mr. Krollfeifer: And I think you mentioned in your paperwork that it's going to be an enclosed post and rail fence, right?

Ben Davis: Correct. With a wire, yeah.

Mr. Krollfeifer: And the map that I have, and I think everybody else has the same one, this one?

Ben Davis: Correct. Yep.

Mr. Krollfeifer: The house is not on here, correct? But it's in this area?

Ben Davis: Correct. Yeah. Where you're pointing, the house is kind of at the back.

Mr. Krollfeifer: Okay. So how far back from Fostertown Road is the front of the house?

Ben Davis: It's 150 feet, roughly.

Mr. Krollfeifer: Thank you. And I believe you indicated that the reason for this little cutout in the fence is to allow traffic to turn in and stop, and wait to be allowed in?

Ben Davis: Correct.

Mr. Krollfeifer: Any questions from anybody on the board?

Deputy Mayor McLaughlin: Yeah. I've got just a couple. Mr. Davis, help me out, where's this house with respect to some landmarks?

Ben Davis: Oh, so-

Deputy Mayor McLaughlin: Across the church or-

Ben Davis: Yeah, it's about maybe a quarter mile past the church on Fostertown Road. If you're familiar with Bit-O-Woods which is a horse farm-

Deputy Mayor McLaughlin: I'm very familiar with it.

Ben Davis: We're in front of Bit-O-Woods. So we're the brick rancher in front of Bit-O-Woods.

Deputy Mayor McLaughlin: Okay. There's a couple of houses there in the road and line up together.

Ben Davis: Correct.

Deputy Mayor McLaughlin: Now your 10 foot, goes 10 foot from the property line, and what is that distance from the edge of the road?

Ben Davis: Oh. It would be, I guess, probably about an extra two or three feet from the edge of the road from where the property line begins.

Deputy Mayor McLaughlin: The pavement goes that close to your property?

Ben Davis: Correct. Yep.

Deputy Mayor McLaughlin: I'm trying to envision. Is there a neighbor's fence on your side of the street?

Ben Davis: There is.

Deputy Mayor McLaughlin: Same position?

Ben Davis: If you're facing our house on Fostertown Road, to the left we have a neighbor with a fence line that's similar, about 10 feet off of the road. And to the right is a Bit-O-

Woods fence line. It's also similar about 10 feet off the road, on both sides of our property.

Deputy Mayor McLaughlin: Bit-O-Woods fence. And this is split rail and you're going to have a wire mesh on them?

Ben Davis: Correct.

Deputy Mayor McLaughlin: And pull ups for kids?

Ben Davis: Yep.

Deputy Mayor McLaughlin: And then you've got a cut out for an entrance gate?

Ben Davis: Yes.

Deputy Mayor McLaughlin: And that's going to be a control gate of some sort?

Ben Davis: So we would do a controlled gate, probably not controlled at first, but we would eventually add the technology to make it an opening gate, an automatic gate.

Deputy Mayor McLaughlin: And is there a fencing around the rest of the property, or is that just proposed?

Ben Davis: That's proposed. So, we've gotten a permit for fencing around the Q Form area of the property.

Deputy Mayor McLaughlin: Right.

Mrs. Baggio: Q Form?

Ben Davis: It's zoning for farming. Is that your question?

Deputy Mayor McLaughlin: I don't have any other questions. Thank you.

Laura Davis: Mr. Chairman, may I present some photos from Google?

Mr. Krollfeifer: Yes, you may.

Laura Davis: I will let them see and then, I will pass around.

Laura Davis: So, what I'm presenting here is copies of a Google Maps showing the property as overall. And then showing the house from the street view house from the front porch to the house. So, I'll pass these around. So what Mr. Davis was explaining was that several of the properties in that area are under Q Form status. According to our ordinance, is that Q Form status, there's an exception in regards to height and certain things compared to the house itself.

Laura Davis: One of the properties down the street has front north fencing, but it was replaced probably about a good five or six years ago. But there had been fencing there for

the past 40 years. So, they were allowed to replace that because it was prior to the ordinance. They did get a permit for their Q Form. And they're coming here because under the Residential Use, they're not permitted to have front north fence, except 125 feet back.

Deputy Mayor McLaughlin: Most of the houses down there will have a fence, right?

Mr. Krollfeifer: Just for curiosity, because, I was at the property today, as your wife knows, as you're facing your property immediately to the right is the gravel road that goes back to the farm where all the horses are and everything?

Ben Davis: Yes.

Mr. Krollfeifer: And then, they put their fences after that?

Ben Davis: Correct. That's right.

Mr. Krollfeifer: Thank you. What's that? I think its right in the front here.

Ms. Kosko: Mr. Davis, about approximately how far off of your home is the septic? You said it was in the front. Do you know approximately how far from the home it is?

Ben Davis: Yeah. I don't know exactly, but I would say it's probably around the 100 foot mark from the property line, give or take.

Mr. Krollfeifer: This one aerial view that we have, the septic would be about in this area, right directly in front of the house?

Ben Davis: Correct.

Mr. Krollfeifer: So where I'm pointing here.

Ms. Kosko: And the requested relief is 115?

Ben Davis: Correct. Yes.

Mr. Krollfeifer: We have to get you out of here quickly. The kids are yawning. Any other questions from the board? Any public questions? I'll open the public session now. Do we have anybody online?

Ms. Kosko: There are two individuals online.

Mr. Krollfeifer: Did they have a question on this application, or can we move on?

Ms. Kosko: If anybody online has a question on this application, you can unmute yourselves. No.

Mr. Krollfeifer: Hearing none, I'll close the public comment. Any other comments or questions for the board?

Mr. McKay: Mr. Chairman, I did have one. And that is after seeing the aerial photos and looking at the cut-out, how deep is that cut-out?

Ben Davis: The cut-out from the entry to the driveway?

Mr. McKay: The cut-out to the gate.

Ben Davis: The gate, it'd be 30 feet.

Mr. McKay: 30 feet. So I was just worried about a truck with a tail sticking out.

Ben Davis: Right, being able to turn in. Yeah.

Mr. McKay: Turning into it. Okay. Thank you.

Ben Davis: Sure.

Mr. Krollfeifer: Okay Board, what's your pleasure?

Ms. Kosko: May I ask another question, Chair?

Mr. Krollfeifer: Sure.

Ms. Kosko: And this may actually be for Mr. Kingsbury. I know that delaying these four secretary files a report at the end of the year to the state in terms of variances. At what point would there be a trigger for the board to look at its ordinance to make revisions, if there continues to be approvals that are contrary to what the code reads? Is there any particular trigger or mechanism, or is that something that the board reviews on its own and says, "Yeah, we've granted this many variances in the zone for this particular item?"

Mr. Kingsbury: The annual report includes any recommendations of the board for ordinance changes. If the board sees a lot of a particular type of variances coming in, they may recommend that the governing body look at changing the ordinance to accommodate that change. But that can be done at any time. It's required to be done once a year, but there's no particular trigger. It's under the discretion of the board.

Ms. Kosko: Thank you.

Deputy Mayor McLaughlin: Just knowing that we are going to be undertaking a master plan of re-examination, which could be something that the subcommittee looks at if that continues to be an issue.

Mayor Gilmore motioned to approve.

Second: Mrs. Kelley

**Roll call:** Mayor Gilmore, yes; Mrs. Kelley, yes; Mr. MacLachlan, yes; Mr. McKay, yes; Mr. Tricocci, yes; Mrs. Baggio, yes; Mrs. Tyndale, yes; Ms. Kosko, yes; Mr. Krollfeifer, yes

Motion carries to approve.

**C. Case 21-12: MBID of Delaware, LLC**  
**Block 24 Lot 10**  
**810 Marne Highway**  
**Preliminary site plan for age restricted apartments and Use Variance**

Proper notice was given.

Mayor Gilmore and Mr. MacLachlan recused themselves due to being a use variance.

Counselor Hoff: Thank you, Mr. Chairman, members of the board. Richard Hough for the law firm. I'm here on behalf of the applicant here tonight, which is technically MBID of Delaware, LLC. However, that's an entity under the umbrella of the Ingerman Development Group. As members of the board may know, Ingerman Development Group, probably one of the most respected developers of affordable housing in the state of New Jersey. And our application here tonight is for a 70 unit 100% age restricted affordable housing community to be located on block 24, lot 10, the address of 810 Morin Highway. I have a few witnesses here tonight. Before we get them sworn in, I just want to provide just some quick background about the project. This project is going to be anticipated to be funded by tax credits. And the board may or may not be aware the tax credit program in New Jersey is a program that allows for federal tax credits to be used to fund the development of affordable housing.

Counselor Hoff: And it's through those tax credits that that affordable housing can be developed without any costs to the township in which it's located. So it's an excellent opportunity for municipalities to capture affordable housing in the context of a 100% affordable housing community without any accompanying market rate housing. So this will all be 100% affordable and funded with the tax credit program. To that end, the township council has adopted a resolution of need recognizing the need for the project and has made monetary commitments to the project, as has Burlington County.

Counselor Hoff: So we're excited to get this moving and we are appreciative of the support from township council, as well as Burlington County. The tax credit process is competitive and it's strict, and the deadline for submission of an application is August 31st. So that's why we are here tonight. We are here tonight from the land use perspective for, as the chairman noted, a use variance application with an associated density variance in certain sea variances that I'll let the experts talk to you more than I. But I would like to get them sworn in and qualified so we can kind of hit the ground running. I'd ask my professionals to come up, face Mr. Kingsbury. Raise your right hand.

Mr. Kingsbury: We'll do it all at once. Raise your right hand, please. Do you swear or affirm the testimony you give tonight will be the truth, nothing but the truth so help you God?

All do.

Counselor Hoff: I'd like to, while we got them up, just quickly acknowledge who they are, run through their qualifications. I'm going to start with Mr. Morgan. Mr. Morgan, if you could identify himself.

Bruce Morgan:

Hi, I'm Bruce Morgan. I'm a Principal at Increment Affordable Housing, and I would represent the developer.

Mark Cifelli: Hi, my name is Mark Cifelli. I'm the Professional Engineer, civil engineering with PSMS LLC. So I'm a licensed engineer since 2011 in the state of New Jersey. I've been working as an engineer since 2005. I'm currently employed by PSMS. My license is active and I have presented before numerous planning and zoning boards in the state of New Jersey.

Mr. Krollfeifer: Education?

Mark Cifelli: Graduated TCNJ in 2005.

Mr. Krollfeifer: Thank you. Any questions? It's acceptable.

Scott Kennel: Scott Kennel, with McDonough and Ray Associates located at 1431 Lakewood Road Manasquan. I'm a Principal with McDonough and Ray Associates, a traffic and transportation planning firm. I have over 35 years of traffic and transportation planning. I've testified in over 1,000 applications in over 100 municipalities, including 10 in Burlington County, including Mount Laurel, Morristown on the centered and square project many moons ago. Also in Lumberton, an important town city to name a few. Like I said, I've been doing this for 35 years and I've been qualified in New Jersey Superior Court as a traffic expert on free land use matters.

Mr. Krollfeifer: Thank you. Any questions from the board? Okay. It's acceptable, Counselor.

Mary Johannesen: I'm a licensed New Jersey architect and principal with Kitchen and Associate Services Inc., located at 756 Haddon Avenue in Collingswood, New Jersey. I am a licensed architect and I have been since 1992. I have a Bachelor's of Architecture from Virginia Tech. I've been employed by Kitchen and Associates for 27 years, which predominantly my work has been in multifamily and specifically affordable housing. And I have provided testimony before multiple planning and zoning boards in the state of New Jersey.

Mr. Krollfeifer: Okay, thank you. Any questions from the board? Hearing, none. Yes, acceptable.

Claudia Bitran: Good evening. My name is Claudia Bitran, I am with Kitchen and Associates, located at 756 Haddon Avenue in Collingswood, New Jersey. I have been a practicing planner since 2002. I graduated with a Masters in city planning in 2002 from the University of Pennsylvania. I have a license since 2011 and have testified before boards before.

Mr. Krollfeifer: Okay. Thank you. Any questions from anybody on the board?

Counselor Hoff: Thank you, Mr. Chairman. If I could, then I'd like to start with Mr. Cifelli, civil engineer. I've taken the Liberty of pre-marking a few exhibits. Mr. Cifelli's going to start with A1 and A2, which is an area on a rendered site plan. You have those

on the boards and I have some additional copies I can hand out to members of the boards that I have in front of them.

Mr. Krollfeifer: Yes, please.

Counselor Hoff: Are you going to work with him?

Mark Cifelli: Yeah.

Counselor Hoff: I'd like to start with A1 and 40N4 regarding the location of the project.

Mr. Krollfeifer: Sure. Excuse me. Just one second. Have you marked one of these as A1? Which is the map that's up on the podium.

Mark Cifelli: So exhibit A1 is the existing conditions in demolition aerial overlay exhibit. And it's dated 7/28/21. This shows the current conditions of the property known as block 24, lot 10 enhanced port. The property is 6.4 acres. The property line goes out to the center line of the road. There is a right of way also, and taking it right away into account, the lot is 6.09 acres. We'll use 6.09 for our bulk standard calculations to give a more conservative number. On both exhibits that I have tonight, north is to the left of the page. And for the properties in the R1 residential zone, which is really meant for single family homes, there's currently a church on the property, which was built sometime in the late 1980s, early 1990s.

Mark Cifelli: The front portion of the church is the original building and then around 2003 or so, the larger portion was added on because that was after a board approval at that point. So that building will be remaining along with much of the parking lot, which currently has 171 parking spaces for the church facility. There's also a solar field in the southeast corner of the property, which will remain as well. That solar field is leased by the church through a third party company.

Mark Cifelli: I guess other stuff that exists on the site, there's a basketball court about midway on the west. That will also be remaining. That borders a playing field that's on the adjacent property. That's not owned by this or this application. That's the St. Paul's Lutheran Church. So in terms of boundaries of the site, the Northern boundary is bound by Marne Highway, which is a county road 557. To the west, like I said, is St. Paul's Lutheran Church with their playing field and parking lot being closest to our property. To the south, there's a Conrail railroad line and an industrial property behind us. To the east is a farmland with a couple, I believe they're single family homes that front Marne Highway.

Mark Cifelli: So on the property, there's also two storm water management basins that exist. There's one at the Northwest corner. Based on some older plans that I found while doing some research, I believe the intention of that basin was to be an infiltration basin. There's actually no outlet structure. So all the water would leave through a percolation into the soils. It takes everything from the last row of Parkland to the North flows towards that basin, as well as an inlet within Martin Highway. The exit is the majority of the site area. And then to the South, there's also another infiltration basin within the vegetated area on the Southern property line. That one was added with the 2003 edition of the church. It definitely needed some maintenance. It's overgrown. It's a part of this project. We'll be making minor improvements to it to get it functioning as originally

designed. In terms of environmental constraints, we do have some wetlands on the adjacent property.

Mark Cifelli: They don't go into our property, but the buffer would impact a portion of our property. We had our wetland scientist from PSMS visit the property. He flagged all the wetlands and they were located by our surveyor. We don't have an LOI yet. And as part of this application, we would need to make an application to NJ DVP. So that would be taken care of. But for the purpose of this, we have assumed the 50 foot transition area, which is the buffer off of the wetlands. We did review the NJ DVP landscape maps and other documents, and there's no threatened or endangered species mapped in this area. So we felt that it wasn't anything that would make it a high value wetlands. It's also isolated by the parking lot on the St Paul's Church. It's a fairly small wetland complex, which we're going to show later on how we're not going to be impacting it negatively.

Mark Cifelli: Utilities, we do have sewer water, electric, gas, and telecom available. We've got will serve letters from the utility companies and all these services are available and in Marne Highway for potential connections of our proposed building. For demolition on the existing site, we are going to be losing some of the existing parking in the Southwest of the existing parking lot, and then also clearing out vegetation in this rear corner. We did some research on that and looked at some historic aerials. As early as 2017, that was a maintained lawn area. And then over time with lack of maintenance, it's grown into like an early successional growth. So it has weedy vegetation and a fence understory. I would say that the height of the weeds in there are somewhere in the 15 foot range. So that would be basically over the last five years they've grown to that. Along the property line there's some older growth trees that would be minimally impacted by the development. Most of those trees are on the Lutheran Church property. Now I'm going to switch over to the proposal.

Mr. Krollfeifer: I have a question, two questions for you. That looks like a gray road out in your property. That's not what it is?

Mark Cifelli: So when we did the property survey, there was, what's called a gore, on that property line. So there's an approximately, I think it was a 19 feet wide gap between the boundary of our property and the St Paul's. So with the... So really there's no ownership on that at this point. We're not using it for any of our development.

Mr. Krollfeifer: Okay.

Mark Cifelli: For members of the public domain, who don't know, a gore is an area of property where ownership is unknown or unclear based upon the passage of time. It's not been incorporated in this application. It's simply noted because it showed up in the title as a sort of a missing area.

Mr. Krollfeifer: Okay. Got it.

Mark Cifelli: We're working out those title issues, but they don't impact any of our setbacks, that none of that's been incorporated into our application.

Mr. Krollfeifer: There doesn't appear to be, and I was at the property, but no cemeteries, no graves on all your property? Or is there?

Mark Cifelli: No, Not that we saw or know of.

Mark Cifelli: So the next exhibit is the A2, it's the proposed site plan and rendering. It's an aerial overlay of the site plan, which we colored in some of the key features and proposed improvements.

Mark Cifelli: So we're proposing to construct a three story apartment building with 70 senior affordable housing units that would also have management space and a community room within the building. Outside of the building we have some patio areas, there's one in the rear for a little bit more privacy. So at the rear corner, the southwest corner of the building, we have a patio that wraps around the community room and that'll be a more private, quiet space. And then out front of the building, we have a smaller patio area, which would probably have some freestanding seating and just gathering areas for the residents. Like I said, the basketball court will remain. So it's not impacted by the development.

Mark Cifelli: We also added per recommendations of, I think it was the planner's letter, we added a bike rack at the front of the building. So we have spaces for probably six bicycles there for the residents. And then we have landscaping proposed around the whole building to improve the aesthetics.

Mark Cifelli: Multifamily housing is not permitted in this zone, which is meant for single family, so we do have a de variance and a planning testimony will be provided for that later on.

Mark Cifelli: In terms of site access, in the existing condition there was a single driveway that serves as entrance and exit for the property for the church. We are going to be expanding that adding a landscaped median island about 13 feet wide. And that gives us the ability to add a separate exit lane, which we have a 20 foot width on and we'll have a left turn and a right turn lane out of the property. Making it much easier to exit the property for the church and the residents.

Mark Cifelli: We are gaining some parking with the development. Originally, there was the 171 spaces with the proposal, we're up to 206. Of those 206 we're dedicating about 48 of them to the senior building, leaving 158 for the church. The 158 meets the ordinance requirement for the church building. But we would need a variance for the senior parking. That would technically require 123 spaces for the pre ordinance. But again, we're only proposing 48, which works out the ratio of 0.69 spaces per unit. In the client, the applicant's experience, that's been adequate for their other similar properties in suburban environments. So we feel that it's adequate for this use.

Mr. Krollfeifer: So you're saying 48 for the apartment complex of 70 units?

Mark Cifelli: Correct.

Counselor Hoff: And I kind to want to point out on that point, there will be a cross access agreement, with the church, to allow for overflow parking on the church property. So

we've divided up the numbers per the stability's testimony. However, there will be an agreement between the two uses so that when the church is not in use, not during their services, the parking will be available for the residential building and visitors.

Counselor Hoff: So we've allocated the numbers that's been indicated, but it's our expectation that we'll have additional parking available to the residents, in time. So it's not necessary for the church, and for the planners, not to jump ahead, but Mr. Taylor's review letter, one of the recommendations is if we find that there's not enough for both uses, there'll be an arrangement where the church has agreed that they'll offer additional services so as to not overload during any given times to spread out that parking domain.

Counselor Hoff: Those are agreements that we will work out with the church. Will be provided for review by your professionals. One thing to note is that we're here tonight for preliminary, so there will be issues, health keeping items that we're going to need to address between 09 and final. That agreement that we would provide before returning to the support, for final group.

Mrs. Tyndale: So you're saying that the agreement hasn't been worked out with the church yet. So what you're proposing is... did you propose, or the church propose that they would add more services?

Counselor Hoff: It was agreed to by the church, if necessary that they found that the parking demand was not... Or the parking supply did not adequately meet the demand, there would be an agreement made that they would space out their services to allow for the parking to be sufficient.

Mrs. Tyndale: And then when you're saying it's an age restricted building, what is that age?

Counselor Hoff: No one can occupy the building under the age of 55.

Mrs. Tyndale: Under the age of 55. Can they have children?

Counselor Hoff: No, no one below the age of 18 can be physically in the building.

Mrs. Tyndale: So you can't have a grandparent that would come in and would have their kid, their grandchildren living with them?

Bruce Morgan: My name is Bruce Morgan. I'm the developer. This is a building for seniors. We will have a handbook in all of our communities, and this is one of many senior communities and it's strictly prohibits grandchildren from living, or any juvenile from living in this building. So they can come and visit. And the visitation is normally for a couple days, and then they have to leave. And if they don't, they're subject to eviction.

Bruce Morgan: Also, the pastor is here. So if you'd like her to testify, she can. We have worked out an agreement. It just hasn't been codified yet, but we do have an agreement and this is a church sponsored project. So she has made it very clear that she would talk to this effect that she would have additional services if the need exists.

Mrs. Baggio: So what we are basically saying is, is the equivalent of less than one car per unit. Is it reasonable to assume that the majority of the people living there are not going to have a vehicle and how are they going to get around?

Speaker 1: Yeah. So I guess based on the experience of their other properties, that's been common not to have everyone with a car. I think the average age of the residents is typically in the seventies, although 55 plus is more common.

Speaker 2: Morgan can speak to this. They manage 100's of properties across the state.

Speaker 1: What they find is that the seniors in these buildings tend to stay here for very long periods of time. If they start out, not average age, I believe Bruce testifies approximately 70 years old.

Bruce Morgan: In our senior buildings, people typically move into our properties because they can't find adequate housing elsewhere. They're living in single family homes and they can't navigate steps. We don't have 55, the law says 55, but that's not who moves in. The typical resident in our buildings are in their seventies. And they're typically looking to downsize. And based on hundreds of units, I can tell you, and we have an engineer who will testify to this with empirical data that he's researched, but our residents typically downsize. They don't have cars. We're providing two types of transportation service to help these residents because they don't have cars. We have an agreement with the church in writing right now, that we've agreed to, that the church on a regularly scheduled basis will be providing transportation to various areas via their church van.

Bruce Morgan: It's available to the residents free. We pay for the church to drive the residents and they'll go, they'll come to the post office. They'll go to doctor's office. They'll go to the mall, the grocery store, et cetera, on a regularly scheduled basis.

Additionally, we have another agreement with the county to do the same thing. So we have two different transportation services.

Bruce Morgan: Mary, our architect will talk about this, but within the building, we also have medical services. We have an agreement with Morristown nurses to come to the building to provide health and wellness screenings, flu shots, things like that, also on a regularly scheduled basis.

Bruce Morgan: It sounds like there's not a lot of parking, but based on our experience and based on the amenities that we're offering these residents, we find that our residents typically are older. They want to get rid of their cars. They can't afford the maintenance, the upkeep, the insurance associated with the cars. So that's why they're looking at this environment.

Mr. McKay: Can you address the economic criteria? And by that, I mean the income levels.

Bruce Morgan: So residents that will be living in this community can make no more than 60% of county median income. So for one bedroom that equates to about \$43,000 of annual income and for a two bedroom it equates to about \$52,000. Now that will rise a little bit because it's subject to annual increases or decreases. Last year it actually went down because of the virus. But we anticipate it going up a little bit between now and the

time the building comes online. That will then translate into one bedroom rent of about \$985 and two bedroom rents of about \$1,175. Now, if you compare that to what's available in the market, we have a market study that looked at this, the average one bedroom rent in a building that's about 30 years old, there's been very little new construction, is about \$1,400 or \$1,500 a month.

Bruce Morgan: So you're looking at a cost savings of about 50%, going from \$985 to about \$1,400 or \$1,500. On the two bedroom side, it goes from \$1175 up to \$1800. So there's a significant cost saving.

Bruce Morgan: The typical apartment complex in this area is a three story walkup garden apartment. Seniors can't live in three story walk ups, they have very difficult time walking up the stairs. Mary will talk in more detail, but our building is entirely handicapped accessible. There's two elevators, there're guardrails in the hallway, there're guardrails in all the units. There's a nurse's call system that all the residents will get. So if they have any problems, any time falling down, et cetera, they can press an alert button. And it goes to a monitoring system, 24 hours a day. Plus our buildings will be professionally managed.

Mr. Bradley: Who will manage resales of the units?

Bruce Morgan: The bill... It's an apartment. So there won't be resales. There'll be rentals.

Bruce Morgan: Inman Affordable Housing will not only be the developer raising the funds and getting the financing, they will also be the contractor. Inman Construction has about an \$80 million bonding line. They're one of the largest affordable housing developers in the state of New Jersey and Ingerman Management Company will be the manager. They've managed somewhere in the neighborhood of 6,000 apartments in four states, New Jersey being the largest footprint, but they're in New Jersey, Pennsylvania, Maryland, and Delaware.

Mr. Krollfeifer: Just for the benefit of everybody in the room, the gentleman that asked the question, excuse me, Mr. Bradley is an alternate on the Joint Land Use Board and to his left is Mr. Murphy, who is also in our alternate. There will be a time where we will accept questions from the audience, but I just wanted everybody to know why they're able to speak and others can't yet.

Mr. McKay: Will one of your witnesses address, at least briefly, some of the notable other New Jersey developments that you're running, that we might know of or heard of?

Bruce Morgan: I can do that. So, I'm only a principal. So I'm only responsible for my communities. My communities predominantly are in central Jersey, in the town of Woodbridge. So Mayor John McCormack came to me about 15 years ago and he told me that he had a real need for senior housing. So he found some property and we built Maple Tree Manor. It's a 70 unit community. It's been in operation for 15 years. It was extremely well received. And if you talk to Mayor McCormack, he will tell you that there are many, many residents of Woodbridge who put their parents into Maple Tree.

Bruce Morgan: That led to me then doing Reinhard Manor. Reinhard Manor is the redevelopment of a school in the area called Colonia. Colonia is a very affluent part of Woodbridge. Quite often, I don't get communities to build affordable housing in where there's a country club right across the street. And a lot of the homes have ground pools. This is the case in Colonia. We built Reinhard Manor at a school, and it's been fantastic success.

Bruce Morgan: That led to the next development called Delina Manor. These are all senior buildings and they kind of came in line, one right after another, although they were developed in succession. So there was no overlap. So it took a number of years because you can only raise financing from the state, one project at a time, one year at a time. All three of these projects are up and running in Woodbridge. And the town is extremely happy.

Bruce Morgan: That led me then to go to the town next door, Rahway. And we built a family community there. So these were all communities which are up and running, but the first three were all senior. They all had very limited parking and we provide a vast amount of services for the residents of all these communities.

Mrs. Newcomb: So I have a question. Is your manager, is there an office for a manager on site and if so, do they live on site? Is there a manager of this building?

Bruce Morgan: Yes, there is a manager and there's a maintenance technician. So there will be a full-time manager and a full-time maintenance technician. They are on site 40 hours a week. The manager typically works a nine to five type job. The maintenance technician typically will overlap. So they're not always there at the same time, but although they both work 40 hours a week, they're on call 24 hours a day and seven days a week through the call center.

Bruce Morgan: We found out a number of years ago that it is not beneficial to staff's wellbeing to live on site. And the reason why I say that is, we're responsible for all the maintenance in the building and that includes light bulbs and filter changes and everything. And what happened was, it doesn't take long before the population finds out that the maintenance person is in unit 201.

Bruce Morgan: What Mrs. Smith may believe is a dire emergency may be a light bulb. So we have no problems coming the next day and helping Mrs. Smith. But if she has something that's not a dire emergency, it doesn't need to be changed at nine o'clock on a Saturday. What was happening is, it was leading to employee burnout because they were constantly on call to do something because they were physically there. It's not a matter of skirting responsibility. We take full responsibility. It's just a matter of prioritizing and the call center can do that.

Mrs. Newcomb: I do have more other question that he may answer for me. So as I look at the proposed plan, I see that you have a... It looks to be a road in the rear.

Bruce Morgan: Yes.

Mrs. Newcomb: Is there access from the back to these units or are they strictly from the front?

Speaker 1: The access for the residence would be fairly from the asphalt parking lot in the front of the building. And the main entrance would be in this corner. Would be. The ring road around the rear of the building is actually a fire and basin access driveway.

Speaker 1: So it's constructed of statewide grass pavers. They're a plastic paver that has the capability of holding a 50,000 pound truck. So we've been... We worked that out with the fire official. That was the number he was looking for to have that structure.

Speaker 1: So actually also with that, the access road, which loops around, it has an access point to our proposed basin, which I'll explain later. And towards the front entrance, we actually have some overflow parking, which is also on grass pavers. We didn't want to add more impervious surface.

Speaker 1: The actually existing site is over the zoning requirement for impervious coverage already. So we thought that grass pavers for something that would be very rarely used was more than adequate. I know there was a comment in the engineer's letter about better delineating the grass pavers, because it doesn't have any kind of curbing around it like a normal parking lot would. We don't want to do curbing, which would also increase our impervious coverage and possibly impact drainage. I think the suitable solution that we came up with was to install sod over the grass pavers, which is actually a better solution than going seeding, which is often difficult to establish within the grass pavers. So the sods will sit on top of it and then the areas outside of the pavers, which will be regular grass. So there'd be a delineation between the two grass surfaces.

Mrs. Newcomb: Are those two... The entrance of that, and then the exit of that, are they closed off in any way? Is there something that wouldn't allow the public necessarily to?

Speaker 1: Yes. We do have a follower and chain gate, which the fire department would have access through. Or the maintenance vehicles and that prevents people that are parking here from trying to look around the building. In reality this should almost never be used besides the maintenance on the basin. And that might not even be a vehicle or it could be like a golf cart or tractor or something. And then we have the second access point here, we also have a follower and chain at that access point.

Mr. McKay: What was the thinking about leaving the basketball court in place?

Speaker 1: That actually belongs to the church and I know they allow some of the public to use it as well. Well, it probably won't serve the seniors, all that well. It's still part of the church's property, which we're sharing.

Mr. McKay: My thought was, had you actually made a conscious decision to leave it, as opposed to putting in some other type of recreational feature in that space?

Speaker 1: Yeah. I believe the reason was really just because it was the church and they do say that they use it. So we didn't want to impact the church's congregation or users.

Bruce Morgan: So we will be delineating two parcels via condominium and the basketball court, which as Mark pointed out, the churches will not be part of the condominium containing the senior building. That basketball court is used by people in

the community and not only just church members, but people in the community. So we left it out of this project, so to speak.

Mr. Krollfeifer: Counsel, before we go further, is this marked Exhibit two?

Speaker 1: It's marked Exhibit A2. Yes.

Speaker 1: We're also using the basketball court for additional overflow parking as well. There's approximately 27 spaces that could be utilized in the event that there was a need for it. I mean, generally the normal mass, even pre COVID-19, was not filling the parking lot. It was only some special events like weddings and funerals that would have a larger need for parking.

Speaker 1: So that allows us to use that area, which they had used previously, but I'm not sure if it was on any kind of planning approval for use. So we would like to use that here.

Mr. McKay: Will the court surface hold up under borrow park?

Speaker 1: For occasional parking, yes. It should be pretty similar to a driveway at a residence. And we would be resealing all the paving on the site, to extend its longevity.

Mr. Krollfeifer: I noticed you were adding 14 parking spaces contiguous to the basketball court, right?

Speaker 1: Yeah. Those are 14 spaces.

Mr. Krollfeifer: Which is not on day one. There's no parking spaces there, I guess they-

Speaker 1: Correct. Yes. Those are new overflow parking. So to access the basketball court parking in a special event, they would have valet capabilities or someone from the church coordinating the flow of traffic because it is packed parking.

Speaker 1: And that would enter in through the same point of access to the grass paved area. So they would just loop around and then turn into the basketball court. There are two fences in this back area. On our application we had them staying in the same location, but based on the recommendations of the planner and engineer, I think we looked at it more and it made more sense to move those fences to the opposite side, where there would be no traffic. That would be one of the changes we make.

Mrs. Baggio: You briefly mention something about a condominium and I didn't quite get what you were referring to on that?

Speaker 1: Sure. It a condominium. You're probably familiar with condominium buildings where everybody shares in the common space, but it's in a building. There are condominiums like this, where there are two uses on parts of a property that enter into an agreement about sharing spaces. I mentioned earlier about the parking, there're common elements that they'll share and they create a condominium. So that sort of like unit owners, they divvy up the responsibilities.

Mrs. Baggio: Okay. So the condominium is going to be on the shared spaces?

Speaker 1: Well, the condominium will sort off dictate the relationship between the two parties as they use the land. That'll be one of the issues to be dealt with in the condominium documents. Which you would need here, because now you have two uses on one lot.

Mr. McKay: On the same point, just in terms of the vision of responsibility for the property, because you've got parking lots, that's common use and you've got landscaping that has to be maintained and wants to be cut, et cetera, et cetera, what is the division in terms of what the developer will ultimately have to shoulder versus what the church will be responsible to shoulder?

Bruce Morgan: Once again, the condominium unit has not been fully delineated, The building itself and the parking spaces, the 48 parking spaces that you said are associated, will be the responsibility of the developer? The remainder will be the responsibility of the church. Right now the church is responsible for the entire property.

Mr. McKay: So we're going to carve off obviously a part of this property and it'll be the responsibility of the developer?

Bruce Morgan: It's entirely our responsibility. And if you go to any of our other communities, you'll see beautiful. They're very well maintained. We'll be maintaining the landscaping, the grass, et cetera.

Mr. McKay: And then, because there's a large area, if you take in the what, I'll call the best of bull parking, adjacent parking. And then there's that green space between basketball court street and beyond that, keeps going to-

Bruce Morgan: Right. This is the responsibility of the church. It's currently the responsibility of the church, but this will be our responsibility here and this will all be delineated in the legal plan and the legal document.

Mrs. Baggio: Just a minor point, the trash pickup. I noticed you have up in the upper corner here, existing trash, and then you're adding another, another small, another unit right next to the building. Will this one be the developer's responsibility?

Bruce Morgan: Our trash, and Mary will talk about this in a little bit more detail, but we have a trash room at the end of the building where my finger is right here. This is the north end of the building. And we have two compactor there. So trash will come down in one, two and go into a compactor and then recycle. And we'll go down another two into a compactor. We'll have a private hauler who we contract with, who'll pick up the trash and based on their schedule, which we usually agree to, my maintenance person will wheel a little total for the trash person. They'll pick it up. And then the total will go back in and be connected to the compactor. We will not have an exterior trash for this building.

Mr. McKay: So it's inside the building. Not merely in a fenced context.

Speaker 2: This is just a landing area where we wheel it out. It will not.

Mrs. Baggio: It will that be an actual enclosed facility?

Speaker 2: No, those ugly trash units you see in department malls, we will not have them. It'll be inside our building, and that's what we do in all of our buildings, for that exact

reason. We like to keep ours seniors and we get a whole kind of building going for her senior or her family.

Mr. McKay: I might offer a suggestion. Then you can address it. But, for overall appearance's sake, and I'm sure you're concerned about the overall, long-term appearance of the building. Correct?

Bruce Morgan: Absolutely.

Mr. McKay: For overall appearance sake, and it may seem like a small matter but it's not. It would be nice if the developer took responsibility for maintenance of a little more of the outside areas. And, by that, I mean up to the entrance way, and the green area, the basketball courts, and the light, so that we don't get an overgrown situation.

Mr. Morgan: And, I agree with you. And, I agree with you and we haven't finalized that yet. We will have to sign. Mark is going to talk about up front. The church's sign is on this side. It's existing. It's there now. We're going to have a sign here. And, this is what we'll work out between now and the time you come back for final. If we can, we'll be able to bring it to you at that point. But, I agree. I agree, and I think that it would make sense. As you say, we are adding a sidewalk all the way across, but this part is on the other side. To do all this, proper landscaping will be. So, I agree.

Mr. Morgan: By appointing two more advisors.

Mr. Taylor: So, just as a follow-up. So, then as a condition of any approval at the time of final, you would create a maintenance responsibilities map. The actual condominium document that goes in your documents is somewhat separate. But, I think from the town's enforcement standpoint, because we don't always keep the condo docs on file, but you would create a responsibilities management plan as part of your final approval document. And, then those easements and condominium documents will be submitted to the board professionals for parking and access and maintenance and those others.

Mr. Morgan: Absolutely. I'll sit with Mark Water who we'll be drafting this, and we'll the shaded plan to delineate maintenance responsibility to satisfy this.

Mr. Taylor: And, then just two follow-ups. One, Mr. Morgan, in terms of deed restrictions on the building and the units, the 55 and over age restriction runs in perpetuity, correct?

Mr. Morgan: No, it doesn't run perpetuity. We have to agree with extended use agreement, which goes from 45 years.

Mr. Taylor: On the age restriction?

Mr. Morgan: On the affordability, which is also in the HCA description.

Mr. Taylor: Let's take them one at a time. The age restriction.

Mr. Morgan: Oh, the age restriction, yes. We have a senior building.

Mr. Taylor: That's all right. The affordability component.

Mr. Morgan: It's a 30 year and then in order to get approved for the tax credits, we have to agree with extended for an additional 15. So, it goes with 45.

Mr. Taylor: Okay. Thank you. And, one for Mr. Cifelli. I think you mentioned twice that the parking requirement is 123 units or 123 spaces. I think that is based on a township ordinance requirement that is superseded by the RSIS.

Mr. Cifelli: RSIS is 127. Mr. Taylor: RSIS is 127. So, I believe that's the number we should probably be using. I know we use that, and I think Marty did as well in his report. So, I think we should base the relief off of the 127.

Mr. Cifelli: So, we would also meet de minimis from RSIS, and that would be the 127. All right. So, I'm just going go back into explaining some of the site plans. So, we are doing a four foot wide concrete sidewalk along the front of Marne Highway that'll connect the adjacent church and the adjacent property. We have all of our parking stalls have a minimum size of 9x18. Apparently some of the church's parking is a little bit larger. They have some 20 foot long spaces. Some of them will remain. And another ones we will be restriping at 9x18, which that also meets RSIS standards. We have 12 ADA spaces on the entire property with four of them being in the vicinity of the senior building. Two of the spaces are actually van accessible. They have an eight foot wide aisle with eight foot wide spaces. The other two are just standard ADA spaces. Pretty much all of the parking along this edge bordering the solar field would all be ADA adaptable. If ramps ever needed to be added, they could easily get additional ADA spaces in there.

Mr. McKay: The ADA spaces, for people that are going to be 70, it seems like you've got not enough ADA spaces. But, you've done this before. So, we'll be guided by what's your experience is.

Mr. Cifelli: We did it. This is to meet the ADA parking requirements. There's not really a specific for senior buildings. I know that hospitals have an increased requirement. And, I think not much I can add to that.

Mr. McKay: Well, I guess the point is that if you find out you're needing more, you can convert some.

Mr. Cifelli: Yes. Yeah. They're definitely adaptable.

Mr. McKay: Well, that loses spots.

Mr. Cifelli: We do also have a drop off lane. So, for residents that get dropped off that need an easy path to the main entrance, there's a spot in this corner. The access aisle turns into one way from this point on. So, from here, it's one way up to this corner. It should help the traffic flow in the spaces that are dedicated for this building.

Mr. McKay: On transportation issues for a second, Transport New Jersey runs a bus line up Marini Highway. I'm not sure how often it runs. But, it runs daily, couple of times a day. Will they stop at this facility on a way from somebody on the sidewalk?

Mr. Cifelli: Is that the county server?

Mr. McKay: Transport New Jersey.

Mr. Cifelli: You would need a dedicated sign.

Speaker 6: You'd have to petition them to add a stop, but we can certainly look into that to see if we can get stop here.

Mr. McKay: My point is that there is a dedicated stop. Corner of Marne Highway, about a mile from where you are. So, it seems that you might want to inquire about whether you could add a stop. And, if you can add a stop, then maybe you mark it with an appropriate bench or something. The one by the Catholic Church actually has a shelter. But, that's something that maybe between now and final.

Mr. McKay: To give all the opportunity we can for transportation.

Mrs. Kelley: The person you said was going to talk about traffic, is he going to address some of the stuff that we're talking about now?

Mr. Cifelli: Yes.

Mrs. Kelley: Then, maybe we should bring him up now.

Counselor Hoff: If we can just have him touch on one more thing, and then I'm going to bring the traffic up. I did want Mark to touch on the storm water, in particular. I know it's boring, but I want to address some of the issues. And, then we'll bring up the traffic.

Mr. Cifelli: Yeah, I have some additional general testimony with landscaping lighting.

Mr. Cifelli: We talked about parking. I'll skip to the next section. In terms of paving, we're going to be trying to maintain much of the existing paving. We will be seal coating and restriping them a lot. The only part that we're reconstructing, we have the new pavement at the entrance. And, then there's a section through here, where we'll have our utility lines running. So, we'll need to do a reconstruction on the pavement. There's also some areas that we're going to be milling, which is taking the surface off and putting a new surface on to improve it. All curbing that we're proposing, we're adding curbing along these parking spaces between the solar fields. That will all be concrete curbing with six inch height with the exception of the median island, which will have mountable curb that allows emergency vehicles to cross over it and easier access for maintenance.

Mr. Cifelli: I'm not sure Bruce covered, but we do also have a trash pickup area, which is the reinforced concrete pad. So, typical to a trash enclosure. We just don't have fencing around it. And, we do have some bollards separating that from the parking to prevent the dumpsters or totes from rolling into the adjacent vehicles.

Mr. Krollfeifer: Mr. Cifelli, I think you've got the impression that we're all concerned about parking. When I say we, I'm talking about the board. Is the material of the parking lot going to be identical? In other words, existing surface is going to be resurfaced? So, it looks like its one big parking lot? And, also the traffic flow arrows that we have on Exhibit A2, are they going to appear on the road in the parking area?

Mr. Cifelli: Yes. So, we would be painting the arrows. It's especially important because it does turn to one way. And, we'll also have signage to demarcate that. Do not enter signs from the opposite direction.

Mr. Krollfeifer: And what about the pavement?

Mr. Cifelli: It'd be new pavement here, but the entire thing will be seal coated and striped. So, it looks uniform. But, the main portion of the lot would be the church's responsibility ultimately, through the condo plan.

Counselor Hoff: I think the balance of the issues we can probably address in response to additional comments. So, while we're on the point of circulation and traffic, why don't we bring up Mr. Kennel to approve the parking and then traffic? Now normally they ask you a question, but I think we didn't here. So, I think.

Counselor Hoff: This is where we should probably start. So, why don't we only start with the parking number?

Scott Kennel: Okay.

Scott Kennel: All right. Again, Scott Kennel, McDonough & Rea Associates. And, a lot of the parking analysis is detailed in the traffic report, submitted to the board from my office dated July 12th of this year. But, I think it's important to recognize that this type of residential use has a low parking generation or even vehicle ownership. I mean our experience is, as was testified earlier, that for an affordable senior housing facility where the median age is 70-75, the vehicle ownership is generally 0.6-0.7 per unit. But, that's just the nature of this type of use. And, the fact that there is a shuttle service available, there's going to be an agreement with the county to provide their transportation buses to assist these residents. The fact that there are facilities for doctors to come onsite to do some of the other medical services goes a long way in promoting a lower parking demand for this type of residential use.

Scott Kennel: As far as we were talking about RSIS and their parking requirements, it's my experience and my understanding from documents I received from DCA, since this is a mixed use development, we have a church and apartments, the DCA or the RSIS parking numbers are not applicable, when you have a shared parking operation as this would be. But, that aside the parking analysis we provided in my opinion is more than adequate with the parking supply that we're proposing. It's important to recognize that the analysis took in consideration the sanctuary that has 302 seats. And, in the industry standard is for places of gatherings or religious facilities that typically you'll have three occupants per vehicle. And this is the industry standards throughout New Jersey, as well as the country.

Scott Kennel: And, when you take in that consideration, that there'll be a maximum number of say around 300 people at the church, you would have a parking demand of

approximately a hundred vehicles. Then you take into consideration the 70 apartments. And, if all the residents that own cars were onsite, when the church's services in session, then we've determined that you need 156 parking spaces. But, it's likely that the residents themselves would not all be on site at the same time. They may go to another religious facility, or have other shopping errands, or things of that nature. So, based on Mr. Morgan's experience at his other facilities, based on research my firm conducted, based on research that's been published by the Institute of Transportation Engineers for senior housing, the parking proposed here, in my opinion, I've been doing this over 35 years, is more than adequate to support the needs of the church and the 70 apartments.

Counselor Hoff: Mr. Kennel, you've made reference to the residential site improvement standards, which you're obviously familiar with. Correct?

Scott Kennel: Correct.

Counselor Hough: And, when they do parking demand, they don't have a senior housing category. Do they?

Scott Kennel: They do not.

Counselor Hough: So, when they do parking demands, they treat residential garden apartments all the same, whether they be family or seniors. Is that correct?

Scott Kennel: And, they can be market units as well.

Counselor Hough: Correct. And, the ITE, however, as you referenced, which is Institute of Transportation Engineers, does do a separate category for senior housing. Is that correct?

Scott Kennel: That's correct.

Counselor Hough: And, that manual anticipates a much lower parking demand. Is that's correct?

Scott Kennel: Yes. That's correct. And, RSIS has also has a provision that allows for alternate parking depending on the residential type use. So, even if it was determined that we needed to do a de minimis exception, we would comply, and we can provide the proofs for that de minimis exception.

Counselor Hough: And, you mentioned the shared parking scenario. So, when you're looking to shared parking, you're looking at the compatibility of uses from a time of demand perspective. In this situation, are these uses compatible for a shared parking situation?

Scott Kennel: Yes, most definitely. I mean, again, the church for all intents and purposes has its peak demands from mid-morning to early afternoon, and that's generally on Sundays. So, the rest of the week, any other activities at the church are much less intensive than it would be for a Sunday service. And, to have that many congregants onsite, it's generally around the holidays. So, this is not expected to be every Sunday to have that kind of peak parking event. But, on those holidays where there's a higher

attendance, we have never mind 164 paved parking spaces, but we also have 41 additional overflow spaces. So, 206 parking spaces to support both uses in my opinion, would be more than adequate.

Counselor Hoff: Okay. Now, moving on from a parking area, there were questions raised about the access point. Were you able to take a look at that? And, for this type of use, and this intensity of uses on the site, is the access point both safe and adequate in your opinion?

Scott Kennel: Yes, it is. In the July 12th, 2021 report that we submitted, we provided traffic projections for the senior housing. Senior housing, again, because of the lower vehicle ownership, the nature of the residence, it's much different than what we generate from a market or standard apartment complex. And, that during the weekday morning and afternoon peak hours, there'll be approximately 20 trips during the peak hour generated by the 70 dwelling units. And, that's inbound and outbound total. Saturday, maybe a little bit higher during the mid-day. But again, we're estimating approximately 26 trips.

Scott Kennel: And, this is consistent with data that's published by the Institute of Transportation Engineers that is recognized not only by the county, but NJ DOT and other traffic engineering professionals. As far as the church, we also did traffic projections during the weekday peak periods that the apartments which generate traffic, and they be on a much lower order of approximately 10 trips. And, on Sunday, we provide a projections of approximately 165 trips for during a Sunday service. And, that assumed that all the parishioners would be entering and exiting within an hour. It's usually over a two to three hour period.

Scott Kennel: So, in my opinion, we did a very conservative analysis. And, what we do is to assess how well a site driveway operates, is we do a level of service analysis. And, you've probably heard what we rate in intersection from A to F. A meaning that the delay exit on the site is less than 10 seconds. And, F is an excess of 50 seconds per vehicle to exit the site. And, we determined that with the improvements, providing two exit lanes to the driveway that on Sunday, the site drive would operate level of service of C, approximately 21 seconds at the light for each vehicle. And, that again is a worst case scenario assuming during that hour, that all the parishioners are entering the site and exiting the site, which is not expected.

Scott Kennel: And, for the weekday periods, it would be a level of service B, for the morning peak hour, and a level of service C for the weekday PM, generally from 4:00-5:00 PM on a weekday. And, also just for the court's benefit, the traffic volumes along 537 are much greater especially the weekday PM. You have almost a thousand vehicles two way along the site frontage. But, on Sunday there were approximately 700 vehicles. So, again, the critical peak hour is really the weekday time periods versus the Sunday midday traffic times. So, again the level of service projected here as well in compliance with accepted engineering parameters, were typically designed for a level of service C-D, and we're on the lower side of C. So, again, it's, it's my opinion that the driveway would operate safely and efficiently, never mind the sight lines of sight distance we have here meet and exceed the recommended site standards.

Scott Kennel: Obviously all the traffic report that's submitted to the board in our design, they'll still be subject to Burlington County review and approval. So, there'll be another

pair of eyes reviewing the traffic report we submitted as well as the design documents that's been presented here tonight.

Counselor Hoff: I have nothing further, but certainly questions from the board for Mr. Kennel.

Mr. Krollfeifer: I have one question. In all of the statistics that you've given and it's excellent. I appreciate the clarity and everything, but no one has commented on the property that's directly contiguous to your area east. Are you aware of the fact that it's proposed that a warehouse is going in there? And, does any of this been taken into consideration with the traffic?

Counselor Hoff: I learned that walking in tonight. So, no. I was not aware of what's proposed for the south. I don't know if it's been rezoned for that, or it's being contemplated, but I did understand that that's in the works. But, it was not incorporated. It's not an approved project. So, it wouldn't be something.

Scott Kennel: That we would have considered. I guess one question I have is approximately how large of a warehouse is it?

Mr. Krollfeifer: 150,000 square feet.

Scott Kennel: Yeah, I would expect for something of 150,000 square feet, wouldn't have a marginal impact on the level of service provided based on that size warehouse. We also include a traffic growth when we did our traffic analysis as well, which takes into consideration traffic data collected by the New Jersey Department of Transportation, where they report the traffic growth trends in the area. And, generally that includes other developments that may come online or to design here that we consider.

Mr. Krollfeifer: Okay. Thank you.

Scott Kennel: You're welcome.

Counselor Hoff: I'd like to call our architect up to give some details about the building.

Mr. Taylor: All right. Just sort of one thing to kind of summarize back on it, Mr. Chairman, if I may. And, you touched on a little bit in your introduction that in support of the parking relief, would you agree to a condition that if any point in the future, the township determines that inadequate parking exists, if the applicant and/or owner will be required to remedy that? Which may include potentially constructing additional parking? Modifying or adding church services? Shared parking? Or any other means acceptable?

Counselor Hough: Yeah. We'd be agreeable to that condition.

Speaker 9: Thank you, Mr. Chairman.

Mr. McKay: We're going to call that the parking modification condition, for short.

Mr. Taylor: Which is D3 from our report.

Counselor Hoff: For the record, Mrs. Johansson is our architect. Why don't we start inside the building? Mr. Morgan touched on some of the aspects of the building. Why don't you take off from there and give us a description of the internal units, as well as some of the amenities space.

Mr. Krollfeifer: Okay. Are you going to reference the exhibit A3?

Mary Johansson: I'm the architect.

Mr. McKay: Thank you. Ms. Johansson, just to start off, have the Fire Marshall or you viewed the architectural plans already?

Mary Johansson: Yes. We submitted the preliminary site plan and building plan to Mr. Myers. Had some back and forth, and the result of that was the addition of the fire lane around the perimeter of the building that connects from the existing parking lot, all the way around to the back that Mr. Cifelli had testified to.

Mr. McKay: And, just one other question, you'll have to tell me whether code requires this building or these, I don't know whether you'd call it a building or series of buildings, to be sprinklered or not.

Mary Johansson: That's correct. This will be one building, three stories, containing 70 apartments. The entire building, units, and common areas will be sprinklered in accordance with an approved NFPA system.

Mary Johansson: So, this is Exhibit A3, which is the first floor plan of the building. We're proposing to construct one, three story building with a central entrance, which is located here, that is immediately adjacent to the parking designated for the apartments. It will be a controlled entrance for the residents. They'll have a key fob that will allow them to enter the building at this location. There'll be an intercom so that visitors can call the apartment to be let in, or call the management office to be let in during the hours that the manager is on site. Adjacent to the main entrance is a lobby and mail area. So, the resident's mailboxes will be within the building. We have two centrally located elevators, as well as a stair exiting from each end of each wing. But, the main entrance for the residents and visitors and staff is through the front of the building. There are no doors around the exterior to provide an entrance into the building. However, there is a door from the exercise room and community room out to those patios that Mr. Cifelli testified to.

Mr. Krollfeifer: There's two stair exits, too, I see. Right?

Mary Johansson: That is correct.

Mary Johansson: So, to give a little bit more information about what else is in the building, we have the lobby and mail, which is centrally located. Opposite that we have an exercise room for the residents. Adjacent to that, we have a community room, which is a multi-purpose room for the residents to gather for social and recreational activities. It will have a small kitchenette for serving coffee or donuts or something like that. We have men and women's restrooms. We come around to the side of the lobby and that's where the management leasing office will be. So, the manager's positioned in the front of the

building and they can see the parking. They can see the lobby and the entrance. Adjacent to that is a conference room. Adjacent to that we have the wellness office, which will be for the visiting nurses from Moorestown as Mr. Morgan had testified to. And, we also have a supportive services office. So, the residents will have a social services worker available to them to help them with things that they need to maintain their life.

Mary Johansson: In addition, we have a maintenance room. We have electric and sprinkler water rooms down this end, which are the more utilitarian functions. And, this is our trash room. As Mr. Morgan testified to, we have a trash compactor in the building, and there's a chute that connects. So, the residents go to the trash room on each floor. Put the trash in the shoot. It drops down to the compactor that holds the trash in the building until trash day, which is scheduled. On trash day, the containers are moved out. They're emptied, and then they're put back into the building. So, there is no trash holding area on the site. The concrete pad is just reinforced so that when the compactor puts the container down, it doesn't crack the concrete or asphalt.

Mary Johansson: On the first, second, and third floor are located the apartments which you see on both sides of the wings. We have a total of 70 apartments. 63 are one bedroom. Seven are two bedroom. And, each has an open floor plan with an open kitchen, living, and dining room. On the second and third floor, the living rooms have a small balcony off of them. Each apartment has a full sized kitchen with a refrigerator, range, dishwasher, and disposal. Each has a full size bathroom, which will have full grab bars in all of the apartments. And, a full size washer and dryer within each apartment. The building will be fully sprinklered throughout. There will be an emergency generator provided that will run the elevator and the heat and air conditioning and life safety systems in the common areas of the building, in case there's a power outage. The building will be designed with 5% or four fully wheelchair accessible units on day one. So, when the community opens to accessible units on day one. So when the community opens, it will have four accessible apartments. All the other apartments are adaptable. So if needed as the resident agent place, there are minor modifications that can be made to accommodate more residents who may have physical limitations or disability. Each apartment has individual heating and air conditioning within the apartment. The condensing units will be placed on the roof and they will be screened from view by a sloped roof. So there will be no mechanical equipment, no heating or air conditioning equipment around the building upgrade.

Mr. McKay: Do the tenants get their own heating, electric air conditioning, electric bill, or is that built into their rent?

Speaker 16: Any utility allowance is built into the limits that Mr. Morgan talked about. So depending on how it's structured, your rent is either less because you're responsible for your utilities or the utilities are picked up by the operator. I don't know if you made that decision.

Speaker 17: The quick answer is the tenants are responsible for their own sub-metered electric. There is no gas.

Mr. McKay: No gas, so electric stove.

Speaker 17: Yes, they're responsible for the electric, which will run the stove, the air conditioning, the washroom dryer. The water bill is paid all in the common. So we pay for the water.

Mary Johannson: So now I'd like to show exhibit A4, which is the building renderings.

Mr. McKay: And one last utility issue, I guess, is a minor detail, but I assume there's cable outlets provided for everybody.

Mary Johannson: Yes,

Mr. McKay: We won't be having dish TVs on the roof or anything like that?

Speaker 16: No, we haven't made the decision, whether it's Comcast or Verizon.

Mr. McKay: It doesn't matter. Yeah. The point is-

Speaker 16: No dishes.

Mr. McKay: No dishes.

Mary Johannson: So this is exhibit A4, which are the building renderings of which there are two showing. Along the bottom is the color rendering showing the full building as viewed from the parking lot, as you approach the building. And we did a small kind of a blow up showing the main entrance to the building. As you notice, the building has a sloped roof around the perimeter that will conceal all the mechanical equipment on the roof. This is the main entrance which is located in the center of the building. The main entrance has automatic sliding doors with a small canopy over to protect the doors. Two story high windows. The lobby is a two story space and there is a sign above the entrance, which will have lighted letters. These will be aluminum letters, reverse channel with low level LED lighting that is facing towards the building. So the reverse channel, the light source is not visible as you approach the building.

Mary Johannson: As Mr. Sofell testified, we have several patios. We have a double patio in the back that is off of the exercise room and the multipurpose community room. And we all also have one in the front, just to the left of the main entrance that will probably have patio tables and chairs so that the residents can have outdoor activities and sit in the front and watch the comings and goings from the campus. The exterior design is a very traditional residential eclectic, common to the area. We have a sloped roof with asphalt shingles that will be a pewter grey blend. Just to point out, there is a color palette in the top left corner of exhibit A4, which shows all the different materials, the name and the color that we are proposing for the community.

Mary Johannson: We have a brick base around the perimeter of the building, which is a Buckingham blend by Belden Brick, which is a traditional red brick. And we have a combination of different siding materials. All of the siding will be cement board by James Hardy, which is a very durable painted exterior product that has a very long life, much longer than vinyl siding. And we are proposing different colors. We have the horizontal siding will be light mist, which is a light grey as well as deep ocean, which is the dark blue grey that you see in these accent areas on the front. And then we have a

cement board siding, which is a smooth panel with small grid pattern in it. And we have that with the light mist and architect white. We have traditional single hung windows. And as I had mentioned, the second and third floors have small balconies, which are a little bit difficult to see because they are white balconies with white aluminum railings that are located in these areas here. And you can actually see them on the enlarged rendering flanking the main entrance on the second and third floors.

Mr. Krollfeifer: Just a curious question what's the genesis of the name Randolph Sr.?

Mary Johannson: I believe that is the pastor.

Counselor Hoff: I was just talking to the pastor who will testify or will comment from the public, but pastor Randolph, this was his vision. And unfortunately he passed away via COVID. But this is his vision. We've been working on this project for somewhere in the neighborhood of seven years. We've become friendly with Paula because I keep calling her and seeing whether the town would be amenable to a project like this. Unfortunately, the funding sources stay the same, but ranking and the criteria for funding changes. And it was never quite right as it is right now. So we feel that we can get this approved this year and that's why we're here. But the pastor unfortunately passed away via COVID and the church decided to name the building after him.

Mrs. Newcomb: Hi. Not I'm only the zoning officer, but I'm also the construction tech. So you'll be dealing a lot with me. So one of the questions that arose to me that you had stated that there are several impact units already accessible. As seniors become possibly more disabled, the interior of the unit itself, are these bathrooms already set up as ADA accessible?

Mary Johannson: The four will be fully accessible. The other adaptable ones will all have grab bars at the tubs and the toilets, which is an enhancement above what's required by code for an adaptable unit. But when, I mean adaptable, they have all the right door widths. They have all the right floor clearances to approach the door, to reach the window. The thermostats are a little bit lower. The peep holes are a little bit lower. We use lever hardware throughout.

Mary Johannson: So understanding we're talking about an older population. There are a lot of features that we design in, that are invisible to most people. We have handrails on both sides of the carter that enable them to walk up and down. Although there are stairs, they're are really for the event of emergency. There are two centrally located elevators that the residents will use on a day to day basis.

Mary Johannson: One of the other questions is that solar has become so popular. The church has ventured into the ground mount solar. Do any of your existing buildings or anything in the future, the possibility that these would have any roof mounted solar on these, or any features of ground mounted solar to help out?

Speaker 16: I would rather do solar. I've done it in one other building. The reality is a building like this will cost about another \$120,000 to do solar. So we are very limited in our financing. I'm going to tell you, we probably won't be able to do it only because we just don't have another \$120,000, maybe a little bit more, maybe a little bit less, it's not a lot. The roof structure needs to be enhanced slightly, not a lot, but slightly, and then you buy the units themselves and have them melted.

Mrs. Newcomb: Is this trust built?

Speaker 16: Yes, it will be trust built. I've been building affordable housing now in the state of New Jersey for 25 years. And I've had the opportunity to do it only in one time. And what happens is if by chance we could over-finance a property, we can't keep the money, but audit it. We put the money back in and we were able to do that on one property, but I can't promise you because it's just expensive.

Mrs. Newcomb: Again, pretty much lastly, or actually two, where are the meters going to be located on this building? Are they going to be on Mon Highway side, or are they through the exterior or?

Mary Johannson: Actually they're going to be within the building. So each resident we'll pay for their own electric and there'll be a separate electric meter. And we have an electric room at the north end of the building. As I had pointed out, we have the compactor room and the maintenance room. We also have the water sprinkler. That's where the service comes in and adjacent to that is the electric room. So all the meters will be within the building.

Mrs. Newcomb: Oh, and then lastly, just a question and it may go back to this gentleman here. So there's a lot of detail and a lot of sidewalks that are being brought up. So as you have stated that possibly the average age is somewhere around 70 years old, and I'm sure the church would love to have some of these seniors consider going to that church. Has anyone ever thought about the fact is that sidewalks and then kind of the sidewalk out front and you know, all along, ... Has anyone thought about possibly- So my question so if we have residents that are willing, possibly, even if we have several, is there any way that walking through of this traffic. Has anybody considered maybe a sidewalk from this case can possibly be brought somewhere to help? How do they walk past this entire parking lot? It's just a thought as I have a lot of friends who to them access is so important. Has anyone considered that?

Speaker 16: We weren't asked to put sidewalks.

Mrs. Newcomb: Well, and I have, but what I'm just thinking about is that when you keep talking about the future, the age, the people's conditions, states such that, has anyone just ever thought about that?

Speaker 16: I think what I'd like to do instead of putting in more service would be to consider working with the church board. We're already paying the church to provide us with protection services. So if we find there are seniors who need help getting from the front door over to the other front door, we could pick them up in the van and drive them across the parking lot. I think that would be the best thing to do as opposed to putting in more impervious surface.

Speaker 16: So this is a community project. So we have a conviction that this church will have parishioners living in the building. We also have had extensive conversations with the church next door. And we've said to them, I have said to them as, as pastor that we encourage your parishioners to apply for residency as well. And they've been very happy with that. So we would love to be able to help that situation.

Mr. McKay: You might solve that problem with a side pedestrian walk connecting the building and church, that's the easiest.

Speaker 16: If we can add it actually, we're reconstructing the island so we can increase sidewalks. Our goal is to keep the coverage to minimal. So yeah.

Mr. McKay: So two buckets of paint, and you've solved problem.

Mr. McKay: Would you add that to the plan then, since it's such an easy fix?

Speaker 15: Yeah. It's such an easy one.

Counselor Hough: And lastly, Mr. Chairman, we have our planner. Obviously, as we've indicated, we've got use variance issues here, as well as some C variances, that are noted in the professional report? I think we've touched on the parking as we've been talking about today. Obviously you've got to use, it's not contemplated by the R1. So, that's why we report at the zoning board here tonight. This trend is going to go through the positive and negative criteria. This board I'm sure, is well familiar with those legal standards, but for members of the public. Claudia Bitran in New Jersey, if you want to get a use variance under the law, you've got to show what we refer to as the positive and negative criteria. Is that correct?

Claudia Bitran: Correct.

Counselor Hough: And that's triggered here because again, the zoning, which is a hard one, doesn't contemplate a multi-family building and frankly doesn't contemplate a multifamily and a church on the same property.

Claudia Bitran: Right.

Counselor Hough: So we have to established that criteria. Have you had the opportunity to take a look at that issue of what's the positive criteria, what are we advancing here by proposing issues?

Claudia Bitran: Absolutely. So I wanted to, just, before we go into the specifics of the use variance, I wanted to summarize the variances just a make clear that everybody has the same information. We are looking at a use variance that is followed by a variance related to a second principle use associated with the use variance, variance associated with density. And then a couple of bulk variances. I will just start focusing on the use variance, then.

Mr. McKay: While you're doing the use variance on the slide, would you assume for purposes of your discussion that the site to the east which is that vacant parcel, yeah that's it, would be developed potentially as a 150,000 square foot multi-use warehouse bordering Marne Highway on one side and bordering the bypass on the other?

Claudia Bitran: Right.

Counselor Hoff: Mr. McKay and that assumption, can you, is that also R1 currently?

Mr. McKay: No, it's not. An office center. But it factors into the whole picture for purposes of your variance request.

Claudia Bitran: Well, I think we could start with the fact that maybe in the absence of having that information while the designers and the engineers were working on it, we have a site plan that will work really well with the fact that there is a clear separation of the proposed building with a certain distance and an opportunity to create clear buffers from this proposed use. So I think the general concept that is proposed here, just as a quick reaction to your question and learning this information right now, I think we have a site plan and we have a concept that really responds well to what the future use may come to be on that property. So this is covering this specific discussion, but I think in the context of a general analysis, planning analysis of the proposed plan, I wanted to cover a few elements here related to the municipal land use law and what kind of information the zoning board needs to have to be able to grant this use variance.

Claudia Bitran: So for these variances, special reasons can be demonstrated by addressing at least one of three criteria. I imagine the board is fully aware of that, but for the benefit of the public, the three criteria that we would have to be looking at would be, if the proposed use is considered an inherently beneficial use, or if the proposed use is particularly suitable for the site, and does it advance the general community goals established on the ordinance. And third, if there is specific hard shapes associated with the site that would be mitigated by a use variance. So in general, only one of the circumstances would need to be demonstrated for the variance, but for this specific project, we think we should focus on at least two of them. And we are looking primarily at the inherently beneficial use since the applicant is requesting the right to use the property for 100% affordable age restricted residential development, which is a type of use that constitutes an inherently beneficial use under the municipal land use law.

Claudia Bitran: So this view has been historically supported by the New Jersey courts. *Homes of Hope versus Eastampton Township Land Use Planning Board* holds this, that affordable housing is an inherently beneficial use even when it's not directly associated with fair share housing obligations. In this specific case, we understand that township is now in the process of updating the fair share plan, so that connection is not fully established at this point. But based on the fair share methodology that Judge Jacobson in her Mercer County decision has adopted Hainesport third round obligation for a period of 1999 to 2025 would be of approximately 184 units. So we believe that at least a portion of the 70 units that are proposed here could satisfy the requirement for affordable housing.

Claudia Bitran: Now, in addition to that, there is no doubt that there is a demand for affordable housing in this region. And there is a market study that was just developed recently to look at that demand. And there are some specific statistics that I am important to highlight here. So about 25% of all renter households in the county are rent burden, paying more than 50% of their incomes in rent and utilities.

Claudia Bitran: So for the specific market of age restricted housing, the existing inventory of affordable housing in this region is limited and very close to a hundred percent in occupancy, which means that the demand is here and the opportunity to meet this demand is very clear from a market perspective. I would also want to highlight a specific section of the township master plan that really focuses on senior housing as a

high priority and has been a high priority for the township for several years. The ability to provide senior housing and to provide medium income housing households remain a high priority and major objective of Hainesport Township.

Claudia Bitran: So those elements help us understand the context for an inherently beneficial use. Definitely something that I would highlight as a clear argument for branching the use variance. But I also wanted to highlight, particularly site suitability here. So from a planning and land use perspective, we refer to the township's master plan and the 2008 housing element and fair share plan, which outlines clear goals to preserve farm lands and environmentally sensitive lands by directing the new development and specially affordable housing to areas that are already served with infrastructure. In that respect the housing element of the master plan specifically highlights Mon Highway as a section of town, particularly appropriate for affordable housing as the area that is already served with appropriate water, sewer and road infrastructure.

Claudia Bitran: The use of this existing property to combine with a proposed senior development seems to be also from a planning perspective, really appropriate because you are maximizing the use of the land for uses that complement each other. That also take advantage of the existing infrastructure and really exemplify vast land use practices in general.

Claudia Bitran: I also wanted to focus on the fact that this project has already received significant support from the township with respect to the resolution of need, with respect to the pilot support, and also significant support from the County related to additional funding. So in general, there is a general understanding that an affordable housing in the township for this region is a benefit that would really advance several goals, not only the township goals, but regional goals.

Claudia Bitran: Before I move into the summary of positive criteria, I just wanted to highlight a few elements that relate to the zoning ordinance that really are advanced by this project. Some of them, and I quote, "preserve the quality of the community, protect environmental systems and preserve farmland, promote a balance of housing types and values in the community, including families of moderate income and older families on limited incomes". So these are specific goals of the zoning ordinance that we believe are really advanced by the project as proposed at this moment.

Claudia Bitran: In terms of positive criteria in general, and the connection with the municipal land use law, there are some specific purposes that should be highlighted. This is an appropriate use or development of the land, promoting the public health, safety, morals, and general welfare, to provide adequate light air and open space, to promote the establishment of appropriate population densities that will contribute to the wellbeing of persons, neighborhoods, communities, and regions, to encourage coordination of the various public and private procedures and activities shaping land development with a view of lessening the cost of such development and to the more efficient use of land.

Claudia Bitran: With respect to negative criteria, we are required to prove that the zoning board had the required variances can be granted without substantial detriment to the public good. And I believe there is no detriment to the public good in this, with the use variance, but also with the density. And the second principle use variances are granted. So primarily because an age restricted multifamily building brings minimal impact to the

community with minimal impact to traffic, with no impact to the school district and no adverse impacts with adjacent property owners.

Claudia Bitran: I think the testimony you heard from the professionals in terms of the development in general proof that the, the benefits of the project in general, the quality and the careful attention, the developer and each one of the professionals have given to make sure that this proposed development, will enhance the property, will complement the use of the church, and will also add quality to the entire environment on Mon highway through landscape improvements, through enhanced access, through lighting. Those are all elements that help support the branching of the variance, knowing that you are really getting a high quality project that benefits a specific market, but also benefits the community in general. Before I move to C variances, are there any questions?

Counselor Hoff Quick follow up, you mentioned municipal and county support just to, to give board the magnitude to that. The township commitment is approximately \$100,000 worth to this project. Is that correct?

Claudia Bitran: Correct. So the township has committed a \$100,000 from the housing trust fund in support of the project.

Counselor Hoff: The county home program?

Claudia Bitran: The county home program has committed \$425,000 in support of the project to assist with construction costs.

Counselor Hoff: And with respect to the negative criteria, you mentioned impact the surrounding properties. You heard this testimony earlier about what is in this area. There's no uses that surround this particular property that would be in any way impacted by the development. Is that a fair statement in your opinion?

Claudia Bitran: Absolutely. So we are looking at a property that is located on a corridor that combines institutional uses, residential uses. We have a church next door. Now, as you are informing us, we will have potentially a commercial use on each side of the property. We have residential uses across the street, single family homes, but the type of activity and the type of users that are proposed here, the dynamic of a senior development is really a very low impact type of use. There is no negative impact to any one of the surrounding neighbors. If anything, we could look at it as an enhancement, because you were really bringing additional uses to this corridor, taking advantage of some of the services and amenities that the township offers with the park, with post office services, this facility. So there is a clear connection with existing resources and existing assets that a community offers, and that will benefit a new group of residents.

Mrs. Tyndale: Since this is a project that's in conjunction with the church and it's going on the property of the church. So, churches don't pay taxes. Is that right? Property taxes. So will this building be paying property taxes?

Counselor Hoff: Yes. Its part of the condominium that would need to be established is this would be a taxable building.

Mrs. Tyndale: Okay. So it's not going to be set up as a nonprofit.

Counselor Hoff: It's not a church used or nonprofit situation. This is a taxable improvement.

Mrs. Tyndale: Okay. And has there been any agreements that have been reached as any kind of like pilot program or anything?

Mr. Cifelli: It's part of the HMFA application process. There's a pilot that town is actually already adopted a resolution, authorizing the execution of a pilot in connection with the application. So there will be a payment in lieu of taxes, arrangement reach with the. So it'll set the amount of taxes that gets paid by this use every single year.

Mrs. Baggio: Just a question, would sub-dividing the parcel have been more efficient than just creating this condominium association?

Speaker 21: It created more variances. So that's why we didn't do. And coming back to your question, the pilot has already been approved and there is a form of spreadsheet of estimated taxes, which are attached to the pilot as an exhibit. I didn't bring it with me tonight. I don't know if Paul has it.

Speaker 21: But it was already approved by the municipality and there will be taxes paid

Claudia Bitran: And I think in response to your question related with subdivision be a better solution, I would say that maybe this is really the better solution because you are taking advantage of resources and by sharing those resources, you're really minimizing the impact of this type of development in the community. You can imagine that if there was a subdivision and if parking, for example was to be built separately, you would have those two significant amounts of parking spaces that would not be effectively used. And here, you are really using those resources in a very, what I think a very.

Mrs. Baggio: I was just thinking that no one knows what's going to happen in the future, but it's this building is codependent upon the existence of that church, and it's.

Mrs. Tyndale: No. I don't think it's dependent on the church.

Claudia Bitran: So I want to quickly cover the sea variances. Sea variances, they are exceptions to bulk and design standards. So we are looking at three bulk variances related to height and per this coverage ratio and building length. I will just quickly cover each one of them. Just to give you a little more information about the height variance. This is a considered a de minimus relief, because we are looking at a height difference of less than two feet from the maximum permitted height. The maximum permitted height being 35 feet, the proposed height at 36 feet and eight inches. This is a pretty insignificant change in height, but it's one that makes a very good difference in the design of the building and allows for a, not only the design of the roof line in general, but the whole articulation of the building to have... To beat the scale of this project in a way that really provides a static solution without really no impact to the community in general.

Claudia Bitran: So less than two feet difference is insignificant difference that really has positive impact on the overall development. With respect to the impervious coverage ratio, the maximum permitted ratio would be 25 feet, the existing 25%. I'm sorry, 25% the existing ratio, which includes the church building area and all existing and further

surfaces is currently at 37.4% and the proposed plan increases this to 49.8%. While the proposal development will increase this coverage, it will also contribute to improved side conditions for both the church and the apartment building that includes an operated access road, a new and improved sidewalks, connection to the side to Marne Highway. The improvements also ensure compliance with AGA requirements, including handicap accessible spaces and ADA compliance sidewalks.

Claudia Bitran: The side will also receive a number of new state-of-the art storm water management improvements, which will significantly minimize and impact the development may have on drainage for the site or surrounding areas. Improvements such as the proposed bio-retention basin, the underground infiltration basin, grass pavers will really provide an upgrade to what exists now on the side. So even though there is an extended percentage in coverage, there is also a higher quality and more efficient storm water management system in general. So from that perspective, I also believe that the benefits of this deviation really outweigh any detriments. There are no detriments actually associated with this variance. And finally, related to the building length, the required maximum length would be 200 feet. We are looking at the long wing of the building at about 300 feet. The primary intent of the zoning ordinance with respect to building dimensions in general is to ensure that multifamily residential buildings are designed to promote the wellbeing of residents and to promote a desirable visual environment through creative development techniques and good civic design.

Claudia Bitran: This is from your zoning ordinance and I believe that as you have seen through the testimony of Mary Johansson, there was very careful attention to the design of the building to ensure that even though this is a longer structure, really through different architectural solutions like articulation, massing, roof lines, different materials, collars, and architectural elements throughout the elevation, the impact of a longer structure is really not felt. It really breaks into the character of the residential community and really follows the type of detailing that you can see in other properties in town.

Claudia Bitran: So, again, from my perspective and from a planning standpoint, there is really no impact associated with the length of the building. I also want to emphasize that this building will be sitting about 300 feet away from Marne Highway. So it will be visible, but it will also be screened by landscaping. It will not have a prominent presence on the highway itself. Now, I think we covered off street parking through the testimony of civil engineer and the traffic engineer. I just want to make sure that I think at this point, there are no press related to that. But this is probably one of the most effective pieces of, from a planning perspective, effective solutions for this plan. The fact that the church and the residential development will be sharing parking facilities and two users that have minimal impact and will rarely overlap, certainly provide a solution that benefits the community, benefits the residents, benefits the church.

Claudia Bitran: Related to the RSIS requirement, we are looking at the minimum as exception from RSIS. So where 127 off street spaces are required, 48 are proposed, but this in the context of all of the discussions we had so far, and specifically in the context of understanding that demand for residential parking at senior development projects is really minimal. This is in my opinion, not a problem. It's not going to really present an issue because out of 206 parking spaces that it will exist on the side, there will be an opportunity to really balance the needs of the church and the proposed residential development.

Claudia Bitran: I believe I covered the main c requirements. There are other waivers that were described by Mark Cifelli, the civil engineer related to smaller design or smaller items related to design standards. So all of those waiver requests appear to be really minimal requests. When looked at in the context of the entire proposal and the entire project, I would suggest that the proposed deviations in general from bulk standards and from design standards, improve the quality of the development and positively advance the goal of the township's ordinance with minimal to no impact associated with the variances. I don't know if you have any specific questions associated to the design standard that you want to copy.

Mr. McKay: Yeah. And maybe somebody so that we're clear could give us, or read off a list of what the design waivers are-

Claudia Bitran: Right. So there is a waiver for not providing curbing around the grass paver. This is related to the specific grass paver area. So it's a very limited section.

Mr. McKay::The grass by the basketball court.

Claudia Bitran: Right. So there is a benefit of actually not doing that because it minimizes disturbance and minimizes to improve the services in general. A second waiver is related to stack parking on a basketball court, as it will require moving vehicles, managing the vehicles in that area by possibly the church or the residential development. A third waiver relates to having a two inch big surface paving course on the grass paver area. The grass pavers are seen as having the adequate load so that wouldn't be required. And again, it minimizes and improve the surfaces. Fourth one related to lighting variants as they require one foot candle, average maintain lighting in parking areas.

Claudia Bitran: And the proposed plan is keeping the average at one, but there are areas of the site, specifically areas, existing areas of the church that may have less than one foot candle. Since the improvements on the site are not necessarily for the entire project. The proposed improvements here are associated with the area that was highlighted as the condo area, you would see that discrepancy. And the final waiver would be associated with a second monument sign. So since we now have potentially two principle users, you would have a second monument sign associated with the residential development on Marne Highway.

Mr. McKay: One for the church that exists and one new one for the apartment.

Claudia Bitran: And one for development.

Mr. Krollfeifer: Any board members had any questions? Professionals, I guess we're at that point now.

Mr. McKay: Yeah. Can I ask the professionals just to kind of comment on the waiver so we can sort of deal with those just one package at this point what they're feeling is on the five waivers.

Mr. Taylor: I can speak to the sign. I'll let Marty, the others are really engineering related items. I think just for site identification and people to be able to access this, having second sign and actually has some traffic and public safety benefit to it. I will say we can

probably work through some of the design issues. I think on the lighting, they are probably very close to compliance with the ordinance for that average maintained foot candle of one. There are some dark areas and whether a few lights could be shifted. We could probably work through some of those and I can let Marty comment on some of the other grass paver and paving issues.

Speaker: Do we know if it's a lighted sign or is that just a regular?

Mr. Taylor: I believe it is an externally illuminated.

Mr. McKay: To deal with these waivers. Hypothetically, if there was approval of the proposal of the application, you make these waivers condition of approval conditions on dealing with the waivers by way of subsequent meetings with professionals.

Counselor Hoff: We can do one better. It's only preliminary. So we would agree as part of an application for final prior to submitting, we work with the professionals to do our best to eliminate the waivers if we can. As Mr. Taylor indicated there, there are some we think we can get rid of just as the plan as if it was existing now, they were appropriately flagged, but we'll do our best to eliminate those as part of the final application packet.

Mr. McKay: Right. So that makes sense rather than the burden tonight with going over each of these waivers.

Counselor Hoff: Sure, as long as we're not precluded the time of final for seeking them for whatever reason, that will be fine. We would defer these to an application for finals should the board be inclined to grant the application and the crosswalk.

Mr. Miller: We're talking about the grant pavers of the board may want to take in consideration the requirements by the fire protection, that if they're going to want have some guarantee that the pay that the grant pavers have to support underneath for the fire truck going around the back. So we're going to have to take that into consideration. It can be done between preliminary and final.

Counselor Hoff: We anticipated the need to do that. As we indicated too, we have. And we have outside agencies, we got to deal with the county and find out what they want. Maybe there's certain tweaks that are, and that's why we're only seeking preliminary on the site plan side of this, because we know we're going to need to make those certain adjustments and anticipated and anticipated and are required to come back to this board for funds.

Mr. Krollfeifer: And that crosswalk idea that came up would be incorporated, right?

Counselor Hoff: Yes. I got a list of things that are, again, should the board be inclined to grant approval are going to be conditions of that approval that will need to come back and show this board that we've satisfied between preliminary plan.

Mr. McKay: We've done, but that also includes what we shorthanded labeling as the future parking modification conditions, that's the.

Counselor Hoff: We've got that. We've got the maintenance plan for.

Mr. McKay: That's a maintenance plan for a larger area and striping for the crosswalk, but the future parking conditions, they have the multiple services that spread people out.

Counselor Hoff: Correct.

Mr. Miller: One other thing happened to do with the storm drainage since the church and the new facilities are going to be matched together and then have the existing, the pension bases in the front of the whole complex, that's going to be... That was not part of the analysis in the drainage report, which will be taken care of in between the preliminary area and fine.

Counselor Hoff: Yes, we provide this additional analysis on the basically anything. We are reducing the area to it and also the pavers so it meets the state regulations based on the existing hydrographs being greater than proposed hydrograph for that drainage area to the compressor.

Mrs. Kelley: And as the chairman of the environmental commission, I have a few questions or suggestions. When you come for final, I would like to know what type of soils are present for these drainage bases, especially the one that's near the railroad, because that's the area that can also have some flooding. So you need to provide what types of soils are present for the drainage. Put the soil or types of soils.

Mr. Cifelli: We do include that. We had a geo-technical investigation for storm water.

Mrs. Kelley: Right. These are just what we want to hear in the file. Okay. The other thing that we need to do, or we might want is there is in that back file near the railroad, there is a map I was given, literally given two minutes before I left the house. So I'm not sure exactly where all the wetlands are, but there are wetlands in that area that start I think at adjacent property and go back to the railroad. So you would have to include that and how they are incorporated into that basin, those two things for the final.

Mr. Cifelli: And that would be handled through the permit application to DEP that would verify the wetland locations and also permit any modifications to the transition area. That would be part the final.

Mrs. Kelley: And, oh, and the other thing is the trees. You should have a map of the trees that are being taken down and how big they are and how and where you're going to replace them.

Mr. Cifelli: Okay. That's fine. I didn't see a section in the ordinance with replacement. I'm not sure if I missed it or.

Mrs. Kelley: Well, even Mr. Taylor will work with you, I'm sure.

Mr. Taylor: Yes. Yeah, we'll coordinate. And we can do that. We can address that in the final. Okay. And just two other points of clarification and I may have missed it. I assume

that to the extent that we didn't address testimony, otherwise that you would agree to comply with the comments of our July 27th report and Marty's July 28th report.

Mr. Cifelli: Yes, do it. The only, I think the only one was the design and about the curbing and the scenario. Yeah, will work further on from Mr. Miller's comments.

Mr. Miller: Yes but we had discussion on most of the point scenarios like these.

Mr. Cifelli: Yes. Correct. It's all I have Mr. Chairman.

Mr. Krollfeifer: I'm going to open public comment. We'll start with whoever's online here first and you can take that away.

Ms. Kosko: There are three individuals online. If you have any comments to this application, you can unmute yourself and provide comment or questions.

Mr. Krollfeifer: Okay. None. The audience, public comment. Okay. The gentleman got his hand up first. We'll try in the back. Okay. You're next? No. Way in the back.

Mr. Krollfeifer: Wait. Excuse me. We do things different here. You have to stand up, come to the podium. Tell us your name, where you live, and then you can speak freely.

Francis Sullivan: My name is Francis Sullivan, III. I live at 10 New York Avenue.

Mr. Kingsbury: All right. Raise your right hand, please. Do you swear or affirm the testimony you give tonight will be the truth, the whole truth, nothing but the truth, so help you God?

Francis Sullivan: Yes. My concern would be for this sidewalk, from the building to Marne Highway. Will that be wide enough? If the seniors are too old to drive and they have electronic wheelchairs and they do decide to take a public transportation vehicle such as a New Jersey transit bus, will it be accommodating for two and throw traffic simultaneously for the wheelchairs?

Mr. Krollfeifer: Okay, good question. Can Mr. Cifelli, can you answer that?

Mr. Cifelli: Sure. So that sidewalk leading to the front is four feet wide, which in accordance with ADA regulation is appropriate. It does have areas to pass along the way. I believe the rain usually need them within 250 feet of each other, and we have areas to pass each other less than that number.

Mr. Krollfeifer: Okay. So the answer to this question is yes. Thank you. Yes, sir in the back.

Clint Allen: I'll be brief. For your record, my name is Clint Allen, I'm with the law firm of Archer & Greiner. I'm here to see this evening on behalf of our client BTC the third Kings Port Logistics Center. You've may have already referenced our application as pending we hope to be before this board soon for our warehouse project. Mr. Cifelli had identified as the industrial land opposite the Conrail right of way. We're here merely because.

Mr. Krollfeifer: Okay. Mr. Kingsbury does he have to be sworn in?

Mr. Kingsbury: He does not to be sworn in. He's an attorney representative. Are you here to testify as a fact witness or representing your client?

Clint Allen: Representing our client.

Clint Allen: We're just here merely to give a heads up to the applicant as well as this board that we have a pending application for preliminary and final approval. We hope to be here soon. Our property is block 42 lot 1, 1.01, 1.03, 2 and 2.01. We're zoned industrial. We're part of a redevelopment plan. We think this is a great application. Knowing now that we have a residential component next to our property line, our applicant's going to be mindful of our adverse impacts and be looking to see how we can mitigate or tenured weight or noise or likely et cetera. But merely we're just here to place notice, to make sure no one was surprised when we come in in a month or two with our application, that's merely it. We wish the applicant nothing but success with their application and hope this application is approved.

Mr. Krollfeifer: Okay. Thank you. Yes, sir. Come forward, please, up to the podium.

Mr. Kingsbury: Do you swear that sir affirm the testimony you'll give will be the truthful, the whole truth, nothing but the truth, so help you God?

George Baggio: Oh, I do. My question has to do with the board. I want a procedures change to public comment for residents that have a home in the Hainesport. They should be heard before the vote of the board numbers.

Mr. Krollfeifer: Okay. That's what we're doing now. We didn't vote yet. We did the applicant presentation, board questions, professional comments and questions. Now it's turned over to the public for their comments. And after that, then we will consider to vote.

Mr. Baggio: Okay.

Mr. Krollfeifer: Thank you, sir. Just one second, please. Any other? I'm just letting somebody else go because you were already up. Yes, sir. Step forward, please. State your name, residence and Mr. Kingsbury will swear you in.

Randy Johnson: Randy Johnson, 11 Maple Inn, Hainesport, New Jersey.

Mr. Kingsbury: Sir. Do you swear or affirm the testimony you give will be the truthful, the whole truth, nothing but the truth, so help you God?

Randy Johnson: Yes, sir.

Randy Johnson: My questions are for the board and everybody else. This place is going to have one way in one way out. God forbid, if something happens, how's the emergency equipment going to get around in there for people trying to get the out of there? And the roadway going around it under uniform fire code should be minimum 20 feet to hold the

heaviest fire piece of apparatus going on there, which would be about 75,000 pound, not 50,000 pound. The other things should be taken into consideration.

Mr. Krollfeifer: Okay. And I believe one of your professionals, Mr. Cifelli, you've said that you're working with the Fire Marshall on that?

Mr. Cifelli: Yes. The fire official said he needed it to be ready for 50,000 pounds.

Randy Johnson: Well, the heaviest ladder truck in, well, the heaviest truck on this town would be a ladder truck from either Mount Laurel or West Hampton and they're right around 65 to 75,000 pounds. And you would need a ladder truck at the back of that building because there's no way to get people off third floor.

Mr. Cifelli: I wasn't aware of the increase loading. Basically, at this point, we have the strongest stress paver that was available. To only handle more than that would be asphalt or concrete paving, which obviously has some major impact on the pavement covers and concrete.

Mr. Krollfeifer: Well, would it be fair to say that you are going to resolve that with the Fire Marshall?

Mr. Cifelli: We will.

Mr. Krollfeifer: And take that into consideration and this gentleman's excellent point. Thank you. I appreciate it. Thank you very much. Okay. Anybody else have any questions, comments? Gentlemen, come on. Wait, just one second. Yes, sir. Please come forward to the podium. We need your name, address, and Mr. Kingsbury will swear you in.

Donovan Cameron: My name is Donovan Cameron, I live in Easthampton.

Mr. Kingsbury: Do you swear that the testimony you'll give will be the truth, the whole truth, nothing but truth, so help you God?

Donovan Cameron: Yes. It's really a question. It's a question for the, maybe the developer. I was just wondering, why are we using electric for heat versus gas, so?

Mr. Cifelli: Our buildings are regulated by The Department of Community Affairs, and the most efficient method of heating this building is electric. Everything in this building will be extremely efficient, right down to the water heaters. We have gang water heaters in the hallways. So, effectively, if you ever have an instant-hot in your kitchen, the water won't sit in a big tank and it'll be heated when it's needed. And the electric that we use for the units themselves will be very high efficiency and very energy efficient.

Mr. Krollfeifer: Okay, thank you. Does that answer your question, Mr. Cameron?

Mr. Cameron: Yes it does.

Mr. Krollfeifer: Okay, thank you. Yes, sir. Come on forward again. Mr. Kingsbury, who's already sworn in and you have all his information.

Francis Sullivan III: My name is Francis Sullivan, the Third. My question would be if the sidewalk is four foot wide, going to and from, the drawing does not show any turnarounds or anything as far as handicapped wheelchair or whatever. I believe that they would be three foot wide, so that would give six inches clearance on either side. Now I do not see somebody going in reverse safely on a sidewalk of that width or to possibly do a K turn to turn around or whatever. I don't see any access turnarounds in an area with the four foot wide sidewalk.

Mr. Krollfeifer: Thank you, sir.

Mr. Cifelli: We're good. Show you where we have turning locations. We could also add additional positive issue. So we have the building entrance itself, obviously in that area where the sidewalk is wider. At the stairwell, we have a wider sidewalk, where there's a nest at the trash pad, there's a wider sidewalk there, and then at the intersection. One thing I think we should have that we didn't show a couple passing area, but should along on Marne Highway.

Mr. Krollfeifer: Okay. And the stretch from the loading pad to the trash out to Marne Highway, you can do the same thing in there?

Mr. Cifelli: Yes.

Mr. Krollfeifer: Okay. All right. Thank you. Any other questions or comments from the public? I'm hearing none, we will close the public comment. Board members? Anybody else have any other questions or comments for the applicant? Okay. I know I'm asking a question because I want to make sure we get this right. You listed several things that you want incorporated, but we also have to have relative to a zoning change. Am I right? We have to change, that'll be incorporated in

Mr. Kingsbury: It's not a zoning change, it's a use variance.

Counselor Hoff: Sure. Very briefly. Just with respect to the application, we're here tonight for preliminary site plan, the layout, the buildings, the things talk site plan, but we do have the use variance as was testified to by Ms. Bitran as well as the density variance, because you have more than obviously one single family home on here. You now have two principal uses on the same lot. Those are in the D category. And as Ms. Bitran also indicated, we have the C variances that she laid out in her testimony. We believe that sort of the C's get subsumed into the D's. In other words, if you were inclined to grant this, if you're recognizing that this use isn't permitted in the R1 zone, obviously you're going to have bulk standards that are different because you're not designing a single family home here, you're designing a multi-family building. So those C variances kind of get lumped in with the D's.

Counselor Hoff: So yes, but for purposes of the resolution, we're going to have to list those out as was testified to, and we do have those D variances as well. So that's what's on the table in terms of our request for an approval. It's a preliminary site plan subject to the conditions that I'm sure Mr. Kingsbury will go through as well as the youth and both parents associated with.

Mr. Krollfeifer: Okay. Do you have anything else you wanted to add?

Counselor Hoff: No. And just by way of summary list, we appreciate the attendance. We appreciate the board's attention to this all good questions. We have a list of conditions that we think that will enhance this project, should the board be inclined to grant the youth parents and the site plan. As we've indicated, we've gotten support from the council from the county. We think we have a good project that really utilizes a piece of property in an interesting and creative way that's going to bring much needed senior affordable housing to the area. Its impact to the community at large are all positive.

Counselor Hoff: There's really from our perspective that she testified no negative impacts to the community. And she also testified the production of affordable housing is an inherently beneficial use in the state of New Jersey. It's going to go a long way for the region. It's going to go a long way towards the township meeting its affordable housing. We really think, and I know it's a cliché, but this is really a win-win project, both for the applicant as well as the church. And we would ask the board respectfully to grant the D variance associated C variances and the preliminary side point.

Mr. Krollfeifer: Thank you. Okay. We need to take action. We need a motion and a second.

Mr. Kingsbury: You need to post separately. The first vote would be on the use because it's a separate voting requirement. So that needs to be voted on first, whether or not you're going to grant a use variance, which includes density and two uses on the same property.

Mr. McKay: So, Mr. Chairman I'll make the motion to grant the D variances for the multifamily, the so-called density, as well as the use. It's a very good presentation. The inherently beneficial use is everybody that's discussed seems to be no negative criteria established. So, that isn't even an issue. I accept the testimony of the planner for the applicant, did a very nice job as did a whole professionals for the planner. Actually, that's my motion.

Second: Mrs. Tyndale

**Roll call:** Mr. McKay, yes; Mrs. Tyndale, yes; Mrs. Kelley, yes; Mr. Tricocci, yes; Mrs. Baggio, yes; Ms. Kosko, yes; Mr. Krollfeifer, yes

Motion carries to approve.

Mr. Kingsbury: The second vote would be they're asking for preliminary site plan approval with the variances that the planner discussed. And my understanding is the design waivers. You're going to defer to final site plan approval, and this would be subject to compliance with the engineers report and the planner's report. Okay.

Mr. McKay: Yeah. I'm not going to restate what council just said, but I move to grant the C variances subject to the conditions outlined.

Mrs. Baggio: Where did the parking variances fall into?

Mr. Kingsbury: They are bulk variances. They are part of what you're voting on now, preliminary site plan approval.

Second: Mrs. Tyndale

Mr. McKay: It includes the height, the impervious cover, building lanes, and parking. All those will be included.

**Roll call:** Mr. McKay, yes; Mrs. Tyndale, yes; Mrs. Kelley, yes; Mr. Tricocci, yes; Mrs. Baggio, yes; Ms. Kosko, yes; Mr. Krollfeifer, yes

Motion carries to approve.

Counselor Hoff: Thank you.

Pastor Mitchell: I just want to say, that we are so grateful. This project means so much to Christian faith assembly, that we will be a blessing to the church, to the community and to the senior population of which I am. And I'm excited. We had a prayer vigil before we came here. And if you know anything about the black church, you know that we're excitable people. We just thank God for you. You've been so... We have been praying for this, because you've been so receptive to us and every time we've come here, we've been met with such a wonderful spirit. And we thank God for Paula. I call her sister Paula in the amen corner. She is doing such a wonderful job. She's a multitask person. She was running all the way around here, making sure everybody had what they wanted. And we thank you so much for considering this project because it is so needful and it's Mr. Morgan's company. And this team did an excellent job tonight in the presentation. And it meets all the things that we were praying and hoping that we would accomplish. Thank you so much. God's richest persons be yours.

Mr. Krollfeifer: Thank you very much. Okay. I want to just echo Mr. McKay's comment and Pastor's comment. You wrote a fantastic team. I've been on this board for over 15 years. This was the most impressive presentation I've had from anybody on any application with the exception of Mr. Taylors.

Mr. Krollfeifer: Called for a ten minute break.

**D. Referral of Marne Highway Redevelopment Plan  
Block 24 Lots 4.01, 11, 12.01, 12.02, 12.03, 12.04, and 12.05**

Mr. Taylor: As many as you may remember, back in March, we had public hearing.

Mr. Taylor: Earlier in the spring, the governing body asked the joint land use board to undertaken an investigation determined whether those parcels at the intersection of Martin highway and the Mount Holly bypass met the statutory criteria to be a rehabilitation area. We did have a hearing on March 3rd, where it was recommended that those criteria were met or identified in the report on March 16th. The governing body identified this as an area in need of rehabilitation.

Mr. Taylor: We memorialized our resolution here at the joint land board on April 7th. The next step in that process, as we know, from going through this on a few others, is the development of a redevelopment plan. That redevelopment plan under the local redevelopment and housing laws sets forth modified zoning, land development, bulk

standards, setbacks, and design standards, including landscaping and lighting for the development of the property. We set forth those permitted, basically industrial distribution warehouse land uses in the redevelopment plan. We are here only for master plan consistency of this redevelopment plan this evening.

Mr. Taylor: If the Joint Land Use Board agrees, and this plan is adopted on second reading, a public hearing by committee, any developer would have to come back before this board for full site plan approval under the course of any other application under the municipal land use law. So we developed the redevelopment plan in conjunction with the township. We set forth those standards for this and enhanced landscaping and buffering and lighting and design from some of the others because of the close proximity to the roadway, the size of the parcel invisibility. We believe that it is consistent with the master plan. All of our master plans talk about utilizing redevelopment as an economic development stimulus tool and for capitalizing on growth of commercial office and other business uses along the major corridors and highways within the township.

Mr. Taylor: So we believe that it is consistent with the master plan. I can go through paragraph by paragraph the entire study. If anybody has any questions, but Trish told me I didn't have any longer than four minutes.

Mr. Chairman: Just one thing. It's off the subject. I forgot to mention Mr. Bradley had to leave and the Mayor and Deputy Mayor returned approximately 10pm.

Mr. Taylor: That's all I have, Mr. Chairman.

Mr. MacLachlan: The planning board's going to recommend to the committee.

Mr. Kingsbury: They're not going to recommend, they're going to report to the committee that they consider this to be consistent with the master plan.

Mr. MacLachlan: Mayor Gilmore and I are the committee. Are we doing right by sitting here on this?

Mr. Kingsbury: I think you should not vote on it because you have to review it at a later point.

Mr. Krollfeifer: I have a question for Mr. Taylor, I think, I'm perplexed about one thing. This is a big, pretty map that we all got. Okay. I'm holding up the big with regards to the Marne Highway portion. There's what appears to be like a medium island printed in here. Right here.

Mr. Taylor: I think there's a striped island in the county in Marne Highway.

Mr. Krollfeifer: Right? Let me just tell you what I'm getting at. If this is the way it's depicted on the map. It's an island and you're not allowed to make a left turn. You're not allowed to cross over. So my question was, how are these 18 wheelers going to get into this warehouse? If they can't make the left turn off Marne Highway into the development, which they can't get in any other way.

Ms. Kosko: That's just striped pavement.

Mr. Taylor: Yeah, it's not a divided roadway there with a medium. So there is a striped to delineate the turn lanes.

Mr. Krollfeifer: I'm just trying to make a point. If this map drawing that I'm looking at, is correct. The 18 wheelers coming down, the bypass turning right onto Marne Highway will not be able to make a left turn into there. The only way they can get in is to go straight down the bypass and come in the other way.

Mr. Taylor: So there's no island in the middle of Marne highway. There is a strike door. I think what you may be seeing is sort of a rendering snuck where air photo maybe had a shadow.

Mr. Krollfeifer: I just think we should get that clarified. The only reason I'm so aware of that is I got a ticket one time for going over one of those things and it was stated, it was painted. And they said, it's the equivalent of an island.

Mr. Taylor: So the Marne highway, all of the traffic accesses in or out are both under the Burlington County jurisdiction. So we'll get traffic testimony, but the actual configuration, what lefts and or rights they can and cannot make will be totally under the jurisdiction.

Mr. Krollfeifer: Okay. Cause I know if just for example, an 18 Wheeler coming west on route 38 from Mount Holly, they turn on the bypass and come up and they can't make a left turn over that island. They have to come down to Marne Highway, and I'm sitting here saying that they can't make a left turn here, how they going to get in?

Mr. MacLachlan: Just so Scott, just a question for the site, not for any building design, you know that. Yeah. Some opening up the obtrusive, this on Marne highway.

Scott: Yes. And more landscaping?

Mr. MacLachlan: More landscaping and a little step. So he's got 8,000 feet of office proposed there for the front.

Mr. Taylor: They did notch the front and added some detail. We wrote some, a lot of additional standards in, for enhanced landscaping for a double layer of street trees and parking lot trees and buffer plantings to address that. I think, and again, we're here just for mass plan consistency. I think it's a township committee meeting to reiterate the importance of that facade to the developer would be appropriate. And then also when they come back for their site plan approval before this board, and we will relay that to the developer because we know that we've gone a great lengths.

Mr. MacLachlan: Yeah. For the benefit of the committee, we had some subcommittee hearings about not creating the great wall on Marne highway that it would be step. And Scott, I was using his expertise with landscaping at all to try to minimize the effect.

Mr. Tricocci: What is the height of that building?

Speaker: 43 feet.

Mr. Taylor: So single family homes in that area can be 35 feet tall. This building I want to say is, maybe eight feet or 20% shorter than the new building out on 38. I thought they were 46 or 48 clear inside, which put them up to 51 or 52?

Mr. Krollfeifer: When is it appropriate and what point in this phase do we ask for a traffic study?

Mr. Taylor: During site plan. That's a checklist requirement.

Mrs. Kelley: What do we have to vote on? We have to vote on moving to the committee.

Mr. Taylor: If the board believes that it's consistent with the master plan.

Mrs. Kelley: Okay. I'm going to put a proposal out there. I believe that this application is consistent with the master plan.

Second: Mr. McKay

Ms. Kosko: I do have a question for Mr. Kingsbury. So the class one and class three should preclude from voting on this?

Mr. Kingsbury: I think they should not vote because they have to review it with the full township committee and they have to listen to what the other committee members say about the recommendation. So, I think they should abstain.

Mayor Gilmore: Even though we have in the past?

Ms. Kosko: They voted on these plans in the past this step. Okay. I'm just trying to find what the difference is because, they voted, they were able to vote for Lawrence Boulevard, Bancroft Lane and, Route 38 and Marne.

Mr. Kingsbury: I be saying changing my view of it then. I think it's better if they don't.

Mr. Krollfeifer: Okay. So they, they should not vote at all or should they abstain?

Mr. Kingsbury: They should abstain.

Mr. Krollfeifer: Can somebody repeat what the motion is that I'm supposed to vote on?

Mr. Kingsbury: The motion is that the study and recommendations are consistent with the master plan.

Mr. Krollfeifer: So now we're at questions on the motion. Anybody have a question? Cause I do have one. At what I asked you before about traffic study, that comes later. One other one, that little piece of property that's across the bypass. That's part of this whole study. It's owned by the same people. When do we get to say who's going to maintain it and has to, and why and how?

Mr. Taylor: So that parcel across the bypass was included in the designated rehabilitation area.

But it is not the subject of this redevelopment plan. There is no change to the underlying zone. There is no proposal on that wedge or parcel, so that parcel will remain in its current state. And there are no modifications to that piece as a result of this redevelopment plan.

Mr. Krollfeifer: So the property owner will still be required to maintain it. And if they don't, that's what we have Mrs. Newcomb for, right?

Mrs. Newcomb: That is not me. That is code enforcement, Irene Barry.

**Roll call:** Mrs. Kelley, yes; Mr. McKay, yes; Mayor Gilmore, abstain;  
Mr. MacLachlan, abstain; Mr. Tricocci, yes; Mrs. Baggio, yes;  
Mrs. Tyndale, yes; Ms. Kosko, yes; Mr. Krollfeifer, yes

Mr. Krollfeifer: Thank you Mr. Taylor. Excellent presentation and very brief.

## 7. Minutes

### A. Meeting Minutes of July 1, 2021

Mr. Krollfeifer: We don't have them. I'm sure everybody in the room is aware that Mrs. Tiver's family problem that her father passed away earlier this week. That's the reason we don't have the minutes, so she promised that they will be at the next meeting.

## 8. Resolutions

### A. Resolution 2021-13: Adopting findings and recommendations to Hainesport Township Committee following review of the Longbridge Redevelopment Plan

Mr. MacLachlan motioned to approve.

Second: Mrs. Baggio

**Roll call:** Mr. MacLachlan, yes; Mrs. Baggio, yes; Mayor Gilmore, yes;  
Mrs. Kelley, yes; Mr. McKay, yes; Mr. Tricocci, yes; Mrs. Baggio, yes;  
Ms. Kosko, yes; Mr. Krollfeifer, yes

Motion carries to approve.

### B. Resolution 2021-14: R & D Development Granting design waiver and final major subdivision approval, subject to conditions, for 41 residential lots on Block 100 Lots 8.03 & 8.02

Mr. MacLachlan motioned to approve.

Second: Mr. Tricocci

**Roll call:** Mr. MacLachlan, yes; Mr. Tricocci, yes; Mayor Gilmore, yes;  
Mrs. Kelley, no, she is not eligible to vote; Mr. McKay, yes;  
Mrs. Baggio, yes; Ms. Kosko, yes; Mr. Krollfeifer, yes

Motion carries to approve.

## 9. Correspondence

- A. Certification dated June 28, 2021 from Burlington Co. Soil District to Mr. Blair  
Re: Block 108 Lot 4.20 & 4.21
- B. Letter dated June 28 from Alaimo Association to Peterman Maxcy Associates, LLC  
Re: M.T. Construction, Block 108 Lot 4.14 minor subdivision
- C. Letter dated July 23, 2021 from Taylor Design to Mrs. Newcomb  
Re: Hirshland & Company Block 96 Lots 1.01 & 1.04, 1500 & 1508 Route 38  
Landscaping Inspection #2
- D. Fax dated July 23, 2021 from Burlington Co Engineer to Bruce Morgan  
Re: Randolph Senior Estates Block 24 Lot 10

Motion to accept and file: Mr. MacLachlan

Second: Mrs. Kelley

**Roll call:** Mr. MacLachlan, yes; Mrs. Kelley, yes; Mayor Gilmore, yes; Mr. McKay, yes;  
Mr. Tricocci, yes; Mrs. Baggio, yes; Mrs. Tyndale, yes; Ms. Kosko, yes;  
Mr. Krollfeifer, yes

Motion carries.

**10. Professional Comments - None**

**11. Board Comments - None**

**12. Public Comments**

Mr. Krollfeifer opened public comment. None. Closed public comment.

**13. Adjournment**

Mr. MacLachlan motioned to adjourn at 10:23

Second: Mrs. Baggio

**Roll call:** All in favor

---

Paula L Tiver, Secretary