

HAINESPORT TOWNSHIP JOINT LAND USE BOARD MINUTES

Time: 6:30 pm

February 1, 2023

1. Call to Order

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 10:30 PM”

5. Roll Call

Present: Mr. McKay, Mrs. Kelley, Mrs. Gilmore, Mrs. Tyndale, Mrs. Baggio, Ms. Kosko, Mr. Noworyta, Mr. Bradley, Mr. Murphy, Mr. MacLachlan, Mr. Krollfeifer

Absent: Mayor Clauss, Mr. Tricocci

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

6. Items for Business

A. Case 19-09C: R & M Development, LLC
Block 100 Lots 8.03, 8.02
60 Bancroft Lane
Revised Subdivision, Preliminary/Final Subdivision Approval
Attorney: David C. Frank

David Frank requested to adjourn the application to March 1, 2023.

Mr. Krollfeifer: We have a request to continue the application to March 1st. Because of all the continuance we have made the decision to dismiss the case without prejudice and they will have to resubmit.

Motion: Mrs. Gilmore
Second: Mrs. Kelley

Roll call: Mrs. Gilmore, yes; Mrs. Kelley, yes; Mr. McKay, yes; Mr. Bradley, yes;
 Mrs. Baggio, yes; Mrs. Tyndale, yes; Ms. Kosko, yes; Mr. Murphy, yes;
 Mr. Krollfeifer, yes

Motion carries to dismiss case without prejudice.

B. Case 22-09A: Beacon of Hope, Inc.

Block 101.02 Lot 5

1285 Route 38

Preliminary/final site plan, use variance, bulk variance.

Attorney: Erica Edwards

The following people recused themselves: Mrs. Gilmore, Mrs. Baggio,
 Mr. Bradley

Mrs. Tyndale was not present at the January meeting but did listen to the case.
 Therefore, she may be part of tonight's case.

Mr. Krollfeifer: I was going to start off with a little recap, if you don't mind of what
 took place, because a lot of people are probably here tonight that didn't hear anything.
 Maybe I'll ask a couple of quick questions and you can answer them. Who owns
 Beacon of Hope?

Ms. Edwards: That is Pastor Darlene Trappier.

Mr. Krollfeifer: Is it a partnership or a corporation?

Ms. Edwards: It is a not-for-profit corporation, sir. Okay.

Mr. Krollfeifer: And that is a 501 C3.

Ms. Edwards: Correct.

Mr. Krollfeifer: And they're leaving Mount Holly and they propose to come to this
 location. This isn't an additional facility. It's in lieu of?

Ms. Edwards: Correct

Mr. Krollfeifer: Did we discuss why they're leaving Mt. Holly?

Ms. Edwards: I think we did. That it's a space issue. The fact of the matter is, it's a very
 small facility in Mount Holly, and they've been very well received by the community
 very successful, if you will, and they need more space to provide the services that they
 provide.

Mr. Krollfeifer: Are they planning to service the constituents from Mount Holly at this
 location?

Ms. Edwards: Correct. They will for those who can't travel to the Haines port township
 location. If we were to get an approval for those constituents who could not travel to

this facility, Beacon of Hope would provide services to take food and clothing to those individuals who cannot make it here. Okay, thank you.

Mr. Krollfeifer: Are there any violations in Mt. Holly that you know of?

Ms. Edwards: No, we are clean operation and we have no violations with the municipality.

Mr. Krollfeifer: You're not being invited out of town is what I'm trying to get to.

Ms. Edwards: Thank you for giving us the opportunity to assure you that no, we are not being invited out of town.

Mr. Krollfeifer: One last thing from the application. Notice on page two, I was going to use this list to get out of the way right now. On page two, it says that the essential services to a growing segment of the community. In other words, the reason that you're proposing this, it is item 12. What is that based upon?

Ms. Edwards: I wrote that so I'm in a good position to respond to that. What I meant by that, is that the need and we see this throughout the country, unfortunately the need never gets less. It always seems to grow meaning the number of people who need the services that organizations like Beacon of Hope provide. People who are food challenged, who need the services of a food pantry and need the services of a clothes closet. Those numbers don't drop they only seem to increase. It's not specific to Hainesport Township or Burlington County. It's across the country.

Mr. Krollfeifer: Last couple of questions about the property, who owns the location now?

Ms. Edwards: It's currently owned by an organization by the name of Brios Limited.

Mr. Krollfeifer: Who are they?

Ms. Edwards: My understanding is that they are the heirs to the property, family of the art dealer who formerly occupied it.

Mr. Krollfeifer: Will Beacon of Hope be a tenant or will they own the property?

Ms. Edwards: They will own the property. We are contract purchasers.

Mr. Krollfeifer: Do you want to go into the usage? Again, in terms of what services are going to be provided and what times.

Ms. Edwards: We can certainly do that, our planner is going to provide that information during his testimony, I can bring the applicant up again, earlier, if you would prefer,

Mr. Krollfeifer: I just wanted to let the people that are listening to hear, get those answers without being repetitious or redundant. Okay. That's it. Somebody else on the board have any questions?

Mr. McKay: Counsel, some of this may have been the subject of testimony at the last hearing and I don't expect you to give testimony, I'll ask you these questions. If it was covered, you can recap and if it wasn't covered, and you can make sure it gets covered. You've been in Mount Holly, when I say you, the business has been in Mount Holly, for how many years? Approximately.

Ms. Edwards: 11 years.

Mr. McKay: Do you have any insight into how the police department in Mount Holly considers the work of Beacon of Hope?

Ms. Edwards: I don't personally but that's a great question. I'll make sure that gets covered in testimony tonight.

Mr. McKay: Same question, but substitute township committee.

Ms. Edwards: Okay.

Mr. McKay: Next question. What is the service area for Beacon of Hope?

Ms. Edwards: I'll have that testified to as well.

Mr. Krollfeifer: I asked this last time to people who are attending this, please do not interrupt the applicant when they are presenting your case. Public comment comes at the end of the introductions in the subject matter, discussions by our professionals and their professionals. And then we have public comment at which time you will be given an opportunity to ask questions and comments to me. We're not going to get into debates. I guess maybe I misspoke. I shouldn't have said yes questions, because you may not get the answers. You can make a comment and we'll try to satisfy you if we can.

Mr. McKay: I have one other comment. Last time, we had this constant repetition of a growing din in the background people whispering talking to one another, and then the same time saying they can't hear what's going on. We have to have maintain silence so we can hear what was going on both enabling us to hear the witnesses and you to hear them. We can't do that if everybody's talking even in a whisper one.

Ms. Edwards: Thank you very much. Erica Edwards, land use and zoning lawyer here in New Jersey. back tonight on behalf of Beacon of Hope Inc. Not for profit 501 C3 Corporation, currently providing a variety of community services including food pantry, clothes closet, life skills training and, among others, a code blue shelter that we discussed the last time we were here and we'll discuss it again tonight. We are here to talk about Beacon of Hope locating from Mount Holly as we just discussed, to the property known as 1285 route 38. Here in Hainesport Township, it is in the highway commercial district. I neglected to mention the primary use and it was detailing the uses I did say among others, right the primary use for this facility will be a house of worship.

The owner of the organization is a clergy person, Pastor Darlene Trappier, who you met last time, who's sitting right to my left and you will hear from her again this evening. But the house of worship is the primary use and the additional accessory uses. I don't say that in a zoning context. But I'd say that additional uses are the food pantry, the clothes closet, the life skills training and the code blue shelter. So, with that, I'm going to give you a

highlight of what our professional testimony will be tonight our expert testimony, we're going to put our project engineer, civil engineer back on briefly to discuss some changes, modifications that have been made to the plan since you saw them last or since we were last here to testify. After that, we will bring on a new witness who was not with us last time, Nathan Mosley, who is also an engineer, but he is a traffic engineer with Shropshire and Associates. He has not yet been sworn, of course, we can swear him before we get underway with any testimony or we can swear him when we bring him up to start his own testimony, whichever you prefer. He will come after the civil engineer and then after Mr. Mosely, we put on our architect, Kent Werner, who will provide an overview of the renovations that we're doing to the building. Just by way of introduction to his testimony, we are not doing any new construction there. We are renovating an existing structure.

He will walk you through the floor plan, how we're going to use that existing building and the renovations that we're going to do there. Then our last professional witness of the evening is Mark Remsa, who is our planning consultants, and he will be discussing the variances that we're seeking from the board, including the D1 use variance and providing all of the justifications. In particular, talking about the fact that we are an inherently beneficial use under the municipal land use law. So, with that, I'd like to put our project engineer on if that works for you.

Mr. Krollfeifer: They both were sworn in at the last meeting and Mr. Mosely, we'll do him when we get to that.

Mark Malinowski: Good evening, everyone. We had since the last meeting, we had made revisions to the plan, one to address most of the comments, at least from the board's professionals. Because their time constraint, we didn't quite get to all of the comments. But we did address a majority of them. The last meeting, there was a large concern about the parking situation, the number of parking spaces. So, what we had done was we actually obtained four more parking spaces. We added those parking spaces to the rear of the site.

Actually, this is a new rendering that we developed the chosen new layout. And I believe we're So, this is another color rendering of the site plan has been modified to show landscaping also shows some parking in the back and any additional parking. So, if you recall, I'll bring up the old rendering, which is A2, recall we had the dumpster enclosure at the end of the two-way drive aisle to the east of the building. That was at the end of the aisle. Then what we've done is we've extended the parking in that location and relocated the dumpster enclosure to the front of the building. That did a number of things. One it allowed for four additional parking spaces, but also improved the circulation with regards to pick up on the both the trash and recycling material where they could just come in into the front loop road, have a head on approach to the dumpster enclosure, of course, pick up the trash and recyclables. Then he can just back up a little bit and then exit out of the second drive.

We had the additional parking spaces. What we show in this rendering is where the one of the things, of course, is when, when they distribute the food and clothing on Fridays. There was a concern before about the number of parking spaces. Again, the traffic engineer had done a parking study at their existing facility and he'll provide testimony on the number of cars that were visiting during that time. However, to maximize the number of spaces, what we showed is that the employees can park in the back there, most of them

can have parking spaces with the exception of two cars, which will be tucked up in the rear of the site. Additionally, there was testimony before that the applicant has a company truck, and that truck can park in front of the proposed shed at the rear of the location.

We did add some additional lighting to illuminate the expansion of the parking in the rear. We've improved the landscaping. Over on the easterly side, we adjusted some of the foundation plantings along the main portion of the building. We've provided some landscaping around the dumpster enclosure that's in the front. Then we've also located a large evergreen tree in the front that's existing and we show that on the plan also. So, we did a lot of cleanup to address, the professional letters.

They did issue new letters. There are a few other comments that we have to address them. One of the other items that was brought up was doing a letter of interpretation. So, we've started that process and we'll be applying to DEP on for that relatively soon.

That's a brief overview of the changes that are made to the site. If there are any questions, I am more than happy to answer them.

Mr. McKay: We're looking at a plan and where are the four property lines?

Mr. Malinowski: The property line, if you can see, it's this red line. It does extend a little into the wooded area.

Mr. McKay: You're seeking a letter of interpretation from DEP. Where are your thoughts in doing so as to where the potential wetlands could be?

Mr. Malinowski: potential wetlands along the drainage corridor here it is off the site and then was also actually joined the property has a detention basin. That appears to control the runoff from the parking lot in the rear here. So, it was a basin is wetland area. And then there's some swell in the wooded area in the back, also, that's wetlands.

Mr. McKay: Do you know who the owner of that adjacent property is in the wood's barrier?

Mr. Malinowski: I actually do not.

Mr. McKay: Let me talk to you about paved areas and parking. As one member of this board, we've seen a lot of applications over a lot of years featuring dumpsters on the front yard, would not be high on my list of good design. What do you think?

Mr. Malinowski: In this particular situation, we're trying to maximize the amount of parking with the space that we have. Typically, they are not put in the front yard. But what we've done is, you know, it's not really in view. We've provided landscaping around it. Your planner had indicated to make it out of the precast block type of split face block. So, we can do that where we were proposing to do it in just a vinyl fence, but to make a more aesthetically pleasing we can do the split face block with that.

Mr. McKay: What is the intended use for all the green grass area to the rear of the building?

Mr. Malinowski: It's just additional lawn area, the applicant providing testimony, I think it's just open space.

Mr. McKay: What was the perceived purpose for fencing the area, your current plan shows a beige solid vinyl fencing around three and a half sides?

Mr. Malinowski: That's correct, there is a fence, starting on the western side ties into the bilevel building and then goes along the wood line to the rear, and then out along the front parking. It's got a full purpose from a security area a little bit, although there's an opening here, of course, when on the eastern side with the parking spaces are, and then also on the eastern side to provide additional buffer because as we indicated before a parking lot is that does not comply with a setback to the property line, or it's four-foot setback where 20 is required. So, we provided a screen in that area.

Mr. McKay: What do you know about the ownership of lot immediately to the east, which looks to me to be street like, long, narrow lot. The space between your facility and the adjacent facility?

Mr. Krollfeifer: Wouldn't that be the legacy building?

Mr. Malinowski: That is correct.

Mr. McKay: The space between it seems to look like vacated road actual.

Mr. Malinowski: I think at one point, a portion of it was vacated on both properties, when you do a vacation usually split it. I believe at one time there was a vacation, but it's no longer a road. And of course, it's been improved over the years.

Mr. McKay: You don't know anything about the ownership of that strip, whether the Legacy owns it or third party owns it? Certainly, you don't own it. Your client doesn't know.

Mr. Malinowski: No not at the moment now. The current property owner would own it, a portion that's been vacated and then of course, Legacy would own the other portion that has been vacated.

Mr. McKay: So, you don't have any real information about that possibly vacated Street?

Mr. Malinowski: Other than it's been vacated? The road does not exist anymore. Correct.

Mr. McKay: So, let me get back to the number of questions. You're now providing 29 spots,

Mr. Malinowski: That is correct.

Mr. McKay: For purposes of dealing with the number of spots, to be specifically increasing the number of spots, and to deal with the relocation of the dumpster? Why haven't you considered extending the pavement behind the building in the area where you now have the red shed.

Mr. Malinowski: What it does is, it doesn't really provide much more benefit. It gets kind of narrow in here. It could be accomplished or maybe it'll be accomplished, but that's primarily the reason?

Mr. McKay: Well, how many spots do you need to conform? With 29 what is your target to make it conform?

Mr. Malinowski: The way the ordinance reads when you take all the uses and you add them all up that would be the requirement. That's the way they weren't in streets. But the way this facility operates, the various uses don't necessarily occur at the same time. So that's why.

Mr. McKay: I understand that, give me a target.

Mr. Malinowski: Actually, I did not add all the parking spaces up that would be required for each individual use if they all occurred at the same time.

Mr. MacLachlan: Mr. Taylor's letter says 44.

Mr. Malinowski: That will be the total. That would be hard to accomplish all of that.

Mr. Taylor: I think we need to get clarification because I believe the site plans actually called out a requirement of 47 spaces. That's why we've asked for clarification on all of those calculations. So, the board can accurately understand what the requested relief, actually is.

Mr. Krollfeifer: Why we're on the subject of parking issues, what are these nine valet parking spaces that we're talking about?

Mr. Malinowski: Were indicated that previously, based on the summation of some of the uses, but then we later found out that they don't occur at the same time. So, the valet parking was for operations, like primarily during the code blue and the people on site, the employees on site during the service hours. But then those people aren't on site during the service hours, as testimony had provided so. So, in that regards we were short those spaces, so previously, we showed how we could provide valet parking, or should the need exceed the use. That can still be done. But we don't feel that it's necessary now, at this point. And again, we have the traffic engineer to explain what their findings were and, and the various uses and how we feel that the parking provided exceeds the needs of the facility.

Mr. McKay: So, if we were to look to gain additional parking, you know, of any engineering reason why some of that green grass area behind the building could not be used for parking, paved if necessary.

Mr. Malinowski: No, I do not from an engineering point

Mr. McKay: If you did that the dumpster could be relocated to the upper right corner to be serviced by a truck. Correct.

Mr. Malinowski: Yes, it could. There was again concern, the truck operating when people are parking in that area. The location now also addresses the maneuverability of that truck.

Mr. McKay: We also know that private refuse trucks can be scheduled.

Mr. Malinowski: Oh, yes, absolutely.

Mr. McKay: The red shed. That's needed for what purpose?

Mr. Malinowski: For just maintenance equipment. That's my understanding.

Mr. McKay: Lawn mower, etc. Is there any reason that that could not be relocated, if part of the green grass area were used for additional parking?

Mr. Malinowski: Right, there is no reason it can't be relocated.

Mr. McKay: I might understand there is no significant paved parking areas on the site at present. It's mostly just a dirt road.

Mr. Malinowski: Pretty much looking at historical aerials. There's a lot of gravel, of course the entrance drives are currently paved. There's a stone area here, that was brought up to the eastern side of the building. Then there was stone and maybe a little more stone that's been overgrown. The vegetation has grown on top of over the years in the front of the building

Mr. McKay: The runoff from the proposed new paving as shown on the diagram, you're working on that proposed to run south to 38.

Mr. Malinowski: It now does all run to the corridor currently. The drainage works, it kind of splits from the East comes over and then part of its pretty much halfway part of it splits to the north and then continues on to the west rather. And then part of it, again comes south and along the front of the building. And toward the west and it all just drains through swales to the drainage corridor to the western side of the property.

Mr. McKay: Alright, so paving was added to the grass area, you'd expect the drainage to run to the west.

Mr. Malinowski: Everything would be the same as it is now, it would all be draining toward the west to that drainage corridor.

Mr. McKay: So, this is a question that can be posed. I don't necessarily want to ask you to answer because you can. But for the applicant's witnesses if additional parking is appropriate, or needed, why can't it come from the grass area behind the building? Put another way, why can't the paved areas be expanded to take care of that, and also take care of what I as one member perceived to be the inappropriate placement of the garbage bins at the front yard.

Mr. Malinowski: Basically, one of the reasons is, we're trying to keep as much open space as possible to reduce the drainage going to the corridor. The other thing is, of course, the wooded area here, probably require some removal of existing vegetation to

expand and then it does get tight along the rear property line here. Right now, if you have parking along here, you need a drive aisle to accommodate that. And then that will get awfully close to the property line. So, there will be some grading issues. From an engineering standpoint, there'll be additional tearing of vegetation that we wanted to minimize that. Since this proposed use doesn't need all those parking spaces, we wanted to minimize the impact on the surrounding area.

Mr. MacLachlan: Does any of your maps delineate the wetlands?

Mr. Malinowski: Nothing has been submitted yet.

Mr. MacLachlan: Is there a chance that there are wetlands back behind that building for everything.

Mr. Malinowski: There could be but not that I'm aware of at this point. Of course, we talked about that basin on the adjoining property and they do drain into this area. So, it's very possible.

Mr. Taylor: Mr. Chairman, if I can just one point of clarification, in reviewing the plans, the new location of that trash enclosure will require a variance to allow an accessory structure within a front yard. So, I would assume that the applicants would amend the application to include that I apologize that was overlooked in our report. We did note the location in the front yard and raised some concerns about the aesthetics. They are not permitted in those front yards. Just to follow up on Mr. McKay's concerns and comments.

Mr. McKay: They're not permitted anywhere in your town. Trash containers should not be parked out front of your house.

Mr. Taylor: But I'm saying a dumpster enclosure on commercial uses are permitted inside and rear yards. But a trash enclosure is not permitted within a front yard.

Mr. Krollfeifer: Or they have to move it. Are there any more questions.

Mr. Murphy: We addressed this at the last meeting. The primary use are the worship services on Sundays and on Wednesday nights, 7 to 8:30. I couldn't help but think on the drive over tonight when it's very dark during these months. People that are coming for the worship services, especially on a Wednesday night. How would they get into the property? I thought I heard last time that there might be buses involved. So not everyone's driving their cars here. With those buses be coming to the property itself. We're stopping at the Wawa at this point about foot traffic back and forth on Route 38 during the evening hours.

Ms. Trappier: The Sunday morning worship services are 11 to 1. Wednesday night is a bible study. It's not a formal church service. Just a few church members, maybe four or five individuals come on Wednesday nights for bible study. There is no formal like a Sunday morning service on Wednesday night and that's from 7 to 8:30.

Mr. Murphy: As long as we're talking about the same subject, again, people coming and going from the facility, whether it's on Sunday or on I believe that food services on Fridays again, how the bulk of the people most people coming and going from the property.

Ms. Trappier: In cars.

Mr. Murphy: I just wanted to know what was happening in Mount Holly right now and same thing is going to be happening here. Cars are going to be coming in mostly not buses and not a lot of foot traffic.

Ms. Trappier: Not a lot of foot traffic, most of the foot traffic are those that live in Mt. Holly. We will be supplying their food to them in Mt. Holly because they can't make it here. But those that have transportation to make it to Hainesport are the ones that will be able to come to Hainesport as well as the residents who come that live in Hainesport that visit us in Mt. Holly.

Ms. Kosko: May I ask a follow up question to that. Will you be delivering to their residence or will there be a central location in Mt. Holly where you'll be taking it to?

Ms. Trappier: That'd be a central location there that we'll be taking it to.

Ms. Kosko: So, you have a shared service agreement or are you retaining your existing property for that? Are you going to utilize another npo's property or another facility for that central location?

Ms. Trappier: We will be working with Father Andrew from Saint Andrews Episcopal Church.

Mrs. Tyndale: How many how many people attend the church service on Sunday mornings?

Mrs. Trappier: About 30 to 35. That consists of families, not 30 individuals that come separately.

Mrs. Tyndale: So, the only thing that I would say, I mean, I understand what the amount that you know, to make you be conformed to our policy, but do you have anything in place, because now you're going to be a highway frontage in your church, and there's going to be people that could possibly be looking for a church. So, do you have any plans for what happens if, like, let's just say we grant 29 spots, but then you get more people that are starting to come to church because of where your location is. So, what's the plan for parking for those people that do you have a plan.

Ms. Trappier: We will probably be looking at expanding the parking lot, if possible.

Mr. Malinowski: Just to follow up. So, for the for the worship service, your code requires one space for every three seats. So right now, so the testimony was there are 35 people, so you have 35 seats. So that's 11 parking spaces required. So, we have 29. So, by your code, the congregation could almost triple in size and still have the parking that would still meet your code requirements during service hours. So, just a bit of information on that with regards to parking for the worship service. So, if the congregation did expand, there would be adequate parking for that particular time period during Sundays the worship services.

Mrs. Kelley: I have a question about the Friday food pick up. I want to come and get food. Do I park and go in the building.

Ms. Trappier: Since Covid, we stopped allowing people to come in and deliver directly to their cars. We have rollers with big bins where we have dry foods. We have to everything bagged and ready to go. So, we have the dry goods bag, meats bag, the pastries bag, the dairy bag so as people are pulling in, we'll have four people in line. And I'll be the first one and I'll put the dry food in and I go to the next car, the person comes behind me with the meat, then go to the next car. That's why we do so by the time we get to the fifth car the first car is pulling out. By the time we get to the sixth card, the second card is pulling out and we're able to take in new cars pull into their spot. So, we come back around and do the same thing until we're done.

Mrs. Kelley: As your filling the sixth car someone else is pulling in. How are you not being hit by those cars?

Ms. Trappier: We'll be moving forward. So, all the cars that are leaving, I'll be behind us and we'll be heading this way. And the cars that are leaving are leaving behind us in other cars will be filling in. By the time we get down to the end, they are filled up and we are going back around and doing the same cycle all over again. Everybody is leaving. They are there maybe two to three minutes.

Mr. McKay: On that same point. If you just assume that every delivery to the car is one unit, what's the current number of units that you have basically delivered cars presently in Mt. Holly.

Ms. Trappier: Throughout the whole day or at one point of time.

Mr. McKay: I ask you both ways.

Mrs. Trappier: At peak time maybe, you have a mixture of people on foot and people in cars, maybe 15 cars.

Mr. McKay: So, 15 units delivered. Then for the whole day, how many units?

Ms. Trappier: Probably, maybe 50 cars.

Mr. McKay: What day of the week.

Ms. Trappier: Fridays.

Mr. McKay: What are the hours?

Ms. Trappier: On Fridays it is 9am to 1pm.

Mrs. Kelley: Would you say that if you open at 9am, is that your peak? That there are a lot of people there then or does it pretty much even itself out.

Mrs. Trappier: It evens itself out during those hours.

Mr. MacLachlan: If someone pulled in with their car and drove all the way around and they were just about at the exit, it appears you are only going to get 6 cars in here. Is there going to be someone directing traffic to keep all these cars from piling up out on Route 38?

Mr. Malinowski: The way we see the traffic occurring is the people pulling in these eight spaces would be visible right away. If they are open, they would pull into those spaces. If they are full the people would travel to the east side of the building and find a parking space there.

Mr. MacLachlan: Your testimony is that you feel people are going to pull in the space.

Mr. Malinowski: Correct. We are not forming a queue in order to deliver the food and then the clothing needs. They do pull into the parking spaces and that's when the food and the clothing is dispersed.

Mr. Krollfeifer: I'm a little confused about this now I thought I had it down. But I thought they were coming in one line this the food pantry and you're going to deliver the packages to the people and they just pull out. Now you're saying they're going to go park first. If you can just clarify.

Ms. Trappier: I'll just use an example. So, you can see. This will be the first spot closest to the street. So, a car would pull in here, here, here, here, all the way down. We see the first car, after the cars line up, normally, we start with the first car, which is closest to the street. They receive all of their food and they immediately leave and go out the exit. We fill up the second car, and they immediately leave. They will constantly be moving behind us. By the time we get to the end, when this person leaves. We have staff that's out there with cones and controlling the flow of traffic. So, they will be able to replace this car, this car, this car, and this car, and it gives us opportunity to come back around and start with this car again. So, they can leave. So, it's kind of like assembly line.

Mr. Taylor: So, they're not actually parking in a parking space and the food being brought to their car in the parking space.

Ms. Trappier: Yes, they will be pulling into the parking space.

Mr. Krollfeifer: It's parallel parking, it's not going to be a line of cars.

Ms. Trappier: Yes.

Mr. Taylor: There's no parallel parking proposed.

Ms. Edwards: We do have a traffic engineer here tonight. May I suggest we have him testify and we can always come back to the applicant.

Mr. Taylor: I think that Logistics is important. I have a question for Pastor. You'd mentioned that you guys are serving about 50 cars now. Kind of a curbside pickup, what is the total number of meals or folks that you're serving on a Friday? About how many family units.

Ms. Trappier: We give out maybe 100 to 120 but if it's a larger family, they will get double. If your counting 100 bags that we give out, it could be out of that 120, one family could get two or three sets of food. Depends upon the family size.

Mr. Taylor: So, the total number of families.

Ms. Trappier: About 80. If you include foot traffic.

Mr. Taylor: Alright, so with the folks who are foot traffic now, because I think last month you were saying it's about 60%-foot traffic now and 40% in cars. If knowing that this is not a particularly pedestrian friendly, accessible site, how are those folks going to be getting here? Or is the number going to go from 40% in cars up to 90% in cars.

Ms. Trappier: The majority of the traffic that will come to Hainesport will be about 90% in cars.

Mr. Taylor: So, if we do 90% in cars, and we were looking at that number of 50 cars is really now 75 cars.

Ms. Trappier: It will still be 50 cars.

Ms. Edwards: We are taking a bunch of meals back to Mt. Holly. We are taking it back to them. We are not increasing our traffic.

Ms. Trappier: The traffic will actually will reduce because we're taking away the foot traffic because we'll be delivering to them. We have the truck that we will load up all those meals and take it to them in Mt. Holly on Thursdays. They will have no need to come out to Hainesport on Fridays.

Mr. Taylor: So, you are looking at 50 or 60 cars somewhere in there.

Ms. Trappier: No more than 50 cars but not all at the same time, staggered throughout the day.

Mr. Taylor: So, with the 50 cars plus the deliveries.

Ms. Trappier: The deliveries will be done on a different day, on Thursdays.

Mr. Krollfeifer: Not to be picky. You just said they're going to be delivering throughout the day. I thought it was nine to one.

Ms. Trappier: Our distribution day is on Friday 9am to 1pm. On Thursdays those that are foot traffic, we will be taking all their food to Mt. Holly on Thursday. They don't even have to come to Hainesport on Friday. The cars that currently come to us in Mt. Holly will be the same cars that come to Hainesport. So, it actually reduces the number of individuals that we provide on Fridays.

Mr. Malinowski: There was also discussion, there was a question about expanding the parking lot in the back and looking at the rendering and I noticed that you do have a 50-foot distance between the building and the rear property line. And of course, the parking if we extend parking along the back here it takes about 43 feet of the parking area. So, you don't have much, you want to have a little separation between the parking and the building. So, between the property line so it's really tight and it might be problematic from an engineering standpoint. Again, we'll be cleaning right up to the property line so I just wanted to add that with regards to the impact to some additional parking in the rear would have on the on that rear yard.

Mr. McKay: Don't take my comments to suggest that we should limit for the rear yard because you've got a big side yard to.

Mr. Malinowski: We need to get access back there. The circulation, I would defer that to the traffic engineer. It really complicates the circulation on the site.

Mr. Taylor: So, it's really that dead end parking that's creating the problem.

Mr. Malinowski: Correct, as far as circulation and what's really creating the problem is just existing conditions of the property and the location of the building itself.

Mr. McKay: Refresh my recollection, what is the acreage on this property?

Mr. Malinowski: It is just under an acre, about .89.

Ms. Kosko: Has there been any communication with Legacy on the eastern side in terms of their parking and facilities? Has there been any communications at all?

Ms. Edwards: We have tried to reach out to them and we have not heard back from them

Mr. McKay: We talk about Legacy but for the record, what's your understanding of the services that Legacy provides, if you have an understanding?

Ms. Edwards: I don't have detail about the kind of services that they provide. I understand a variety of supportive services but honestly, I don't have the details?

Mr. McKay: Does your client possibly know?

Ms. Trappier: Yes, we actually work with Legacy. Legacy is a treatment center and outpatient treatment center for those who are dealing with substance abuse issues and we provide emergency hotel placements and other services for them.

Mr. McKay: What does Legacy do right there at that building? It counseling in and out?

Ms. Trappier: They do outpatient services. They do coach, emotional support, and they do a host of services for their clients over there.

Mr. McKay: So, their clients come to that building?

Ms. Trappier: Yes. Some by foot and some in cars.

Mr. MacLachlan: Back to the parking. Mr. Taylor do you have a fractional amount of the impervious coverage of this site? Is there a variance requested?

Mr. Taylor: There is not.

Mr. Malinowski: We fall within the requirements.

Mr. MacLachlan: If they did expand the parking, we would have a drainage issue.

Mr. Taylor: I think that maybe part of the concern, the runoff and the impervious to provide that extra parking would create the issue. I don't know if Mr. Mosley is going to do that or Mr. Malinowski. One of the things we talked about was that clarification of what is the peak. We know if we have 15 cars of folks who are coming in to pick up. We still have other operations and other employees on staff.

Mr. Taylor: I don't know if that's all reflected in the parking analysis. So, I think it'll be important to get all of those things clarified. I'm not clear. Obviously, the parking is a major issue. I think you guys recognize that parking is a major issue, the fact that the valet or stack parking was previously proposed. I think this really becomes sort of that critical thing. This is a site where there is no safety valve, we have a state highway right there. If it doesn't work, and it's not safe, we have a much bigger issue than if somebody gets injured or worse. I'm not crystal clear on exactly what all of those numbers are. I think for the board to be able to act on this appropriately and look at some of those potential negative impacts. We need to have a real grip on that maximum parking demand.

Ms. Edwards: Understood, and that's why we brought a traffic engineer on board. So, our traffic engineer is going to speak to the technical details. Our planner is also going to speak to when during his testimony to the uses and how they interrelate and why we believe we in fact don't need additional parking. I think it will be clearer once the traffic engineer testifies. Then ultimately, when all of our professional testimony is in having said that, if the board is still inclined to think that, there may be a need for additional parking. We can talk about that. Obviously, we're not saying we're not willing to talk about it. We just think that we want you to hear from our professional witnesses before we draw any conclusions about needing more parking.

Mr. Krollfeifer: You are politely asking us to hold off discussion on parking.

Ms. Edwards: So, I'm just respectfully suggesting here from our professional. Again, we brought a traffic engineer for just this reason. Shall I introduce Mr. Mosely? Mr. Nathan Mosely, P E with Shropshire and Associates.

Mr. Kingsbury: Swore in Mr. Mosely.

Mr. Mosley: Provided his education and professional background to the Board. This is the first time before this Board.

Mr. Krollfeifer: Any questions from board members, if not acceptable.

Mr. Mosely: So, I will just try and get a brief summary of some of the traffic issues that I looked at relative to the parking study relative to the site plan circulation and things like that. Then obviously, if you have any questions, feel free to ask. So, we did a parking analysis that was submitted with this application, it was dated January 19 2023. Basically, what we did in that report was we looked at the various types of uses that are going to go on at this facility. Obviously, the primary use is the house of worship. I think, already been discussed in the previous meeting tonight. But there are some other additional uses and things that will be occurring at the site throughout the week. I just want to talk about those. Before I get into that real quick, they just did want to highlight a couple of things. This is the traffic engineers do when we start up presentations, but again, the site is on Route 38, a state highway, under the jurisdiction of the New Jersey Department of

Transportation. The existing property as it sits today has these two driveways that you see on the plan before you those are existing access points. For that were a grant that were approved for the previous use. We have received approval from the New Jersey Department of Transportation for the proposed house of worship on the site with these existing driveways. We received that approval towards the end of September and we are not and we can provide a copy of that to your professionals and to the board as well. But NJ DOT has reviewed this change in use this proposed redevelopment and they had issued a letter indicating that no further driveway permit is required and that the applicant or the property owner for this use can use the existing driveways as they are today. Obviously, obviously, we're doing improvements on site. But as far as the access points on route 38 are concerned the DOT has given their approval for the use of the driveways for this proposed development.

Mr. McKay: Did the state also as a part of their approval require the directional arrows, or is that something that you've simply added as matter of good sense?

Mr. Mosely: Yeah, that's I think more of an attitude delineate the fact that it's an inbound and outbound only driveway, just for the purpose of the plan. I'm not sure if those are proposed pavement markings that are proposed pavement markings. Okay. So that would be delineated on the site, just to reinforce the directionality of those existing driveways.

So again, we did a report that was submitted, and there's basically five uses that are going to be on the site, you're going to have the house of worship, which will primarily be used on Sunday mornings. They will also obviously be there on Wednesday evenings, as you've heard some testimony already from the applicant, as well. We have a fellowship hall that will be used primarily on Sunday afternoons, and on Saturdays, potentially as well for certain events at the church. Then you also have just the day-to-day operations, where there'll be some staff on site doing different things as well. Then you have the food pantry, which I'll talk about a little bit more detail. But you've heard a lot about that already. That's on Fridays from 9am to about 1pm. Again, not the same time as the house of worship or the fellowship hall, then you have what are called life skill classes, I believe are like Bible study type classes, those typically will be happen on Monday and Wednesday mornings. So, getting out on Friday mornings when the food pantry is happening, but typically on Monday or Wednesday morning, not in the evenings when services are happening at the church on Wednesdays not on Sunday mornings and services are happening again, just Mondays and Wednesdays. Then the other service they provide from discussing with the applicant is they also provide for a warming center or a shelter when there's a code blue in effect for the county. That's overnight, that'd be from like 7pm to 7am. So again, that will be at a time when nothing else is occurring at the site. So, there would perhaps be people that come to the site to stay overnight, when the temperatures are low enough, or they open up the shelter and that service is provided to them. But that again will be overnight and not at the same time as anything else. So really the five primary uses really are kind of independent from each other. From a traffic perspective, they're scheduled that way. That's the way they operate, you see this at a lot of other churches throughout the county. Some churches provide daycare services, some have, you know, elementary schools, some have evening classes that maybe we meet during the week, some hosts recreational activities on the weekends for the community, things like that. Churches in general typically offer a lot of different amenities at their facilities, depending on the size of the facility, and what they have. So obviously, they're doing that here for this use and that's common, and that's not kind of unusual thing to see for a church facility.

Mr. Krollfeifer: If you can answer it or you can defer to Pastor Trappier. I understand the overnight for the cold blue will start at approximately 7pm end at 7am and it's when the temperature drops below freezing 32 degrees, or the windchill factor 25. What do you do at 730 in the morning when it's still below 25 windchill factor just them out in the street?

Mr. Mosely: I will defer to the pastor I don't know how that works.

Mr. Krollfeifer: Basically, if you want to hold off on answering it now but I won't forget to ask it again. I want to know where these people expected to go.

Ms. Trappier: The state requires us to house them for 12 hours for the overnight shelters. In the morning, we have the libraries, Dunkin Donuts, and McDonalds. They work with the county to allow individuals and emergency rooms at the hospitals. They allow individuals to come there to warm up and get themselves prepared to go out and do whatever it is. A lot of them work, so we may leave the shelter in the morning and go to work. Those that do not work would go to one of the other specified sites that the county works with us. Some of them have cars and they go together and end up going to the other places.

Mr. Mosley: So, going back to the parking. You heard from Mr. Taylor, basically, when you look at a site, as far as the parking demands. You want to look at the various uses that have been provided on that site, whether it's commercial, or residential, or institutional, or an office, or whatever it may be. You look to the zoning ordinance at that local Township, and you determine the amount of parking required. So obviously, here we have several different things occurring on this on the property, however, not at the exact same time is everything else. But when you have two or three uses, you typically take the cumulative parking requirements, and that's how you determine the parking.

So, in the case of this project, and this property here, the parking requirement based on your ordinance would be 44 parking spaces. We are proposing 29 parking spaces. The question is that enough parking for what's going to be done. So, we obviously can look at the parking needs for each individual use the food pantry operation is kind of the unknown. There's no real parking requirement for that within the ordinance. And obviously, we want to look and see what the actual parking needs were for that. So, in order to do that, we went out to the existing operations where they are in Mt. Holly today. We were out there on Friday, January the 13th. We were out there from 9am until about 1pm, in the afternoon, and we basically sat out there and we just watched the parking that occurred, and we watched the people's they arrived and departed. And we counted the cars that were parking either on the street in front of the facility in Mt. Holly, across the street in the public parking lot, there were even a couple of vehicles associated with the operations of the facility that were parked behind that we included in our parking counts just to be as conservative as possible, we made sure that we counted any parked vehicles or any cars that arrived or departed associated with that use, basically on Friday from 9am to 1pm. What we found was that the peak parking that we saw, which included the staff truck that was parked behind the facility, and I believe there was actually two of those, and any parking on the street, and across the street in the public lot was 15 vehicles at any one time. So, the maximum that we saw was at 15. That typically occurred earlier in the day and as the day went on, the numbers got a little bit lower, I think around 11 o'clock, or 1130, there was a slight increase up to 11 vehicles at one time, but then it kind of taper back off to about four vehicles by the end of the day. So again, we want to study that to make sure that obviously, we have enough parking here, and you've heard a lot of

testimony about how this facility is going to operate, how they're not going to have the walk-up traffic, it's really just going to be the people that can drive, they're not going to be people that walk there. We didn't obviously count for anybody who walked in on our site, we only accounted for the people that drove their vehicles to that facility today. So, I think that, you know, if we said worst case is going to be 15 vehicles here at any time for the pantry facility, then I think that's just being as conservative as possible. So, when I did the parking analysis, I looked at everything, I looked at the various times that the operations that are going to occur, obviously during the day, there's going to be a pastor on staff who's going to be there, she'll have a vehicle there, and maybe some other people working the facility or helping out that may have a vehicle to there. We counted for all of that and what we found was that the peak parking demand for the site is estimated to be 24 vehicles. That would be worst case, peak time and that would be on a Friday when the food pantry is operational, because you'll have the food pantry occurring and you'll have just general staff there as well, working in the facility, helping out whatever it may be, worst case, 24 vehicles. In my opinion, probably some of those vehicles we accounted for when we did our parking counts anyway, so some of those staff vehicles made me within that 15. But let's just say there's 15 vehicles for people coming to the food pantry. Then there's an additional seven or nine vehicles for the staff that are there, including the pastor, then we say 24 vehicles worst case would be there and again, with 29 spaces proposed, and therefore it's my opinion that the proposed parking of 29 spaces can accommodate the needs of this facility throughout the entire week. Again, and that's based on the studies that we've done, and that's based on the fact that really these the things that happen at the facility are all going to be at separate times between the worship services, the fellowship hall operations, the food pantry, the codebook that does occur overnight. And then just the Bible studies in the mornings on Mondays and Wednesdays. Those all happen at different times, and therefore, you would want to cumulatively add up the parking. But in reality, that's not what's going to happen. It's all going to be kind of complementary to each other, and kind of reduces the peak demand or the peak need for the site. I believe the 29 spaces will be able to accommodate that parking demand for the future facilities.

So that's really the extent of the letter that I put together, I've been out to the site several times driven by this place, so many times I can't even count. But again, I've looked at the on-site circulation as well, relative to the parking I believe that the design that Mr. Malinowski has put together is a good design, it does provide for safe and efficient access. It does provide for the ability to access the various parking spaces. I do believe it's a good design from an engineering perspective.

Mr. McKay: What if you were to relocate the trash facility to the back? How do you as a traffic engineer, reconfigure the parking back by that red shed in the corner to accommodate that still maintain your 29 parking spots.

Mr. Mosley: So, I'll just speak to as a traffic engineer, I don't do site layouts, I see a lot of them. But I don't do the full design, which include all the stormwater and everything else. From a traffic engineering perspective, site circulation, I think there's a big benefit to having a free traffic area up in the front of this building, given the layout of this property, given the existing buildings that are there and just given the size of a lot to have a trash truck have to circulate all the way to the rear, pick up, whether it's front loaded or rear motor, whatever it may be, and then try to turn around and come back out. That's a lot of maneuvers for a trash truck. I think given the location up here in the front, being able to

just come in, come straight forward, front loader, whatever it may be, and then just pull back out on the Route 38. That's an ideal circulation for that trash pickup.

Mr. McKay: So, assume that's not possible. What would you then do?

Mr. Mosley: Then I guess you would look at something back here in the rear that would accommodate the trash parking you made me would lose the space or two. Again, I think they still have more than enough parking. I mean, if it were 28 or 27 spaces.

Mr. McKay: You're deferring to the engineer.

Mr. Mosley: Mr. Malinowski is the expert on those things. I will definitely leave that one in his hands. But I do believe that, you know, this is an ideal location from the site circulation perspective, as far as trucks being able to come in easily pick up the refuse and then leave.

Mr. Taylor: Mr. Mosely, the observations that you took, was that a stacking configuration? Or was that a parking space pull in and back out maneuver?

Mr. Mosley: There was a combination, there was a couple of vehicles and I think they were just like delivery type vehicles in the rear of the building and Mount Holly, kind of in an isolated lots not easily accessible for like, you know, in and out movements. Then we saw vehicles parked parallel on the street in front of the building on both sides of I think it's on Mill Street. And then we saw some vehicles parked, there's a public parking lot directly across the street, we saw people parking there and then walk into the building, picking up their products and then going back to their vehicles. So, it wasn't a stack like a queue like you would see on like a drive thru line or something like that. It was people parking in designated public parking space.

Mr. Taylor: Like a multitude of sort of different some parallel, some perpendicular.

Mr. Mosley: Yes, perpendicular spaces in the lot across the street and in parallel parking on the street in the designated parking spaces.

Mr. Taylor: We had some testimony last month; I think in terms of the number of staff. I don't think your analysis included the apartments that are on site.

Ms. Edwards: We eliminated those. There is no longer any residential use on the property.

Mr. Taylor: Alright, so no onsite apartments.

Mr. Mosley: The parking calculations I did were based on the pastor being there and then several staff people working in the facility during the day.

Mr. Taylor: All right, and then what is the number of the food pantry that you had used? Is that seven?

Mr. Mosley: So, for the food pantry, I assume 15 vehicles.

Mr. Taylor: For the visitors there.

Mr. Mosley: Yes, for the visitors. We assumed that there's going to be probably anywhere from seven to nine employees between the pastor and anybody else working in the food pantry on the site as well. We just assumed everyone has their own vehicle to be as conservative as possible.

Mr. Taylor: Alright, so seven to nine staff members.

Mr. Mosley: That's how we came up with 24 total vehicles.

Mr. Taylor: Did you look at the site of that facility, overall sort of gross square footage of that facility versus this facility?

Mr. Mosley: I did not know; we did not do any kind of a comparison in size.

Mr. Taylor: So, I guess the question I'm saying is, your comment was based on your worst-case scenario of what you're seeing today, out there, 15 vehicles per day, that 24 is, maybe a little more, that having 29 will be sufficient for that. Would it be your opinion that if this site is 50% larger than that than the existing facility, that there could potentially be increased parking demand in the future?

Mr. Mosley: I don't think the parking demand for this type of use is related to the building size, it's my opinion, it's more related to just the operations and the service they provide, they provide a service to a specific population area. I think just moving the facility from Mt. Holly to here, it's more a relocation of the operations here, it's not necessarily an expansion or something that's going to create more parking demands or parking needs. I think you've heard testimony already that it's probably going to be about the same. They're going to be able to actually service more people that would typically walk up with just using the delivery truck instead. My opinion that it's more just a transplant of the existing operations, not an expansion, that existing facility.

Mr. Taylor: I think when we started tonight, Ms. Edwards, was talking about how we're constantly seeing increased needs for these facilities and these types of uses for folks. So, if there is, if this is successful, and it grows in the future, how do we handle that?

Mr. Mosley: I can't speak to the operations of how they would handle that. I think from a parking perspective, the fact that there's still additional parking can account for some increase in traffic and activity. I think also the fact that they operate over several hours of time, and they can process people in and out of the site very quickly. They have people out there helping people as they come in, I think that will keep the keep them from having a large peak parking demand, even if they were to have more people come to the site.

Mr. Miller: I have a general question for you to compare the parking proposal for this site and the site that you observed in Mt. Holly. It is totally different, because that scattered in the street parking, across the street. Here, where you're going to have a more controlled parking area for the clients. So, I envision that when they come in, and fill up the slots and keep going out. As they explained before, the slots just keep going up and then as they empty, they come back in and they get filled up, so that the control will happen easier both for your operation and for the people going out. The only difficulty will be those people have to back out of the slot with the traffic coming back and forth.

Mr. Mosley: So that's true. I think that's a good point. One thing I didn't mention this, but the Mt. Holly operation people park and walk to the building, here they are able to park, and then people would come and provide the service to them. So, you're not going to have as much time on the site. You won't have as many people necessarily walking around. As far as the parking but backing out and people coming in. I mean, the parking has been designed with, you know, adequate isle width to allow for those safe movements in and out just like you would have it any other parking lot for an office building or a retail facility or something else that has higher turnovers as well. So again, I think this this layout can accommodate that.

Mr. Miller: I tried to make this clearer, both for me and for the people to see what's happening in their back and forth as compared to what you were able to observe in Mt. Holly.

Mr. MacLachlan: So, if we have a car leaving, don't people have to wait until this car gets out of here, other than these few spots. They have to make a turn to at least get in here.

Mr. Mosley: This area between the building and the parking space, which is what we call the parking isle area, circulation isle. It's 24 feet wide, which is sufficient to allow for two-way traffic as well as for safe movements in and out of a perpendicular parking space.

Mr. MacLachlan: But not enough to make the turn. How is the car going to make a turn when they're right there. They just can't make the turn. I disagree with your testimony. They are going to have to wait to get in there.

Mr. Mosley: So, it's just like anytime you're in a parking lot for a ShopRite or Wawa, whatever it may be. It's 24 feet wide in between the parking spaces. If there's somebody coming towards you, as you're coming into the site, you want pull a right into a parking space. Sometimes you have to wait till that vehicle goes past you before you pull it. But again, 24 feet is wide enough to safely allow two-way circulation and traffic. And it's also wide enough to allow people to safely perpendicular park next to that drive aisle or next to that circulation isle. 24 feet is a standard use throughout the states and is accepted and by IT and other design and other agencies as well from a traffic and circulation perspective.

Mr. McKay: Just as a comparison, if we were to go over to the ShopRite parking lot up the road. What are we going to find in terms of isle width?

Mr. Mosley: Typically, 24 feet with parking on both sides.

Mr. Noworyta: I know you mentioned that you were at the Mt. Holly site. I mentioned this earlier to the pastor. That Mt Holly site is 25 miles an hour. The speed limit. You're talking 38 is 50 and 50 is going slow. People are doing 60 and 70. There is a deceleration lane that's right by the Wawa and it's coming up that way. People are not decelerating. They want to beat everybody else on the left and right because they want to get ahead of everybody else. My second question tonight is the city buses. The city buses are going to drop people off at the Wawa, where are they walking? There's no sidewalk. They're going to be walking on the street. We talked about this in the last meeting, has anything been

decided about that? Because that's the length from the Wawa to that site. I have no idea. It might be a football field long to get there. I could be wrong. I'm not sure.

Someone stated 720 feet.

Mr. Noworyta: There are people going to be walking on the street. The angle of that crossover. I've been here for 20 plus years, I've seen many accidents. I've also seen a kid get hit on a bicycle. Now you're asking people across the street. 25 miles an hour to 50 is a big difference. Reaction times totally different than 25 miles. What's your thoughts on that because that deceleration lane is not a deceleration lane, they pick up and they get moving.

Mr. Mosley: To try and answer your couple of questions. As far as the comparison between the two, we are focused on the parking, and then how people parked on the street is 25 miles, across the street. You have everyone going to be on site, you're not going to have people park on the street. You're not going to have that interaction people get in and out of their cars on the street. Obviously, this is a state highway with a much higher speed than Mt. Holly. As far as the access is concerned, again, like I said earlier, the DOT has reviewed this, they have seen the proposed change in use, they have approved it based upon the existing conditions and there's that additional auxiliary lane coming down Route 38 westbound. It tapers out just prior to that driveway. It's an existing condition, DOT has approved it. I think given the use, it's not a high traffic generator. It's not a retail store other things that would actually be permitted in this current zone. We're talking about a House of Worship that provides other amenities during the day. I think given the fact that you're not going to be having a constant stream of traffic in and out of these driveways, they can operate safely, even given those existing conditions on Route 38. One thing the signal does is meter traffic as well. So, it does create gaps on 38. If someone is trying to make a right turn out here, they're going to have the ability once that light turns green for Hainesport-Mount Laurel and stop traffic on Route 38. You can make a right turnout and continue. I don't think it's going to be a significant amount of traffic and DOT has reviewed and approved this and it can work for this use.

Regarding the walking issue. There are no dedicated sidewalks in this area. DOT has not installed dedicated sidewalks within that right away. We obviously just don't have control of anything between our site and where that bus stop is today.

Mr. Taylor: Would it be safer if there were sidewalks?

Mr. Mosley: Having a sidewalk typically is a benefit versus not having a sidewalk. Sidewalks are not a requirement within this area. We cannot provide them beyond our frontage. If we had a sidewalk, it would be a benefit but again there are no sidewalks in that area.

Mrs. Tyndale: Has anyone contacted anyone about moving the bus stop or adding one?

Mr. Mosley: I have not contacted New Jersey or anyone about it.

Mrs. Tyndale: That would solve an issue.

Mr. Mosley: That would be under their jurisdiction. I haven't had any contact relative to that existing bus stop. New Jersey Transit has jurisdiction and responsibility over the bus stops and their locations.

Ms. Edwards: Mr. Mosely is going to be here. So, any additional questions for him that come up at a later time? We're prepared to answer those moving on to our architect, Mr. Werner of JRP Architects in Riverton. He was sworn in at the last meeting. So, he remains sworn. Mr. Warner, I'm going to ask you to walk us through the existing conditions on the site. Of course, we've already done it from an engineering standpoint, but from an architectural standpoint, describe the existing building to us and then talk to us about conceptually about any changes to be made to it and then we can walk through the floor plan.

The three-dimensional rendering marked as exhibit A7.

Mr. Werner: This is a three-dimensional rendering of the exterior of the buildings.

Ms. Edwards: So, with reference to this three-dimensional rendering, Mr. Werner if you will walk us through the site.

Mr. Werner: We are calling this building one, the two-story residential building. Formerly, as part of the art gallery, mixed use of a conglomeration of buildings. Building two which we refer to was the actual art gallery space. It is mostly open space with partitions etc. on which they displayed the artwork. Building three which was storage space for artwork, for matting, for frame supplies, etc. and workshop area. What's occurring now is we will be under the New Jersey Uniform Construction Code, sub chapter six rehabilitation sub code, this will be a renovation and alteration. The two-story former residence can become office space and a commercial kitchen. The art gallery space will become the House of Worship and community area. The Code Blue shelter would be on the first floor of building three. The food pantry would be on the first floor of building three. There would be storage space and staff space on the second floor of building three.

Majority of the work on the interior will be the creation of additional partitions, demolition of some of the partitions to create the spaces to define those areas. Additional accessible restrooms will be added. Vertical circulation for accessibility will be added and the exterior of the building will be treated. We're talking about using a textured paint finish to provide a stucco look on the existing exposure block for building three and building two. Building one, we get new exterior siding. Both of the buildings that have existing fiberglass shingles or asphalt shingles, probably in this case, would receive new fiberglass shingles and underlayment etc. Really, that's the extent of the work.

Ms. Edwards: That is a good overview. Okay. And just to clarify, there's no residential space as part of the renovation plan?

Mr. Werner: Correct. As part of the renovation and alteration, no.

Ms. Edwards: So, no one will be living on site, as we indicated a few moments ago, about residential use that we had initially had as part of the plan, we have eliminated.

Mr. Werner: The R3 use would occur at those 12-hour periods when the code blue shelter would be in use.

Ms. Edwards: So really, it's because we're not doing any construction, it's renovation of existing building, our testimony is rather limited. I think Mr. Werner has provided a good overview, but we are happy to answer as many questions as anyone has about how we propose to use those structures.

Mr. Taylor: Could you clarify a little bit of what's happening in building one?

Mr. Werner: Building One is office space. On the first floor, there's a reception area. There would be an accessible entrance, office spaces and the commercial kitchen. On the second floor there would be additional office spaces and an accessible restroom.

Mr. Taylor: So, there's a commercial kitchen on the first floor, presumably to serve a community space.

Mr. Werner: Correct.

Mr. Taylor: Then there's also another kitchen on the second floor.

Mr. Werner: That's the existing kitchen in the residence. We'll be renovating that and keeping it as is.

Mr. Taylor: Just for the office use?

Mr. Werner: Yes.

Mr. Taylor: Then it looks like that wing building one will have three full baths.

Mr. Werner: The two existing toilet rooms are not accessible, so we added a fully accessible restroom.

Mr. McKay: When you say accessible, you mean handicap accessible.

Mr. Werner: Yes.

Mr. Taylor: So that's on the second floor and the others you are just leaving the existing bathrooms

Mr. Werner: Yes.

Ms. Kosko: Is there going to be an elevator?

Mr. Werner: Yes.

Mrs. Kelley: Is that the area where code would be?

Mr. Werner: No. Code blue would be in building three on the first floor.

Ms. Edwards: Just explain where the elevator is and what it is intended to serve.

Mr. Werner: The elevator in which building one. Building one would be adjacent to the existing entrance to the building which is not accessible but it is accessible by way of path through the first floor. Outside of the building three would also have access to the second floor by way of the chairlift.

Mr. Krollfeifer: I don't see either of those are render rendering

Ms. Edwards: Let's walk through the floor plan if we could. Marked as A8. Just walk us through from one end starting with building one.

Mr. Werner: Building one accessible entrance would be here into the waiting area, adjacent to the existing stair which is split level here will be the lift here. Which is adjacent to the two new office spaces that will take you up to the second level here.

Ms. Kosko: Do you mean elevator and not a chair lift?

Mr. Werner: Yes, elevator.

Ms. Edwards: Then just wind us through the House of Worship space.

Mr. Werner: From building one into the House of Worship we have another accessible toilet room, storage space, office space, worship area, community area, and access back into the code blue space. Where we have a bathroom, 2 changing room areas, office space with a reception desk, and the food pantry space.

Ms. Edwards: Then on the second floor of building number three.

Mr. Werner: The second floor of building number three would be a staff space with an accessible restroom. Then storage space on the second level with an office adjacent.

Ms. Edwards: When we talk about staff space, we're talking about office space.

Mr. Werner: Yes.

Mr. Taylor: So just code blue staff or for all staff?

Mr. Werner: Believe that's all staff.

Mr. Taylor: What is the common room on the second floor of building one? You have the common room, a dining room and the kitchen.

Mr. Werner: Those are existing spaces which again would be used as part of the office space in building one, such as a break room area.

Mr. Taylor: So is building three, is that 700 square feet and different staff break room.

Mr. Werner: That's also a break room area.

Mr. Taylor: Then the other office, I guess are individual offices, because I think there are three employees.

Mr. Werner: Correct.

Mr. Taylor: There are five offices in building one?

Mr. Werner: Correct.

Ms. Edwards: Other questions for Mr. Warner at this time?

Mr. Krollfeifer: You have another witness.

Ms. Edwards: We do. We have our planning consultant after Mr. Werner.

Mr. Krollfeifer: We're going to take a 10-minute break. We'll reconvene at 8:30.

Ms. Edwards: This may be a good opportunity to ask Pastor Trappier to answer a few questions that were asked at the outset of the hearing about the service area for the organization, about the relationship between Beacon of Hope and Mt. Holly Police, governing body. Let's first talk about the service area for the organization. We know you are currently based in Mt. Holly. Where do the people you serve come from?

Ms. Trappier: We serve all of Burlington County.

Ms. Edwards: Those using your services now from the Mt. Holly location, you have people coming from throughout Burlington County to get services.

Ms. Trappier: Yes, because we are contracted with Burlington County.

Ms. Edwards: Does anybody have a follow up question to that.

Mr. McKay: I think it would be helpful if we just understood the contractual arrangements between yourself and county funding support. It will give a clearer picture.

Ms. Trappier: I am a member of the Continuum of Care with Burlington County. We provide, it's called the citizens serving the homeless, but they don't necessarily have to be homeless. We provide assistance to individuals with a contract with the County, where we provide assistance to those who are in need, whether it's for a mortgage, for rent, utilities, for emergency shelter, security deposit for first months rent and a host of services that the county would refer them out to us, as well as any other agency that contracted with Burlington County. Outside the contract with the state of New Jersey, we provide assistance to individuals that are in need. They don't necessarily have to be homeless, but they have a need, they will reach out to us and contact us and see if we have funding to provide some funding from the State of New Jersey. We get funding from Burlington County and we get funding from FEMA. We also have a contract with the Salvation Army Service Unit.

Ms. Edwards: Anybody else have any questions on that issue of service area or how Beacon of Hope interrelates with their partnerships with other organizations?

Mr. Krollfeifer: During your introductory comments, you talked about the increasing need for the services that they provide. When were just talking about the parking

situation over here. We're like maxed out if you proceed with this, unless I misunderstood something.

Ms. Trappier: The need has increased throughout the country. I was one of the 25 chosen throughout the United States to go to the Hunger Summit in Washington DC. So, the need is greater and it's not necessarily just for food. It's for all types of assistance that we provide through contractual agreements that we have on different levels. So, once you said that the need is increasing, there is an increased need for eggs. Instead of giving a dozen eggs, we may give a family three dozen eggs because we are an agency partner with the Food Bank of South Jersey.

The need has increased throughout the country, people are struggling to pay their rent, their mortgage, car payments, they can't pay their copay. So, then they talk about the meaning of the needs that's what she was referring to. The need is greater since Covid. Our people are struggling, so it's not just me, it is any agency, in the State of New Jersey, the country, in the world, everybody is looking for help. That's what we're trying to do is to provide help to those who are need. I've been a resident of Hainesport going on 22 years. We've been helping people in Hainesport for the past 15 years. They come to our facility; I have gone to their homes, I've taken stuff to the schools, I work with the school district so people can buy school supplies. The need has increase.

That's what we're here to do, to help meet their needs. So, if given the opportunity to come into the community, you can come help others because we believe in changing lives, one heart at a time. That's basically what we do.

Ms. Edwards: Can I ask you to talk or speak to Beacon of Hopes relationship with Mt. Holly Police Department, to the extent that you have any interaction with the police department, how does that work?

Ms. Trappier: We interact with Mt. Holly Police Department, Maple Shade, Mt. Laurel, State Troopers. There is the code blue, they sweep and call my cell phone number. They call to ask if we have room at are code blue shelter. I say yes. They ask me if we need supplies. We say yes and they bring us supplies. They bring us blankets, hygiene kits, food, and clothing. They do clothing drives and bring it to us. They've asked me to come out and speak to individuals that they have on the streets, whether it's Mt. Holly, I have gone as far as Marlton when someone was in distress, and they needed a clergy to come talk to them or just someone that operates in what I do to come talk to them. I've been able to talk with them, I've been able to calm the situation and convince them to get the help that they need. I have Mt. Holly's Chief's cell phone number and I have a lot of the police officer's business cards. We have a very good working relationship. They stated your leaving. We need a bigger space but there is no space at this time that could accommodate. We need more storage space to do what we do. Help the people that we help. I pray that you give us the opportunity to do that.

Ms. Edwards: Do you have in any contact with or work at all with the governing body in Mt. Holly?

Ms. Trappier: Yes, was called the Board of Chosen Freeholders but now the Burlington County Commissioners. I have a good working relationship with them, Congressman Andy Kim, Governor Murphy, Senator Singleton. Whoever is available and I can pull their ear to get some assistance to those who are in need. I may be knocking at your

door; I need help for individuals. People are hurting. I would love to be in Hainesport. I live here and would like to help more families here. That's what I would like to do.

Ms. Edwards: I just wanted to make one comment. You mentioned that I had said that the need is growing throughout the country. Times don't seem to be getting easier. They get becoming more challenging for more people.

Just an aside I happen to in the community in which I live have some and this is just anecdotal, I'm not testifying, I know I'm not permitted to do that. As a community member myself, I have some contact with the with the food with a food pantry in the county in which I live. One of the issues that they've emphasized to me when we've been speaking about the work that they do is that unfortunately, anybody who's in need, it's an unfortunate situation, but the senior community, the senior population is among the fastest growing segments of the food challenged. People who don't have enough to eat, it's hard to imagine, sometimes in New Jersey, many of our communities are affluent, but even in those affluent communities, there is still need. The seniors are really being squeezed for lack of a better way to say it. I was a municipal official for 20 years, and I spent a lot of time working with seniors. I have a special place in my heart for them, and for the challenges that they face. That that is sad that they are really feeling the pressure in increasing numbers. I won't go on any more about my feelings about that.

But I do want to say that we acknowledge, I mean, it goes without saying that at any site, that's the subject of an application like this, there are parameters, there are limits to any site, we know that. We know that, you know, that you can use to an extent anyway, if you are inclined, and we're not even at the point of deliberating and voting yet, but if you are ultimately inclined to approve this application, you know, that you can put some parameters on us with conditions of approval. We know that too and that's the reality. We're standing here before you ultimately asking for relief. We know that that if we're fortunate enough to get it, we're also going to be expected to comply with conditions. We don't expect to serve the entirety of the State of New Jersey from this site. It's just not realistic. What we do hope to do is by utilizing this site in a responsible way, we hope to inspire other organizations, other people to start other organizations other places. We want to be responsible about the way we use this site, if you allow us to, and to inspire others to create sites throughout New Jersey and beyond. That's what we do. That's what Trappier is, she's an expert at inspiring people. I'm one of them. There are county officials who are among them, there are her clients, probably some people in this room behind me. By the time we're done, there'll be inspired to. With that, I'd like to bring up our planning consultant, Mr. Remsa, who was previously sworn.

Mr. Taylor: Pastor or Ms. Edwards is there sort of understanding that we're understanding an increased need for these services and throughout the country everywhere? We're moving into bigger space here. Do you have projections of what your anticipated growth is for funding for any of your contractual obligations with any of these entities? You anticipate a 2% growth a 10% growth? Do you have any projections at all in clientele or funding?

Ms. Trappier: Funding always increases. You have to write for the grants and contracts. It just depends on how many people are applying. The contracts are usually good, two to five years. We have a constant cash flow. As far as clients, before Covid. We had a large group of individuals that would come in and get food. But since Covid, a lot of people are afraid to leave their homes and come to facilities. There were times when we

delivered to people's homes because they just don't come out. So, the numbers have decreased.

Mr. Taylor: About how much?

Ms. Trappier: We were operating before COVID at 200 percent capacity, now were operating maybe like 60 to 70 percent of capacity. That's a big drop, we lost a lot of people to Covid.

Mr. Taylor: So, you're doing about a third.

Ms. Trappier: Of what we were doing before. The rapid services have increased and those are not necessarily individuals that have to come to the facility. We can do all of those services online, over the phone to provide the rent, utilities, and things like that. They can request everything we need through email or fax.

Ms. Edwards: Just if you would. Again, wraparound services.

Ms. Trappier: Wraparound services are services that we provide to individuals that are in need whether it's rent, utilities, mortgage, security deposit, first month's rent, emergency motel placement, emergency transportation, prescription copays, and things like that. Those are the things we call wraparound services. Services that people use every day but find that they are having a hard time maintaining. We fill in the gap.

Mr. Taylor: Is there some anticipated number? Is it a five or 10% annual growth? Or is there some anticipation?

Ms. Trappier: Maybe up 2 to 3 percent in growth in those services.

Mr. Taylor: If and God willing Covid is behind us and you got back to that other triple what you're doing now, will this site accommodate that?

Ms. Trappier: Probably not but we work in unison with St. Andrews. So, we would be able to split our time between here and St. Andrews. We do a lot with St. Andrews.

Mr. Taylor: Because obviously, as Mr. McKay indicated, for me the public safety issue of the parking, while the use is great, and obviously inherently beneficial in New Jersey under the land use law. The parking issue with the parking generation, and the potential for that to create a problem is really my concern and trying to make sure that this is right for you guys, and make sure that it can actually function here. If this has the potential to triple, that is little concerning. That actually calls, you know, Mr. Mosely saying that we do have enough parking based on the counts that were taken last week out in Mount Holly. But, like I said, if we're fortunate enough that COVID is behind us and unfortunate that more and more folks need this service. My question is, can this site accommodate you, and that's sort of rhetorical for your end, but kind of for the board. While I appreciate Miss Edwards, saying that the board can impose conditions, it's really for the applicant to address the negative criteria and convince the board why this use works and how all those things are being addressed.

Ms. Trappier: We are not the only agency in the area. It is not going to impact us because there's so many other agencies that are doing the same thing in the surrounding

area in Burlington County. It is spread out. People stay where they're comfortable with. Mt. Holly, Hainesport, Lumberton, Westampton, and Eastampton are comfortable with me, they're going to stay with me. If they are Willingboro, Burlington, and Bordentown, they're going to stay in that area. If they are in Browns Mills, Wrightstown, and Pemberton, they're going to stay in that area. They pretty much stay to wherever is the closest place. So that's why our numbers would not increase because everybody goes to the pantries that are closest to. So, it would not impact us.

Ms. Edwards: I think what one thing we need to emphasize and Pastor Trappier can obviously speak to the details on this. The need is served rather by many partners. There are many organizations providing some overlapping services but complementary services. The need is such that it takes a lot of partners to address the needs in the community. We'll be doing our part, God willing, from this site, but we know that we have limits there. We certainly don't want to be a problem. We want the site to function well for us, too. So, we understand that we will, that there are other organizations providing similar services, they're going to continue to do what they do in their area, we're going to partner, as Pastor Trappier said, with other community service organizations to provide as much to leverage ourselves in from other locations as we can.

Mr. Krollfeifer: Let's move on to the next witness.

Ms. Edwards: Mr. Remsa is our planning consultant.

Mr. Remsa: Gave his credentials. Let me talk about the property first. We've heard a lot about the property. It's block 101.02 lot 5. It's on the northern side of Route 38. It's approximately point nine acres almost an acre in size. It's irregularly shaped. What's on the site now is a former art dealer and retail use and that's currently vacant. The zoning is the HC highway commercial zone. It's also in a redevelopment area. But there's no redevelopment plan for it. So, I'm not sure what any redevelopment aspects apply. But it is in the HC zone.

So, let's take a look what surrounds the property. The north and I'm going to pull up one of the aerals because I think it's very helpful (A1). You see the trapezoid outlined in red, that's the property on Route 38. It runs along the center of the property. To the north of the property, we have a parking lot. To the east is the Legacy building. That's the building that also has inherently beneficial use. It has the social services we heard about earlier. To the south, across the highway, currently, it's a former car dealership, and we have open space and farmland, and we heard it's approved for future residential use. To the West, we heard a lot of talk about what's to the west. Who owns all these woodlands? This is all part of the Glen at Masons Creek. This is part of the age restricted housing development that's to the west. You can sort of see that there is a stream that runs through here goes under the highway, and collects the water and conveys it to the north. So, that's what surrounds the property, parking lot office building, empty former car dealership, open space, farmland, and woodlands. Several hundred feet farther, you have the age restricted houses.

We've heard a lot about the proposal, I'm not going to dive into the same depth, because we talked about it a lot. But essentially, we have a House of Worship, life skill classes, code blue warming shelter, food pantry, clothing distribution. Those are the primary uses proposed.

We've heard about the same hours of operation. I am not going to dwell on that, because we talked about that at an extent. The important thing is there's hours of operation don't really overlap. We've heard that through the pastor, we heard that through the traffic consultant. Now I'm telling you that these uses are independent uses that operate separately they are not concurrent.

Let's talk about some of the variances that are requested, obviously have a use variance. This type of use and I agree with Mr. Taylor, this is an inherently beneficial use. We're going to get into that because special proofs for inherently beneficial use. A number of variances and design exceptions associated with the proposal. We have a minimum lot area variance, that's due to the fact that the HC zone requires 40,000 square foot minimum, we're at almost 39,000 square feet. That's an existing condition. We have a minimum front yard setback. That's to talk about that as part of the existing house portion of the various buildings on the site. 90 feet required. The existing setback is 47.6 feet. Minimum side yard setback, 25 feet required, existing condition to the house 15.52 feet. We can't change that. That's where the property line is that's where the buildings exist. Minimum setback from the parking from the side or rear yard 20 feet you're required. We adjusted that to 4 and 10 feet. Referred to A6. Ten feet from the parking here at the eastern property line. Four feet here along the northern stretch of that eastern part. That's where it is. It's right next to where we had talked about the open grass area, perhaps a right-of- away at some time and that's next to the Legacy office building. We're proposing an accessory structure in the front yard that's also a variance. It is near the egress driveway from the site. Design exceptions. Buffer standards are required to have grass, trees, and shrubs. In certain areas, it's lacking in that it's not as extensive as the ordinance requires. However, the revisions to the plan are way to address that and will beef up those buffer requirements. The off-street parking maximum number of access drives. The NJDOT approved the two existing driveways, your ordinance only permits one. We have two existing. Buffer of parking, a screen from adjoining street, that is the state highway. We have limited buffering but I believe we are going to address that with additional landscaping. We had a lot of talk for what the ordinance requires for parking. I calculate we need 46 spaces according to your ordinance. The ordinance talks about one space for three seats, we have 39 seats. It's 13 parking spaces, one space for the pastor and have three employees. So, we get 17. The ordinance does not have a requirement for a food pantry. However, it does have it for the Community Center and we calculate that by one space, or 100 square feet, of course, floor area of 2860 square feet of gross floor area, that requires 29 spaces. So, if we add 17 plus 29, according to your ordinance, that's 46 spaces. That's what is required, it's additive. However, none of the uses run concurrently. So, when we default to what the peak use of the property, we heard extensive testimony from Mr. Mosley. He believes that the peak would occur with the food pantry, and he says there's 24 peak use of parking and we have 29 spaces. Also, minimum loading, there's one space that's required. There's no real loading space for this proposal. Your ordinance required shade trees along the street, 50 feet on center. We can address that by adding another tree or two and that eliminates that design exception. So, that's the extent of the variances relates to the bulk standards, and also your design exception that we're asking for. Both bulk standards and design exceptions, weave their way into the proofs that I now have to give you related to the proposed use.

The proposed use is an inherently beneficial use. Inherently beneficial uses are treated specially under the law. They are already assumed to promote the purposes of municipal land use law, because it's an important use that will have a public interest at stake. So, what's the public interest at stake here? Well, we've had quite an extensive discussion on

it. But essentially, it boils down to that House of Worship, and the social support services that have been provided. So, the next part of the test is once we've identified the public interest at stake, they don't have to look at whatever detrimental effects would ensue from the granting of the use variance. Well, let's start off with the minimum lot size. It's almost at an acre. We've heard about the coverages that the ordinance so the intensity of use in terms of building, lot coverage, and impervious coverage are not at play here. Also, the deficient front yard setback for the parking from the front yard. Parking already occurs there now even though it's a gravel area. Talking now even though it's a private area, what we're doing now is better defining where the parking can be and given the shape of the property, the location of existing buildings. Practical terms, the only practical place can occur is in the front and along the side. The functionality of the of the property is good.

Now I'll talk a little bit more about the location of that trash enclosure and recycling closure upfront. I too subscribe to the general design approach that you really don't want to put your trash enclosure out front. However, good design good design principles are not driven by just one element. They're driven by many elements. We have to consider how the property is constrained. The flow, safety if the trash enclosure is back here, or here, forces a truck to really move in and backup, backup, backup. That is not a safe condition. That is not good design. Yes, locating and then also by adding more parking or driveway isles back here creates more impervious cover. Not good for the environment. Better design is to locate the functioning trash enclosure where it makes most sense given the constraints of the property. Even though it is located out front here, it can be designed to be aesthetically pleasing and not obtrusive in the landscape.

Know I'm speaking to you as a landscape architect. So, in terms of the efficient parking, yes on paper we are deficient because we are providing 29 spaces and your ordinance says we need 46. what did I say? 4044 36 spaces. So, when we look at the parking, we have to look at what the peak use is. Mr. Mosley, in my opinion, did an excellent job explaining what the demand would be and with due to respect to Mr. Taylor talking about projections and forecasts for the future. This is what we're proposing now. These are the constraints that we're under. The parking is going to have to occur with what they're presenting to you. Given the fact that the peak demand is 24 spaces we have 25. Even if we were 10 percent off that's another two. That is 26. Round up from the decimal to 27. We still have sufficient parking. Remember that parking demand is occurring one day a week for four hours and we heard that the peak time for parking is 15 spaces and then it fluctuates throughout the day. Even if we had higher demand. What the applicant is able to do and we can condition this is by saying we can take it to two days so that we don't have all the peak demand that overwhelms the property to four hours. You could have two four-hour days of serving the people that want to drive in. They can coordinate the reservations of time for the people to have food and clothing to be picked up.

Mr. Krollfeifer: That presumes that they get a use variance for the parking.

Mr. Remsa: The parking with variances would be subsumed into the use variance. That's how that works.

Mr. Krollfeifer: You are looking at 20 feet required. Mr. Malinowski was talking about 10 feet but you want to go to 4 feet in terms of the property line.

Mr. Remsa: You have to look at what is the impact to the neighboring property. So right here.

Mr. Krollfeifer: With all due respect, I suggest we look at the Hainesport ordinance in conjunction with the impact on the neighboring property.

Mr. Remsa: Well, the Hainesport ordinance says it has to be what I said 20-foot setback. So, from practicality the building is located here that we can't shift the building to accommodate the setback for your ordinance. So, we're constrained by where the building is. So, you have the industry standard of the driving isle width, by the way is ShopRite, Wegmans, Wawa that are all 24 feet wide.

Mr. Krollfeifer: What is the setback requirement from the property line? Which is this direction? What's the setback supposed to be according to our ordinance?

Mr. Remsa: 20 feet. We are proposing 10 feet here and 4 feet here. You have to look for the use variance, what the detriment is and is it so negative impacting your neighbor. The answer is no. You have almost 40 feet from the property line to the edge of the building on the neighboring property. This is all open grass; they don't even have the buffer that they're required to put in. It is just open. We're proposing to put landscaping and attractive fencing to create the buffer from that neighbor. So, in reality, when you look at the two properties, the property line here, but you don't know the property here. So, you'll see all this open space. There's really no negative impact to the Legacy property.

The other was the required loading space. This is not a major warehouse operation, retail operations. The spot would be located here and we are off loading from a small box truck or van. That can easily be schedule to offload next to the building. So, we have no issues with need for a designated loading space. No different than the Wawa down the street, but probably gets many more times loading and deliveries with small articulated trucks. They don't really have a loading space either. This fails in comparison to any kind of operation that's a major retail food and vending kind of operation.

So, the next part of the test is from identifying the public interest at stake, what the potential detriment is, and what can be done to alleviate or reduce the negative impact if any. I sort of talked a little bit about that. We'll start off with again. There's no real negative impact by putting the parking closer to the property line because there's no windows or anything on this side of the building. This building has an unusual architecture where the windows are all up high. This is the space is quite expensive. There's really no negative impact with the parking must be located there. The fact that the parking in the front, it has to be where it is. We can't move the building back. The accessory building that's located off a structure for trash enclosure. Is it desirable to have the trash enclosure on the front. No, it's not. However, given a good design, this is the balancing of all the other aspects of looking at the property and the functionality of how the property operates. This is the ideal location in the safest location for the truck to enter and exit and not commingle with any other vehicles. It has better vision. Can it be reduced in its impact, absolutely. Mr. Taylor recommended putting in the split block mason enclosure. That will improve the aesthetics, and if you have the proper landscape around it. You would barely notice that it is a trash enclosure. So, there's really no visual major impact.

In terms of the parking, I think Mr. Mosley in my opinion demonstrated that the peak parking demand is 24, we have 29. Even if we add 10% of buffer and round up to 27, we still have sufficient. If the demand ever grew beyond what was happening one Friday, they could add a second day of four hours and coordinate with their clientele. We wouldn't have the same overwhelming effect of demand for parking the property.

The last prong of the test is you have to weigh the positive and negative criteria, the public interest against the public detriment. So, we're talking extensively about what the public interest is. So really what is the public detriment of having this House of Worship and social services located on this property. So, I didn't find any significant negative detriment to the public from this. Remember, this is an inherently beneficial use. There's no major negative impact, we can ameliorate it with a landscaping and fencing. We can improve the aesthetics here; the circulation of the property operates quite well. You've heard about the control with how the food pantry operates and there's sufficient peak parking.

So, in conclusion, I believe that the use variance with those bulk variances can be granted for this application. Thank you.

Mr. McKay: Mr. Remsa: Can you address your opinion on the impact of this proposed development on the master plan?

Mr. Remsa: That's not a requirement of an inherently beneficial use. That's not part of the legal test.

Mr. McKay: Can you address it anyway?

Mr. Remsa: I'm not going to address it because it's irrelevant.

Mr. McKay: So, you have no opinion.

Mr. Remsa: I will repeat myself. It is irrelevant because of the legal proofs for inherently beneficiary use do not relate to the master plan.

Mr. McKay: I'll repeat myself. Do you have an opinion, yes or no?

Mr. Remsa; I'm not going to answer the question because it's an irrelevant question. Knowing that's an inherently beneficial use. It is not part of the test.

Mr. McKay: Is your client willing to make changes in this plan? Are you locked in, in effect to the parking layout, the garbage truck layout the declining to add parking to the back like I suggested at the front end of this?

Ms. Edwards: We certainly want to hear if the Board wants to explore with us potential variations on our design, we certainly would like to hear that. Well, you heard it.

Mr. McKay: You heard it from me as one member right at the front end and I got rebuffed on every one of my suggestions. So that's why I asked you whether your plan was etched in stone, from your point of view.

Ms. Edwards: I don't recall you asking me that in just so many words.

Mr. McKay: I distilled it. I spent a good bit of time on the front end of this, talking with your engineer about all these all these items.

Ms. Edwards: As the applicant's legal representative, I am always careful to say, we're not to say that anything is etched in stone, we want to remain open to suggestions and to further considerations. I'd like to hear more discussion about it. If it's, it's something that the board wants to talk about. Then I'll speak to my client and speak to the other members of the team. The client ultimately, makes the decision.

Mr. McKay: Of course, we all know that. The question is if you were to make some modifications to this plan, is that something that is best accomplished by adjourning this and having discussions with our professional board and changes could be made or maybe they won't be made?

Ms. Edwards: I think that is certainly a potential plan.

Mr. McKay: Is that the best plan to adjourn it? It might be would be my answer.

Ms. Edwards: Understood, I'm not a member of the board. I'm certainly not the chairman of the board. I don't want to be presumptuous and start calling members of the board about that issue. But perhaps this is a good time to hear from other members of the board about the issues that Mr. McKay has raised. Again, I'm not in a position to poll the board. But, Mr. Chairman, what do you think.

Mr. MacLachlan: I believe your traffic engineer stated 4 or 5 times that the project was approved by the DOT. I take exception to that. I think we need more education on that. I'm curious when DOT took over our job. Isn't he talking about the entrance and the exit is approved only from 38 or did they approve this whole project.

Mr. Mosley: Just for record, again, Nathan, mostly, my testimony if it wasn't clear before the testimony was that the DOT has approved the change in use for this project to be a House of Worship compared to what it was before. And that's relative to the usage of the driveways along Route 38 as they exist today. That's what DOT has jurisdiction over is the existing access points, future access points relative to the use of the property and they've approved the use on the property and the driveways that exists today for that use.

Ms. Kosko: Does the Board have access to that request of DOT.

Mr. Mosley: I can provide a copy of the of the approval.

Ms. Kosko: When was that request made? Because there's been a lot of changes, this has been very fluid. It seems the project has some changes that have been made, parking standards have changed. The residents, employee residents are no longer there. At what point was the request made? Does DOT need to be involved in any of these changes and do we have access to the original request document?

Mr. Mosley: So, the approval was granted on September 29, 2022 by DOT, that's when the letter was received back, I don't remember the exact date of the submission. I can double check that and get back to you in a second. DOT has jurisdiction over the driveways and the use on the property. As far as the parking, the internal circulation, those items are site plan related with the jurisdiction being with the township. So, DOT

approved the driveways, whether it's a new driveway or an existing driveway that's where their jurisdiction basically ends at their right-of-way line. So, everything internal, it's really the use, which is, we provide them with an analysis based on the square footage of the building and the use of the building, and how that relates to the trip generation for it compared to what was previously on the site, showing it's not a significant increase in traffic based upon it being previously commercial office space and out being a House of Worship. They reviewed all that information they issued a letter in September that approved that use of the driveway for that use. So, I can give you a copy, you give me a minute or two, I can tell you the date we submitted that request to DOT as well. But that's the process.

Mr. MacLachlan: I take exceptions to your statement about 24 feet being the same as Wawa, or ShopRite and let's not forget that they go in both directions and there is not one way in.

Mr. Krollfeifer: Mr. MacLachlan mentioned there's a difference between traffic in the Wawa and ShopRite parking lot versus Route 38. It's a little faster on Route 38.

Mr. Noworyta: I didn't realize that when a person gets off a bus, the shoulders the sidewalk. A shoulder is for a car to pull over when he's got an issue or problem. We're pulling into Beacon of Hope, there's people walking on that shoulder to get into the vehicle. If you look at the ground level, walking from that bus stop on the grass is so uneven. I can't understand why they can't have a sidewalk and also probably a place for them to wait for the bus to come where they going to and wait for NJ Transit to come. I still have a problem with the shoulder.

Mr. Remsa: It's a state highway, it's a state facility. The state provides bus service for all of the properties along Route 38. They provide them for the residents who live nearby. The state is responsible for how it operates its facilities. I see people be walking along Route 38 all the time going getting off the bus and utilizing the state facility and they walk to the various offices, stores. So, this is the same situation for every use that's developed, along Route 38. Municipalities have the option to contact New Jersey Transit to locate shelters, it falls on the municipality's shoulders. How do I know that? Well, I used to be the Director of Planning and Economic Development for Burlington County and have dealt with to Jersey Transit and locating shelters. So, we have been able to do that. But also, the municipalities have to agree because the responsibility of taking care of the shoulders falls on the municipality.

Mr. MacLachlan: How are we going to address residents that want to go east on a bus? Are they going to walk across in the rain and grass across Route 38? People on bicycles barely make it. Where are they going to wait for the bus to go back east.

Mr. Remsa: This not a situation just for Beacon of Hope, it is for every commercial and office use that you have planned in your master plan and your zoning ordinance along Route. It is not unique to Beacon of Hope. It is a condition for all of the development along Route 38. It's a region wide condition not unique to Beacon of Hope.

Mr. Krollfeifer: The only thing that's unique is one of these other facilities would be proposed and put up in town. We didn't have foot traffic, we had parking lots.

Mr. Remsa: We do have foot traffic to them today. I live one town away. I drive Route 38 all the time. I do see people walking on Route 38 to the various facilities that along Route 38. It's not a heavily traveled by pedestrians, but it is traveled by pedestrians. As I said, it's not unique to Beacon of Hope.

Mr. MacLachlan: You're a planner, I don't necessarily think you would go for something like this. You are on this side.

Mr. Remsa: That is not the case. Every application has to stand on its own merits. That's why we're here before you in terms of this use variance.

Mr. MacLachlan: We are concerned about the foot traffic. I think you need to address that if you come back.

Mr. Remsa: It is not the responsibility of this applicant to adjust the foot traffic. It is a state facility and if municipalities are concerned about foot traffic along their highways, they should do something about it. They can talk to the New Jersey Transit and they could talk to the DOT. That's how it works. Not on the shoulders of one applicant.

Mr. MacLachlan: You are saying two things at the same time, that every application has to stand on its own two feet. Well, yet it doesn't so we're just asking. We just want to know what your plans are to address the foot traffic.

Mr. Remsa: As I said your master plan should address the foot traffic.

Mr. MacLachlan: We did not zone churches on that area of town.

Mr. Remsa: It's not just for churches, all of your commercial and office uses will generate pedestrian traffic. That is how you're supposed to address master planning and then you implement it for various ways to implement.

Mr. MacLachlan: That is why a church is not zoned for that spot. You are going to come back to address the traffic issue and the parking issue. Is that the way it is going?

Mr. Remsa: The parking supply is sufficient as what our testimony has been. If we need to come back and look at it in more detail, I think that is what we represented.

Ms. Edwards: What issues would the board like us to take an additional look at.

Mr. McKay: Would you like me to articulate some of them?

Ms. Edwards: Sure.

Mr. McKay: I think the whole parking lot issue needs to be looked at. The expansion of parking into the back. I don't know how that relates to the impervious coverage but the issue is you improve the parking situation and grant a waiver for impervious cover. Maybe you don't have to maybe you get up to the edge and it's sufficient. I think that needs to be of concern. The other issue, of course, with that is the trash out front. That's my view. That's ridiculous to put it there. I hear all the design arguments. And I do respect you sir. But I don't agree with any of those design arguments. The other issue is whether you're willing to have conditions are imposed. This goes to the discussion that

our planner had with the rate of growth of the operation. I say this with difference in the planner, he may correct me or supplement what I am saying. But there might be conditions that limit expansion without coming back to this Board for further approvals. If business use that phrase loosely skyrockets that requires more than nine to one on Friday morning to deliver food or whatever. That you'll come back to this board? It's almost as if there's an expansion of the non-conforming use and you come back for permission to do that. Those are some of the things that I can think of right now. I suspect that our planner might have some thoughts I suspect that other board members have some thoughts. My point is that would it be a wise decision on your client's part, to request an adjournment for the 30 days till the next hearing. I don't know whether we can or not? And have those discussions with the planner.

Ms. Edwards: Can we get some additional input from other board members, and then now I'm going to talk to my client about that and I'm going to recommend that we do that.

Mr. McKay: I'm only speaking for myself, as a board member.

Ms. Edwards: Understood. Can I ask for other input from board members?

Mrs. Tyndale: I have a question in regards to the church portion of it. Do you have plans to allow weddings at the church?

Ms. Trappier: Probably not. Maybe if it is a small wedding. Most people that have larger weddings use a banquet hall. If its just for the ceremony and then they go to a banquet hall or they use the banquet facility for the whole program.

Mrs. Tyndale: That does lead to my next question, because you have a commercial kitchen, then you have a fellowship hall, right?

Ms. Trappier: Yes, the commercial kitchen is for we provide hot meals for the shelter.

Mrs. Tyndale: I was asking, because if you have plans to do that, or if someone would come and ask if they could, you know, but that goes to the church there, you do have a commercial kitchen, so that they could get a professional chef, or you could get a catering company that could come in, and they could do something like that at your facility. So then, because I'm asking that, it leads me back to the issue with the parking just because if you have a wedding, unless what you said it's very small, I mean, like very small. I mean, if you have people that are coming from distances, relatives, you've got single families or single people or whatnot, you're going to run into an issue with your parking again. So, that's why I asked about the wedding because that's something else on the church side of it, that would create more parking issues than what the food pantry is. That's more what I was thinking and wanting to know about.

Ms. Trappier: We probably would sit down with the couple who would be getting married and find out what size wedding that they were looking at. If it is larger than what our facility would be able to provide, we would refer them to one of the local banquet halls. There's a couple in Hainesport.

Ms. Edwards: We're not set up to be an event venue. That's not what we're aiming for.

Mrs. Tyndale: Just something else, just to think about too. If you would have weddings there to decide if you're going to allow drinking there also, because then you've got an insurance issue as well. So, that's just something to think about, as well. So just my two cents.

Ms. Trappier: That would be a no. No drinking.

Mr. Krollfeifer: Any other Board members care to respond, the counselors request. I'm a little disappointed in. In my opinion, a classic example of the cart before the horse and what I'm specifically referring to I had an opportunity to go to the Beacon of Hope website looking at a whole bunch of information there. I was absolutely shocked when I saw a comment in there about, yay, we're moving. There's a picture that's very similar to that down at the bottom. You'd have to be an idiot enough to know what location they're talking about. I mean, there's so many things that have to be considered, assessed, approved. I feel like I'm getting pushed into something and I push back. For whatever it's worth, and I think we should think about a lot of things that we've talked about tonight, I am not happy with the parking situation. I appreciate. and I'm not going against Mr. McKay's comment about the relocation of the trash thing, because that was, I think, and I compliment you for picking up on some of the comments that were made at the last meeting, about the backing up of not only the fire truck, but the refuge and everything. I think that there's some things that we have to work out between your professionals and our professionals, as Mr. McKay said. I am not being disrespectful to Pastor Trappier. When Mr. McKay mentioned something about a delay, I saw your reaction, and it was like, oh, my God, I saw your head go down and put your hand on your forehead.

Ms. Trappier: That is only because I have a grant contractual obligation. I have my grant for purchasing the property, it has a limitation on it.

Ms. Edwards: We are going to work that out.

Mr. Krollfeifer: I am not being disrespectful and I understand that is your problem. We have an obligation on the board to the residents of this township.

Ms. Trappier: I understand, because I'm a resident of Hainesport.

Mr. Krollfeifer: I am not running for office, by the way, I like what I do here.

Ms. Edwards: We understand. We'll work out the areas of concern. We are going to put our heads together and take an additional look at these issues that you've raised. Tonight. Emphasize tonight. We're going to come back.

Mr. Noworyta: It was mentioned earlier that this area, if we are passed covid, I think the pastor had mentioned that there's a possibility that you outgrow this. Where do you go from there? I mean, when this becomes too little because that was brought up. It was a question that was asked pre-covid or covid. All sudden, now we're back to normal again. Then this becomes something more than what this place can hold. What happens at that point?

Mrs. Tyndale: I don't think we should like not approve or approve something based on a what if. I mean, when I go to church, they built a building and within the first month, they outgrew it. So, then they went to two services, three, four or five services. So, I mean,

and then they started making plans to build another building, you know, so I don't think it's fair to approve or not approve something on a what if. They very well could outgrow this building. But if they do, they're going to look for somewhere else to go because there's no room here to expand. I don't think that's being fair to them by saying, what if they outgrow it.

Mr. Noworyta: I'm just talking about Covid. It happened and it was there. Covid is possibly behind us and it could be there before we even know it.

Mr. MacLachlan: What happens to the traffic and the surrounding area.

Mrs. Tyndale: If you want to go that route, Wawa is going to close. So, now you're not going to have all the traffic from Wawa. So potentially you're not going to have as many cars right there

Ms. Edwards: Let me address your comment or question, again, that the answer is we adapt. Like you do whenever conditions change. You adapt, you provide the services differently. I mean, certainly, we're not, for our own purposes, we don't want to be in a situation where we are trying to do too much there. So probably what we would do is be looking to provide services differently. And certainly, our use of the site as proposed is, I mean, we're only using it for any given aspect of the use for a fraction of the week, you know, the food pantry, provide services, or is available to members of the community to pick up food on Fridays, from nine to one. Yes, we do the deliveries on Thursday, but we're taking that food off site to Mt. Holly. Maybe then, as I think Mr. Remsa said, maybe if we provide food service two mornings a week to make sure that we don't have more vehicles than make sense on a Friday morning, then we can accommodate on Friday morning. One other way we might adapt, we might adapt by having a second facility in another location where we do a different, where we provide some aspect of our service, who was lots of ways that we can adapt. We certainly want to be in this facility. I'm making a presumption here. Assuming that we're fortunate enough to get an approval, we certainly want to use this facility responsibly, where we'd be members of the community. We will own the building at that point. We are residents of Hainesport Township now; we certainly want to be responsible members of the community. We're all about community, certainly want to be in good standing with the township. As someone pointed out, we can always be in a position where with conditions of approval, we will require you to come back at a certain point for additional approvals.

Mr. McKay: Did I understand you to say, your client consents to 30 days adjournment?

Ms. Edwards: I'm recommending that we adjourn for 30 days. Pastor?

Ms. Trappier: I'm just emotional right now.

Ms. Edwards: Can we take five minutes, and we'll make it only five?

Ms. Trappier: Can I just have two minutes. This started for me at 19 years old with a five-week-old baby and a mother who was addicted to gambling, who took my welfare check and put me out. I slept in the streets in the bushes in Los Angeles for three nights, bathing my baby with baby wipes. So, this is not a moneymaker thing for me. This is because I've been homeless, which is why I provide housing for homeless. I've been hungry. Where my navel and my spine were starting to get to know each other. So, that's

why I give out food. Having to recycle my clothes, taking a dress and cutting off the dress part to make a shirt, having my kids wear their clothes longer than they needed to. Because I didn't have the money to provide for them. So, what I do, I do because I ask God if you get me out of this situation, and put me in a position and I understand where you guys are coming from that everything has to be, the eyes have to be dotted and the T's have to be crossed. And that is God, if you put me in a position where I can reduce people to not feel what I felt, to not have an address to not have a connection, then that's what I said, I will keep my word. I'm only asking you guys to help me to continue to keep my word, to help others. Because we're all one lost income away from being in that position. That's all I am asking for the opportunity to do what I do here. Because the space over there 786 square feet, we've been doing it for 11 years, I need a bigger space to be able to. My basement is where I hold the toys, toys for kids for Christmas. My garage is where I keep clothes and hygiene kits and an army cots. This place gives me the opportunity to move it up all out of my house and put it in a place where I can sort it out and be able to help those who are in need. So, we'll take five minutes, but I just felt like I needed to just share that with you guys. This is my heart. This is my passion. So, thank you for listening to me.

Ms. Edwards: Five minutes, and we'll be right back.

Mr. Krollfeifer: Counselor, what have you decided.

Ms. Edwards: We are going to take 30 days and do some thinking about some additional calculations with regard to the issues that you raised tonight.

Mr. McKay: Mr. Chairman, I make a motion to have this matter, adjourn for 30 days until the next meeting, which is March 1 at 6:30pm.

Second: Mr. Krollfeifer

Mrs. Kelley: Where do the applicants stand that we keep saying they have to go to the next meeting?

Mrs. Tiver: Item A, we dismissed without prejudice, that is not going back on the agenda. I will inform Mr. McAndrew to what happened this evening to see if he chooses to wait to the following meeting or come in to be heard after them. If I have a small residential case, as I explained to the attorney before, we will take the small residential case first. She did not have an issue with.

Mr. Krollfeifer: I would encourage everybody to look at the agenda that gets posted for that meeting and you'll know if anything is coming before the Board.

Roll call: Mr. McKay, yes; Mr. Krollfeifer, yes; Mr. Noworyta, yes; Mrs. Kelley, yes; Mr. Murphy, yes; Mrs. Tyndale, yes; Ms. Kosko, yes.

Ms. Edwards: May I just clarify that's an adjournment with no further notice required.

Mr. Krollfeifer: Before everybody makes a rush to the door. I want to thank everybody for showing up. I'm sorry. It's another inconvenience. I think it's a wise one. So, otherwise it wouldn't have seconded the motion voted, yes. We'll see everybody on March 1. We're going to continue with our meeting.

The next item of business is the minutes of the November 2 2022 meeting. We made a motion in the second that we accept the minutes I make a motion that we accept the minutes of the November 2 meeting and file them

C. Case 22-11: 735 N. Clinton Ave. Inc.

Block 100.17 Lot 1.04

1352 Route 38

Use variance subject to site plan waiver or subsequent site plan application

Attorney: Patrick McAndrew

Mr. Krollfeifer: Patrick McAndrew requested to adjourn the application to March 1, 2023. No new notice is required.

Mrs. Gilmore motioned to continue to the March 1, 2023 meeting at 6:30pm.

Second: Mrs. Kelley

Roll call: Mrs. Gilmore, yes; Mrs. Kelley, yes; Mr. McKay, yes; Mr. Bradley, yes; Mrs. Baggio, yes; Mrs. Tyndale, yes; Ms. Kosko, yes; Mr. Murphy, yes; Mr. Krollfeifer, yes

Motion carries to continue the application until the March 1, 2023 meeting.

7. Minutes

A. Meeting minutes of November 2, 2022

Mrs. Kelley motioned to approve.

Second: Ms. Kosko

Roll call: Mrs. Kelley, yes; Ms. Kosko, yes; Mr. McKay, yes; Mrs. Kelley, yes; Mrs. Tyndale, yes; Mr. Bradley, yes; Mr. Noworyta, yes; Mr. Krollfeifer, yes

8. Resolutions

A. Resolution 2023-04: Granting bulk variances for construction of a new single-family residential dwelling on Block 110 Lot 12.01

Motion to approve: Ms. Kosko

Second: Mr. Krollfeifer

Roll call: Ms. Kosko, yes; Mr. Krollfeifer, yes; Mr. McKay, yes; Mrs. Kelley, yes; Mr. Bradley, yes

9. Correspondence

A. Letter dated January 3, 2023 from Burlington Co. Planning Board to Construction Official

Re: Hainesport Industrial Development Coreone Block 98 Lots 2.01, 2.02, & 2.08

B. Letter dated January 4, 2023 from Alaimo Association to Construction Official

Re: Davenport Village Expansion, Foundation Survey Review Block 9.01 Lot 43 Building 900

Motion to accept and file: Mrs. Kelley

Second: Mr. Bradley

Roll call: Mrs. Kelley, yes; Mr. Bradley, yes; Mr. McKay, yes; Mrs. Tyndale, yes;
Ms. Kosko, yes; Mr. Murphy, yes; Mr. Noworyta, yes;
Mr. MacLachlan, yes; Mr. Krollfeifer, yes

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 10:10pm.

Second: Ms. Kosko

Roll call: All in favor

Paula L. Tiver, Secretary