

**TOWNSHIP OF OCEAN  
REDEVELOPMENT COMMITTEE**

JANUARY 8, 2009  
5:30 PM

1. CALL TO ORDER

- ROLL CALL

Daniel Van Pelt   X        Dick Reilly   X        Robert Kraft   X  

**FLAG SALUTE**

OPEN PUBLIC MEETING ACT – PURSUANT TO THE PROVISIONS OF THE NEW JERSEY OPEN PUBLIC MEETING ACT, ADEQUATE NOTICE OF THIS MEETING WAS PROPERLY PROVIDED BY SENDING COPIES OF THE NOTICE OF MEETING TO TWO NEWSPAPERS, THE ASBURY PARK PRESS AND THE PRESS OF ATLANTIC CITY. THE NOTICE WAS POSTED AT THE OFFICE OF THE TOWNSHIP CLERK AND ON THE BULLETIN BOARD OF THE ADMINISTRATION BUILDING.

**Meeting Minutes**

Approval of the December 11, 2008 Meeting Minutes:

A motion of approval was moved by Deputy Mayor Reilly, seconded by Committeeman Van Pelt.

Roll Call: Van Pelt: Yes, Reilly: Yes, Kraft: Yes.

**Regular Business Meeting**

Formal Application:

- Diamond Developers
  - o Block 131, Lot 4

Anthony Garafalo, applicant, represented by Larry McGiver, Gilmore & Monahan, David Minnow, Minnow & Wasko Architects & Planners.

Township Attorney Greg McGuckin swore in Mr. McGiver and Mr. Minnow to give testimony.

Mr. McGiver stated Diamond Developers has come up with something everyone will like. Mr. McGiver congratulates the new Mayor, Deputy Mayor and hopes Committeeman Van Pelt will get some time off.

Mr. Minnow, Tradewinds of Waretown Redevelopment Project for Diamond Developers, stated this presentation is picking up from the comments of the last meeting. The property is located along Route 9 at Birdsall Street. Diamond Developers has looked at all the environmental issues related to the site, which essentially effects the back portion

of the property with a wetland area, including the tree preservation issue. It is a traditional neighborhood development in a mixed-use context. We are trying to create a type of architecture that brings the project closer to the road, for a Main Street type of feel, with a new "Main Street" at the entry off of Route 9, which is mixed-use. It has retail on the first floor and residential on the second floor. The rear of the property is residential.

It is an inclusionary development with 29 affordable housing units and a total residential density of 144 dwelling units. The retail component is 28,000 sq. ft. consisting of three buildings. All three retail buildings are located along Route 9. Two identical buildings, labeled Building B, are 11,500 sq. ft. of retail on the first floor of each, with 12 residential units above each of the commercial. Building C is a one-story 5,000 sq. ft. building also located along Route 9. The developer is trying to pull the buildings close to Route 9, about 60 feet from the curb line and about 30 feet from the right-of-way. The developer is creating a pedestrian zone, protecting them from traffic on Route 9.

There is a boulevarded Main Street as you enter the site. There are parallel parking spaces to be used as a traffic-calming device. Along the retail we have five parallel parking spaces on either side. There are retail shop entrances along the edge of Route 9. This is not a typical New Jersey retail. This retail is close to the street and parking in the rear of the buildings. What you see is great landscaping, great architecture, and a very, very attractive building.

A rendering of the clubhouse is shown. The clubhouse is at the end of the boulevard. The four main residential buildings are turned perpendicular to Route 9. There is a short elevation, which affords more views to the tree area and to the water areas to the East. The parking is fully compliant. There is a shared nature of parking between the retail and the residential. They meet the straight parking requirement. The total number of spaces is 368. It is broken by RSIS requirements for one and two bedroom units, with 12 spaces dedicated to retail. Last time, we talked about possibly taking an over-parked area of the site, on the Northern piece toward the storm water basin, and banking that parking. The developer would have the area for that parking, but not construct it unless there was an issue.

The developer and Township Committee talked about the potential for a roundabout and/or circle at the area of the intersection between these buildings and the shopping center across the street. We were asked to show a plan, if that idea were to be approved from DOT, to see what would happen to this project. The developer presented a drawing of the compliant rotary/circle. The developer's engineers did some work with DOT to see what those potentials would be. The opinion is it will probably not occur but have

accommodated it for the circle to be inlayed at a later time. It is 45 or 47 feet from the building face to the right-of-way. From the curb to the building face of Route 9 it is 60 feet. Where the curblin does get closer is right at the edge of the corner. At that particular point, we are about 12 feet from the tower element. The developer would like

to put steel vollets around that radius, if a car went off that curb toward the building, the pedestrians would be protected. The dimension from Route 9 to the building is very good to protect pedestrians on the straight-away portion of Route 9.

The discussion was on the design of the commercial buildings. The first elevation drawing shown was the elevations you would see of the building along Route 9. It was a concept park elevation of the retail buildings and the two B Buildings, with the boulevard entry coming into the site. It is a very attractive architecture with two small tower elements at the radius corner, with stone at the ground level coming up into the tower element on the second floor, and horizontal siding above at the residential units that are on the second floor.

There were two small cupolas to give it a festive look to identify it as a town-center-type of boulevard as you would come in off of Route 9. There is room for café dining in that area. The backside of building B is shown. These are generally L shaped buildings. The two portions of the building contain the retail store frontage with awnings of the stores. On the inside of the L, toward the back of the stores, is where the loading is. Building C, which is the building furthest to the North on Route 9, is a one-story building. There is no second floor space on the building. There would be a landscape feature between Building C and B and create a bench/gazebo area with a trellis to make that front façade.

The Recreation Building/Club House, which is at the end of the boulevard when you come in off Route 9, has a large multipurpose room, fitness center and restrooms, which serve the pool. The pool would sit behind the building toward the tree area. The pool is protected from the parking by the building itself.

One more set of elevations is presented. There are four residential buildings in the back, labeled Building A. These buildings are double-loaded corridor buildings, where we have entries coming in on either side of the building, with a corridor through the center. They are four-sided buildings. People can enter the building at four locations. A top elevation is presented showing the ends of the buildings facing Route 9. They are very attractive with stone portions, just like the retail, up to the second floor with horizontal siding, divided windows. There are balconettes and balconies on these buildings. They have some standing seam-metal roof in the eaves and at the entry points and on the cupola. The buildings are not flat apartment buildings. There is movement vertically and horizontally in the façade. The buildings are both historic and interesting in vision. Trash and site plan altercations were made as requested by the Township Committee.

Mayor Kraft asked if the developer brought color samples of siding, roofing, etc.

Mr. Minnow stated he wanted to bring them when the site plan was approved.

Scott Taylor stated at the Redevelopment phase, all the materials of the color pallet should be presented to the Redevelopment Agency. Mr. Taylor spoke on his report submitted on January 7, 2009. Mr. Minnow has addressed a majority of the issues.

Mr. Taylor stated the town echoes a concern that Mr. Minnow identified, which was the separation between the vehicular and pedestrian circulation, along Route 9. As this project moves forward, the issue of the circle really needs to be vetted by the Redevelopment Agency and the developer. That is larger than it had been shown on the initial planning documents that the town had prepared. It has a greater impact, in terms of pushing into the site and a close relationship between the curblines of that circle and those two front buildings. There may be an opportunity to meet the traffic-calming objective at this intersection by some means other than an actual circle. The outside diameter is 180 feet.

Committeeman Van Pelt stated the roundabout is not that big.

Mr. Garafalo stated the right-of-way is 180 feet.

Mr. Taylor stated graphically it is shown as the curb. If that were the curblines, it is too close to relationship between the curb and the front of those stores. The circle will slow people down. There are other ways we can do that. Even if it were a traditional intersection, with decorative pavement, it will try to meet the same objective, without negative reason.

Mr. Minnow stated the curb is 10 feet inside of that.

Mr. Taylor stated the town may want to address whether or not the roundabout makes the most sense in that location for the whole center and then address this application to this project. In the previous submission, there was a different parking configuration between Building C and the storm water basin. That has been amended to three dead-end stub blocks. Mr. Minnow had talked about that being potentially the green bank area. What was the rationale for that?

Mr. Minnow stated it was to create not such a big central lot. The green areas were to break it up. Two sixty-foot parking areas could be put in there, which would allow the developer to shorten it from the rear. The developer wanted to get more landscaping so you're not seeing car after car.

Mr. Taylor stated if it is going to be green banked, the Township Committee would like to try to not have dead-ends, especially if a successful business is in Building C. That is

one area to look at, if that is going to be phased. The Township Committee would support that, because there is retail and residential rentals, having them green bank those. If the retail needs it, they will build it. Otherwise it is going to be a reduction in their

business. As long as they are close, the opportunity for parking does exist. It eliminates unnecessary asphalt in a hardscape project.

Deputy Mayor Reilly inquired how cars will be able to enter the parking without coming into a line of traffic.

Mr. Minnow stated there is an area here for stack of several cars coming out of the intersection.

Deputy Mayor Reilly stated there is something preventing them from backing into the flow of traffic.

Mr. Minnow stated no. It's the fact that people are going to be slowing down seeing a landscape development in the center. Seeing parked cars there is being used as a traffic calmer. It is a place to say, this is a pedestrian zone. If you were shopping over here, you could walk across the street safely, because cars will be going slower. People get visual clues to slow down, as if they are downtown, when there is parallel parking. If there was no parking and just straight curblines running through this, it would be much more of a raceway, until you get to the center section. You typically do not back out of a parallel space.

Mr. Taylor stated the driveway throat may need to be lengthened and push the parallel parking a little bit further back. You will have 100 feet or so, before that parallel starts. The intent was if you have a little bit of parallel parking, it will slow people down. The engineers will have to check on the safety.

Deputy Mayor Reilly inquired where is the dumpster area.

Mr. Minnow stated there are two enclosed dumpsters located for the retail. Location of the dumpsters were discussed.

Mayor Kraft inquired what the proposed square footage of the clubhouse is.

Mr. Minnow stated the clubhouse is about 1,300 sq. ft. Right now it is planned as a clubroom, a major room that could be set up as a lounge or living room with a fireplace, an exercise room, and restroom facilities with a separate exit that service the pool area. The pool deck area is about 50 feet by 90 feet. The actual pool is about 40 feet wide by 20 feet width. 144 units is not a large community to support a large club facility.

Deputy Mayor Reilly inquired if the units are rental or purchase or both.

Mr. Minnow stated they are for purchase.

Mr. Garafalo stated they would open at the \$200,000 or \$225,000 range. The majority are two bedrooms. 90% two bedrooms at 900 square feet, 10% one bedroom are 600 square feet and three bedrooms are a little over 1000 square feet.

Mr. Minnow stated the 600 square foot one-bedrooms were affordable housing. The market rate for one bedroom is around 800-790 square feet.

Mr. Garafalo stated the majority of one bedrooms were 840 square feet and the two bedrooms are average 1000 square feet. Those would be \$225,000. There are some with lofts.

Mr. Minnow stated there are 15 one bedrooms at market rate and 100 two bedrooms in the market rate. In the COAH units are 5 one bedroom units, 18 two bedroom units, and 6 three bedroom units. That is the required units from COAH.

Mr. Taylor stated if the COAH requirement/breakdown would change in the interim, would there be some flexibility to change the bedroom count?

Mr. Minnow stated this is what is being proposed to do the 29 units. How the town solves its COAH requirements is up to the town.

Mayor Kraft inquired what the buffer is from the pool.

Mr. Garafalo stated 90 feet at the closest point. 120 feet at the closest point at the back edge of the clubhouse.

Mr. Minnow stated the residential properties to the rear and the backs of those properties are mostly wooded. The distance from the back of the clubhouse to the back of the residents is approximately 320 feet.

Mr. Taylor stated if there is visibility there, the developer could provide evergreen buffer plantings in that area.

Mr. Minnow stated there would be new landscaping around the back of the pool area.

Township Attorney McGuckin inquired what the percentage of conservation easement is.

Mr. Garafalo stated the property is encumbered by a wetland corridor in the Northwest corner. The developer is bound to provide tree preservation as per CAFRA. The plan presented has about 35% of preservation. It is around 4 or 5 acres.

Anthony Garafalo stated he would prefer to not encumber any property, except for the portion that is absolutely necessary to encumber.

Township Attorney McGuckin stated if it is not going to be used as part of the site plan, why wouldn't it be preserved, so that there is a legal restriction that it can't be cut and used as a parking lot.

Mr. Garafalo stated if the plan is approved, it would be based upon the site plan and go straight to the board. If there were any intentions for a plan amendment, the developer would have to come forward.

Township Attorney McGuckin stated if it is not in the township easement, it is hard for the township to make sure it is not cut. It could be cleared and cut in one day.

Mr. Garafalo stated if it was restricted initially, it would give less opportunity for favorable inclusion later on, even if it is at the municipality's request for a recreational area, etc. To include it now would be premature.

Township Attorney McGuckin stated after you get CAFRA, there is no other reason why it could not be done.

Mr. Garafalo stated if the board found it favorable and adopted. If the board didn't, they could reject it. To leave it open and available is best for the municipality, as well as the developer. Restricting it now, even for CAFRA's purpose, may restrict something the municipality wants.

Mr. Minnow stated there would be a fence around the pool, as required for subcode and safety.

Township Attorney McGuckin inquired if there would be a fence for privacy in addition to the trees.

Mr. Minnow stated, if necessary. The developer would prefer to leave it natural. There would be a fence around the pool and the clubhouse.

Township Attorney McGuckin inquired if the ordinance requires a certain square footage for the clubhouse, for the number of units.

Mr. Minnow stated no. The developer is looking at the Redevelopment Plan, which is basically the zoning ordinance for this. There is no requirement.

Township Attorney McGuckin stated the zoning ordinance for Greenbriar has that.

Mr. Minnow stated typically for an active adult community there would be a requirement of approximately so many square feet for the clubhouse feet per unit. In a market rate condominium project, there is typically not, because it is all market driven. You want to be careful not to burden the homeowners association with a large facility.

Township Attorney McGuckin stated 144 units, there is kids, etc.

Mr. Minnow stated the clubhouse is small. A small child population is expected here with one and two bedroom units.

Mayor Kraft stated when the residents want to have get-togethers with families, that is the place they are going to do it, because the units are so small. How many people can you fit in 1300 square feet.

Mr. Minnow stated you can fit 40-50 people in there.

Mayor Kraft stated the size of the clubhouse should be revisited. It is not fair.

Deputy Mayor Reilly stated there is very little recreation area for children anywhere in here.

Mr. Garafalo stated the developer has left a block for an additional recreation area next to the pool. It is difficult to say a specific recreational type is going to be there – either basketball or tennis. That may not be the type the community desires. That will be left open for that community for that expansion. There is approximately 5,000 sq. ft. It is a considerable area for expansion. It has been measured out to accommodate numerous types of recreational facilities. A tot lot is not a concern.

Mr. Taylor stated it would not support a tennis court. It would support a bocce court or ½ basketball court. It should be put in from the beginning, putting in a tot lot. That area will need to be refined as you move forward. All the hardscape will need to meet the barrier for subcode and product safety commission guidelines for playgrounds. Whatever you do will need to be identified. When you start to do your marketing, you will find that there's going to be a slightly different focus and you will have to come back and modify from one to another. It is going to be important to show benches, sitting areas, bike racks, small children's play area, etc.

Mr. Garafalo stated they can pre-design the component to include them. They will put in the tot lot and leave it available for later development.

Deputy Mayor Reilly inquired what storage is being provided for the various condominiums.

Mr. Minnow stated the units will have some internal storage. A small basement area will be underneath the club facility, with outside access so pool furniture can be stored in the winter.

Mr. Taylor inquired about the water table in getting a basement.

Mr. Garafalo stated the water table is relatively high, about 4-5 feet. Basements are going to be a problem and are not being looked at for that reason.

Mr. Taylor inquired if the developer can build a combination of an accessory storage structure for the clubhouse building, whether it is attached or detached from the clubhouse. Secondly, is there any outdoor storage for bikes, etc?

Mr. Minnow stated they can do that. Bike storage is a great comment. There will be bike racks.

Mayor Kraft inquired if the crosswalks will meet the design standards in terms of material.

Mr. Minnow stated yes. It will be a dimensional paver. The developer will work with Mr. Taylor's office when they get the site plan. All of the areas will be highly designed sidewalk areas along the facades of the buildings. The developer will comply with the town's design standards for streetscape.

Mr. McGiver stated a site plan could be submitted to the Mayor so the Mayor could see what the developer is proposing to the Planning Board.

Township Attorney McGuckin inquired who will own the retail units and who will be responsible for the maintenance of internal roadways, driveway access, homeowners association, etc.

Mr. Minnow stated retail will be owned by Diamond Developers. There will be a master association and a residential component for that master associations, as well as the retail component. The master association will jointly manage the grounds. The residential component will manage the clubhouse. Maintenance for the basin will be handled jointly on a pro-rata.

Mr. Garafalo stated the rental units are the COAH units. The developer has interviewed an entity for management.

Mayor Kraft stated they would have to use the township's.

Committeeman Van Pelt stated the town has an administrative COAH agent that would handle it from A-Z. The owner pays for the advertising.

How are the COAH units distributed among the other units.

Mr. Minnow stated there are 24 units above the stores. The other 5 are located within the other residential buildings.

Committeeman Van Pelt inquired if the units above the stores are taken out, then how many units are there.

Mr. Minnow stated 144 units. In the large buildings are 120 units.

Jim Oris, CMX, stated the high water table could have an impact on the storm water management system. There is an area reserved for the storm water management basin. It is in close proximity to the identified wetland corridor and wetland area. Have you considered the impact of the site as it relates to Route 9. There is a three-story complex close to Route 9. Visually, it could look very towering, if they have to elevate the site to keep a minimum distance between the seasonal high water table and it's storm water management system. CAFRA regulations is two feet at a minimum.

Mr. Garafalo stated the developer has taken a preliminary look at the site plan and how it is all going to work. At this point, the design is going to result in a confined system, using some underground storage underneath the drive isles of the parking area in conjunction with the basin at the North corner of the site.

Committeeman Van Pelt inquired if there is a considerable elevation change there now.

A discussion took place regarding storm water basin and underground recharge.

Mr. Garafalo stated there is some throughout the site. The developer is going to work very diligently so the site does not have to be filled. The developer does not want to truck in thousands of yards of dirt. There will be some filling of the site. Most of it will come from the excavation of the site and for utilities. The developer envisions a plan with perhaps forced pavement to provide some hard water quality in accordance with CAFRA and the State of New Jersey. It is going to be a combined system that will make use of underground storage under drive isles in the parking areas as well as surface storage in the footprint that is available at the basin.

Committeeman Van Pelt inquired if there is going to be a gradual incline into the community.

Mr. Garafalo stated yes.

Mr. Minnow pointed out the high point elevation of the site at 16 and then it goes back to 9.

Mr. Garafalo stated there will be a bit of a challenge getting the grading work where you have to tie into the existing grade that will get worked out.

Committeeman Van Pelt stated that is similar to the problems at Shop Rite.

Mr. Garafalo stated yes.

Mayor Kraft stated it is going to be land-based built, and the developer is going to balance the site with the fill on site.

Mr. Minnow and Mr. Garafalo stated yes. The developer will do everything in their power to balance the site by using different elements of stormwater management.

Mr. Taylor inquired if there will be retaining walls along the site frontage between the Route 9 curblin and the finished floor of the buildings.

Mr. Garafalo stated he does not anticipate that at this point. The final design has to be completed. It will be a challenge to get the grade work out with the two B buildings.

Committeeman Van Pelt stated if there are retaining walls, that addresses your concern about traffic safety. Is there going to be a retaining wall between the building and traffic?

Mr. Garafalo stated if there is something that the developer has to work out, in regards to grade transition from the middle of the site, where the boulevard ends, to Route 9, the developer hopes to be able to do it with a step or two in the floors in Building B. There are several different alternatives to that solution. The developer is not anticipating filling the site five, six or eight feet in with retaining walls. That is not the look we are trying to achieve. It is not cost effective, either.

Mr. Taylor stated if walls are needed along the site's frontage, you would resubmit those for review. Unless that is quantified right now, it doesn't give the Redevelopment Agency a comfort level.

Mr. Garafalo stated if there are any exterior or retaining walls required, the developer could bring that back to the Redevelopment Agency.

Mr. Minnow stated the shopping center site on the other side is quite a bit higher.

Mr. McIver stated the organization of the site has come a long way in a short amount of time. He is very familiar with Mr. Minnow's work in other areas. Mr. McIver knows how he approaches sites. It looks very encouraging in terms of how the process is met. One of the concerns is the reference to the rail trail, Shop Rite across the street, whether or not the town wants to encourage or discourage pedestrians crossing from one site to the other, and how this site relates to the other projects that are going to be happening

around it. One example is to bring buildings closer to the road so that it is conducive to pedestrians walking from one to the other. What might be the proper point of entrance would be a single entrance so that there could be a crosswalk there. You could walk safely from the Shop Rite area to this center. Keep in mind circulation on site, as well as offsite.

Mr. Taylor stated it is a lot harder to cross that circle as a pedestrian.

Committeeman Van Pelt stated Volunteer Way is the dedicated crossing area. When Volunteer Way is built, the town is to ask the state to reduce the speed limit on Route 9 to 35mph. This is one of two Roundabouts. Therefore it increases the safety for pedestrian traffic. If pedestrians do not want to be in the town center, they could skip the entire town center by getting on Volunteer Way and going to the Parkway. That is why the roundabouts are important and the extension of Volunteer Way is important. The town center concept is to be pedestrian friendly. The only way to do that is to give people an alternate route, which Volunteer clearly does. The second thing to do is put devices in that slow down traffic. That is why the roundabouts are important. They are not 180 feet in circumference. The distance from the corner of the building is probably going to end up 40 feet. This site is going to generate a lot of foot traffic.

Mayor Kraft stated a roundabout would be unique, but does not see how it is ever going to happen. A traffic light can't get approved. How is the developer going to get a roundabout approved? As a developer, how do you move forward? The developer will be in bureaucratic gridlock forever.

Committeeman Van Pelt stated the roundabout was the DOT's idea. That came from a planning study of the Route 9 corridor. That is why the town is doing a transportation improvement district, which is used to fund infrastructure improvements. The town is supposed to take TID money and develop a roundabout with the state. The roundabout was the state and the DOT's idea, not the township's idea. That is why the TID is important. That is why the roundabout is important. That is why we have a meeting on the 21<sup>st</sup> in front of the State Planning Commission. They want to know where the town is at after plan endorsement. Members of the DOT sit on the State Planning Commission. Just plan like it is going to happen. If it doesn't happen, no harm no foul.

Mr. Garafalo stated the developer will include it in the plan and get the measurements accurate. The developer has the capability of sliding the development back a little bit, in the event the roundabouts are larger. All of the criteria can be met. The developer will work with the DOT and get the numbers correct.

### Public Comment

Motion to open to the public was moved by Deputy Mayor Reilly, seconded by Committeeman Van Pelt.

Roll Call: Van Pelt: Yes, Reilly: Yes, Kraft: Yes.

Larry Doane, 146 Bonita Road, presumed when the materials are presented, the developer will also submit the concept for the signage and make sure they comply with the town's regulations and how they fit in the building so there are no surprises.

Mr. Minnow stated a sign package is presented to the town first and also used in the leasing. The developer does not have the tenants until the approvals. They must comply with the sign package.

Mr. Doane is concerned that 75% of the apartments are facing another building, particularly on the first floor, where you might be facing headlights. It's a very urban environment when you are in a suburban area. The developer might want to rearrange the building for better aesthetics.

Scott Taylor explained the orientation of the buildings. Every unit has views of the woodlands behind. The upper floors have a potential of, vertically, having an opportunity to see water. By orienting the buildings the way they are, it would give every single unit the ability to look down and look out and see the wooded area to the rear or behind. If the buildings were faced in a different fashion, there would be some that fronted directly out to the woodlands. It was really a matter of preference.

Mr. Garafalo stated there were 28 versions.

Committeeman Van Pelt suggested that the developer should coordinate with the Township Engineer. A lot of people are expecting some 30 billion dollars to find its way to New Jersey for infrastructure projects, under the stimulus package. A letter should be written to the state stating that the town has infrastructure, besides Volunteer Way, that are designed and ready to go. The developer should be pressing them that the town has infrastructure projects ready to move on Route 9. There is a funding mechanism for Route 9. NJLM are asking municipalities what they want. They are getting a list together for the entire state, when this money starts to flow. It is expected to go to counties and municipalities, like under the original stimulus package.

Jim Oris stated there are many different versions of the stimulus package that are being talked about with the exact focus and direction that have been concerning water quality improvements and water quality projects and also projects that have green initiatives. That would be an addition to other transportation improvement projects, such as improvements along Route 9. Mr. Oris is preparing those types of lists for other communities in Ocean County and can assist with the Township of Ocean as well.

Pat McCarty, 123 Main Street, stated it is a beautiful package with great renderings. Ms. McCarty's main concern is the buffer area. The buildings are about 4 stories high and if the ground level is raised, people are going to be looking down on her at her back door. Ms. McCarty would like to have seen a cross section, which shows the height of

the building, the height of the existing woods, and the lighting height. Ms. McCarty suggested fencing off the area with a snow fence to protect the trees while the development is being built with heavy equipment.

Mr. Garafalo stated there is a wetlands conservation easement depicted in the rear of the project. There is also a conservation easement that adjoins your property. The developer is in agreement with keeping the lighting levels low and snow fencing will be placed to protect the vegetation. Inclusive to the site plan application, the developer can do a cross section to show the height of the trees and the view of the buildings.

Mayor Kraft inquired if there will be control measures in place to prevent machinery going into the woods and knocking trees down.

Mr. Garafalo stated yes.

Ed Covitz, Brookville, what type of security will be provided for the development. What is to prevent people from walking into the development from Main Street.

Mr. Garafalo stated the plan right now is not a gated community. It is part of the open community in the town center that is accessible to the general public. There is a component of retail as well as residential. It is important that the public has access to the site. There is no fencing planned around the whole development.

Mr. Covitz stated he is concerned about the egress going to and from the development to Dunkin Donuts or the bank. There is no concept being presented as to how pedestrian traffic is going to move from one side of Route 9 to the other.

Committeeman Van Pelt stated there is a rendering in his office of Volunteer Way and Route 9, with raised crosswalks, walking paths, and walking signals.

Mr. Covitz inquired what is the elevation of this development in relation to Route 9.

Mr. Minnow stated it is fairly even with Route 9. Just off the embankment is up at 18 feet. The intersection is at 14 feet above sea level. The highest one on the site is 16 feet.

Mr. Covitz inquired about the runoff from this development. Is everything going to be pitched to the pond?

Mr. Minnow stated there will be some storage below the parking lot, with chambers. That will be linked up with the basin. The South can all be pitched that way.

Mr. Covitz stated assuming you don't sell anything, you are going to rent it all. What kind of taxes are you going to generate on the living facility and the commercial?

Committeeman Van Pelt inquired what is the estimated assessed value of the entire project.

Mr. Garafalo stated based on the community impact statement that was submitted, there was a positive of approximately \$90,000.00 in excess annually to the municipality.

Mr. Covitz stated an apartment would cost the town a little over a \$1 million dollars a year.

Mr. Minnow stated he will show Mr. Covitz the impact statement when the developer gets the site plan. One and two bedroom units will generate approximately .1 school children per unit. The developer anticipates 15 school-aged children in this development. The project is elevator-served, corridor residential buildings. It is not child-friendly. It has been documented at Rutgers University that the school has produced those figures. Your planner or Scott Taylor can speak about that.

Mr. Taylor stated for a rural, further South community, the .1 may be a bit low. I would agree with Mr. Minnow that it is likely not going to be one child per unit. It is more likely to be between .1 and one child.

Mr. Covitz stated even 50 total in the whole development is over ½ million dollars per year that has to be generated to pay that tuition.

Mr. Minnow stated this development will pay taxes. The fiscal impact analysis would take all the tax revenue from this property against the expenses. It is based on what the tax rate is. This cannot be determined until the property is built up and is valued by the tax assessor and by the market.

Motion close to the public was moved by Deputy Mayor Reilly, seconded by Committeeman Van Pelt. Roll Call: Van Pelt: Yes, Reilly: Yes, Kraft: Yes.

Deputy Mayor Reilly stated there are some minor questions remaining that can be resolved as the process proceeds.

A motion to move the application forward to the Planning Board was moved by Deputy Mayor Reilly, seconded by Committeeman Van Pelt. Van Pelt: Yes, Reilly: Yes, Kraft: Yes.

Mr. McIver stated the developer will present the site plan and a copy of everything that will be submitted to the Planning Board for Redevelopment's consideration.

Informal Hearing:

- Mackres Family LLC

- o Block 41, Lot 39.01

Township Attorney Greg McGuckin swore in David Roeber to give testimony on behalf of the applicant.

David Roeber proposed to add 13 more motel rooms on a third floor of the Seapine Inn and are looking for direction on how to proceed.

John Augustine, Gravatt Consulting Group is the engineer on the project.

Mr. Macrese stated he is looking to put 17, 18 units upstairs, with a major company and remodel the place in the back.

Mayor Kraft inquired what he meant by a “major company”. Is it like a Days Inn?

Mr. Macrese stated, yes, they are looking to put in a national brand that will not disturb the parking plan. The units would have 1 bed or 2 beds, with nightly rentals. Bringing in a new company will change things at the motel.

Deputy Mayor Reilly stated, normally, a national change requires a specific design to meet their standards.

Mr. Macrese stated the motel was built to Holiday Inn standards. The company came in and checked the place out. They said 45 units is feasible. 34 units is not feasible.

Mayor Kraft inquired what impact this will have on your parking capabilities.

Mr. Macrese stated not much. There is more parking than what is needed. The parking is existing to the hotel. The rooms are the same size.

Mayor Kraft inquired if there were going to be any improvements to outside, the pool area, signage or the sign on the highway.

Mr. Macrese stated he will work with the board on the sign and the rest of it.

Deputy Mayor Reilly stated, normally, a national chain has preset requirements (ie. design of the building, the interior, pool, parking, landscaping, etc.). You should think of that before you start building.

Mr. Macrese stated he will comply with their rules and specifications. They were here last year and there was no problem, except the size. It’s the same as Motel 6 or Best Western. It is the same size rooms.

Mayor Kraft stated if you do a Holiday Inn Express, they have blue façade and certain signage and foyers. How are you going to be a national brand unless you meet those standards.

Mr. Macrese stated whatever standards he has to meet, he will meet. It is as simple as that. "I'll do whatever they want me to do."

Mayor Kraft stated get the standards first, then come to Redevelopment.

Scott Taylor stated it is hard for the town to understand what you are planning to do without looking at how you are going to improve your handicap parking to comply with subcode, how you are going to improve your landscaping, what you are going to do to the architecture, what is going to be done to bring this site up to standard. You do not comply with the conditional use standards. There is no architecture. There is nothing for Redevelopment to evaluate.

Deputy Mayor Reilly stated if you are going with a national chain, they set precise standards. With that set, then come back to Redevelopment to see if there are concerns.

Committeeman Van Pelt discussed the Town Center concept plan. The RFP will be released a second time in April. It lays out what Redevelopment expects the township to look like in the next 10 years.

Township Attorney McGuckin suggested Mr. Macrese talk to the chains, get their plans and figure out how it is going to fit on the site, then Redevelopment can make recommendations and make a decision. Mr. Macrese will not get approval without that information.

Mr. Taylor stated all national chains will put you in touch with their project architect, who will give you prototype designs that will match this site. You will be able to get plans or have them develop plans.

Mr. Roeber inquired if the approved plans for Holiday Inn are conforming for conditional use, could the plan be submitted under the Sea Pine Inn name, using the exact same criteria they use?

Mr. McGuckin stated the Committee can not comment because you don't know how it's going to be designed, exactly how many units, what it is going to look like, etc. It's not appropriate to give an answer unless there is some detail.

Mr. Macrese questioned Mr. Taylor's previous comments.

Mr. Taylor stated under the current C1 zoning, independent of the Redevelopment area, this is a conditionally permitted use, which means you are only allowed to have a motel here, if you meet certain conditions that are spelled out in the ordinance. Your site

currently does not meet all those required conditions. You will then be considered an existing nonconforming use. When you go to add on to it, you will need a conditional use permit or conditional use variance, if you don't comply. Then you need to provide where the deviations are and how they impact the site.

Mr. Macrese stated if he goes to a chain and gets the plans, are they going to be approved?

Mr. Taylor stated that is what Mr. McGuckin stated. Redevelopment is at a disadvantage without having any information. The presentation presented before you tonight spent a considerable amount of time and effort working with the board to come up with something that supports the town's redevelopment goals, visually, functionally and from a circulation standpoint. They are now at a point where they can move forward. This application is at a starting phase. Without architecture, without a site plan, it is premature for any approval to happen.

Dave Roberts, CMX stated once the information is received from the franchise, you can adhere it to the Town Center RFP and see if there is going to be a conflict. Many times, franchises, in their corporate world, dictate the site and it may not fit what the township wants. In the RFP, you'll be able to see, without spending a lot of money on designs, whether you are going to have a problem or not.

Mr. Macrese stated he just bought additional property across the street from Wawa by the light. He would like to remodel it and put a few more uses in order for it to be feasible.

Mayor Kraft suggested Mr. Macrese schedule a meeting with Deputy Mayor Reilly and Township Administrator Mosca to talk about that.

Mr. Macrese stated he has been paying taxes a long time and is willing to make the changes to make the town look better.

### **Adjournment**

Motion to adjourn was moved by Deputy Mayor Reilly, seconded by Committeeman Van Pelt.

Roll Call: Van Pelt: Yes, Reilly: Yes, Kraft: Yes.

Signed and Submitted:

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Diane B. Ambrosio, RMC

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Date

Township Clerk