

**TOWNSHIP OF OCEAN
REDEVELOPMENT COMMITTEE**

APRIL 23 2009
5:00 PM

1. CALL TO ORDER

- ROLL CALL

Joe Lachawiec X

Dick Reilly X

Bob 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 Meeting Minutes of January 8th and January 22nd, 2009

Motion of approval moved by Deputy Mayor Reilly, seconded by Mayor Kraft.

Roll Call: Lachawiec: Abstain, Reilly: Yes, Kraft: Yes.

REGULAR MEETING

Township Attorney McGuckin advised Mayor Robert Kraft to step down due to conflict of interest during this application.

Scott Taylor, Taylor Design also stepped down due to conflict of interest during this application.

NEW BUSINESS

- Herman Zell, Seminole & Route 9
8,900 sq. ft shopping ctr & residential units

Salvatore Perillo, Nehmad Perillo & Davis, commends the Redevelopment Committee, as this application has improved since initially submitted three years ago. The improvements are due to the change in marketplace and the contribution of the Township Consultants.

Herman Zell, Salvatore Perillo, Laura Staines-Giardino, Architect and Thomas Roesch, Engineer are sworn in.

Laura Staines-Giardino stated the site is along the Westerly side of Route. It is approximately 24 acres. The site is within the constraints of the CAFRA designation. There is an intersection along the Westerly side of Route 9 to gain access to the site. A significant amount of tree cover and open space is retained.

The original proposal for this community contained 108 dwelling units, two-three stories in height and the square footage was considerably larger than the plans today. The price point and marketing is also considerably different.

An important element is the integration of the COAH affordable housing units. The COAH building was originally a three-story rental apartment building with no garages. The site is now developed with single-family attached, town home buildings. 86 market-rate units are either two-bedroom den or three-bedroom units. The square-footages will range from approximately 1,850 square feet to 2,200 square feet, which is slightly smaller than previously presented. Each unit has a front door on the street, a single car garage with a tandem parking space, and green space within the confines of their own town home unit. The COAH units' square footage will be slightly smaller and will be designed as two-family units – One unit stacked above the other to mirror the town home configuration. It will be very difficult to distinguish the market rate from the COAH buildings.

The entrances into the community are via Route 9. There is an entrance boulevard that gives access to an office building of approximately 8,000 square feet, which fronts on Route 9. There is a driveway providing continuity to adjoining property to the North. There is a circulation route that drives around the open space network. The prominent experience of the community will be the open space, including a wet basin, which will serve as a retention basin.

The clubhouse will be at the Easterly end of the open space. The clubhouse facility is approximately 2,200 square feet and will have multipurpose rooms, changing facilities, pool & deck area and will give access to walking trails throughout the community.

The entrance drive will have no units fronting on it except the last unit at the exit at the Southerly end. There is a secondary ingress and egress from Route 9. DOT has not acknowledged that this is an acceptable entrance and exit. If DOT prevents it, the developer provided a circulation route or P-loop for security and safety reasons.

All of the residential buildings are oriented away from the open space. The main entry drive is really a public drive. The residential development is directed away from Route 9. The building heights, setbacks, roadway dimensions and orientation are all consistent. The roadways are

meandered and courtyards added to develop a personality within the community and diminish the impact of the residential development.

The building configurations are composed of four or five town homes per building. There is an occasional three-unit town home building in the market rate. COAH buildings are disbursed throughout the site in areas where the on-grade parking would not diminish the aesthetics of the drives throughout the community. There are three COAH buildings currently proposed. Two of the buildings contain eight dwelling units a piece. One building contains six dwelling units for a total of 22 COAH units.

The market rate building site plan is discussed. Additional elevations were provided, side and rear elevations of each of the residential buildings and the office building as well. The market rate residential is designed with a shingle-style vernacular, which is consistent with a seaside community. There are combinations of shake vernacular in vinyl for a low-maintenance environment. There are metal roofs, which will differ in color from one building to the next, but will still be in the same color range.

The floor plans are conceptual and need fine-tuning. Adjustments made internally will affect the exterior to a modest degree. Each individual home has a single-car garage, with the exception of one unit, which has a two-car garage. The two-car garage does not occur in all the buildings. The interior dwelling units' entrances are from the front façade and have direct access from the garage into the dwelling unit. Each of the units contain two-bedroom plus den or three-bedroom plan. The units on either end are entered from the side. Reorienting entrance doors helps to reduce the impact of density.

The COAH building scale is very consistent, two stories in height with integrated garages. There is an eight-unit building. The COAH unit count has to meet certain requirements. The twenty-two units are distributed as no more than 20% one bedroom, no less than 20% three-bedroom, and the balance is two-bedroom. There is a mix of three-units on the ground level. Typically the one bedroom will be in the middle. There is a stairwell that reaches the second floor unit, which will be a two-bedroom unit. The second bedroom occupies the space over the first floor garage. At the end, there is a two bedroom with a garage on the lower level and the stairwell gives access to a second floor three-bedroom unit. The third bedroom occupies the space over the garage on the first floor.

Deputy Mayor Reilly inquired if the families on the second floor have garage parking.

Ms. Staines-Giardino stated there are four garages illustrated for eight dwelling units. If eight garages were provided, the whole façade would have been all garages, rendering it less compatible architecturally and puts the building out of the realm of affordability. How the board elects to distribute the garages is between the board and whomever is managing the twelve buildings. It is recommended that the larger units on the second floor would have more of a demand for garages. The access to the garage is to the exterior. There is no direct access from the garage to the first floor dwelling. There would be a man-door from the garage into a covered area to provide access to the stairwell to the second floor dwelling. Each garage will have a

tandem space in front of it. The garage and the tandem space will be allocated to the single dwelling unit. There will be additional on-grade parking spaces for the units that do not have the actual garage incorporation and will provide for handicap parking spaces.

Committeeman Lachawiec inquired if access to the garage forces the individual to go outside.

Ms. Staines-Giardino stated yes.

Committeeman Lachawiec inquired how an individual would get in and out of the garage from the two exterior units.

Ms. Staines-Girodino stated there will be a man-door. It is not on this plan.

There has been discussion from the Committee and Professionals about integration of the COAH units within the market rate buildings and that there should be very little distinction between the homeowners of the market rate versus the COAH. The units are designed to be compatible. It is expected that the market rate units would be offered for sale. The COAH units have two options. If they are offered for sale, the ability to separate each pair of dwelling units, first and second floor, and insert them into a market rate building is easily done and has no impact on the site plan. If the COAH units are offered as rental units, it benefits the town. The COAH contribution will get a two for one credit ratio. Instead of being accommodated with 22 COAH credits, you now have 44 COAH credits. The developer recommended separating the dwelling unit types so a management organization can more easily manage the rental maintenance and paperwork relative to the occupancy of a rental building. This has no effect on the site plans and very little, if any, effect on the architectural styling.

Mr. Perillo stated if the Committee wants the units distributed through the buildings and have the COAH units be sale units, the architecture is what is shown in the first rendering. If they are going to be rental units, they will be contained in separate buildings. The developer thinks the sale approach will achieve the Committee's goals.

Ms. Staines-Giardino stated one element of market-rate-for-sale dwelling unit would be removed and replaced with a pair of COAH dwelling units. The effect on the elevation is minimal.

There is a club building and an office building. Due to the vernacular of the architecture, stone will be incorporated as an accent material within the elevations. This is consistent with the affordable housing, the market rate housing, the club and the office building. The office building is a single-story building with gables consistent with character of the residential. It is a different use. The architecture will be slightly different. The materials will be consistent with the residential materials. Similar color waves will be used as well. The materials offered are a synthetic stone. The characteristics of the eldorado stone are mortar joints small enough to replicate actual dimensional stone.

A courtyard facing building is shown to the Committee. These will be opposite the club on the site plan. There are a series of courts throughout the community. The entrances to the market

rate town homes are on the side of the building, which gives a single-family look. Stone walls are extended on either side of those courtyards and help screen the parking areas and provide driveway access for the town home buildings. A scale of the development is shown to the Committee.

Committeeman Lachawiec inquired what an individual would see, if coming out of Greenbriar.

Ms. Staines-Giardino showed Mr. Lachawiec what would be viewed, coming out of Greenbriar.

The developer has recommended three colorways throughout the site. It will be determined which residential buildings get which colorway. These are the same colorways to be used for the club and office buildings as well. Samples are shown of shingles, siding material, paint, front door, garage door and stone. The stone will be consistent throughout. Lighting and mailbox selections were shown to the Township Committee. Mailboxes will have to be discussed with the Post Office.

The trash enclosure is associated with each of the color buildings because the market rate buildings each have a garage and have the ability to retain trash and recycling in their garage space. COAH individuals only have one garage per two dwellings and would have to have an outdoor trash enclosure. An illustrated enclosure is shown.

A lighting standard is included in this report. Compatible light fixtures are included for landscape and house exterior. Additional lighting will be researched with the professionals.

Signage has not been explored at this point.

Deputy Mayor Reilly stated there is a standard street lighting in the Township of Ocean.

Ms. Staines-Giardino stated these are landscape lights. They will be along the sidewalks, the rear of the clubhouse facility, and in the open space areas. The large streetlamps will be used for lighting.

Committeeman Lachawiec inquired about the mailbox posts.

Ms. Staines-Giardino stated there are 4 or 5 styles. It will be a double post. Postal Services will be determined for 2, 3, or 4 buildings at a time.

Deputy Mayor Reilly inquired how garbage will be handled at the office building.

Ms. Staines-Giardino stated there is a dumpster in an enclosure at the end of the drive outside the office building. All mechanical equipment will be to the rear of the respected dwellings. Compressors will be inside the roof of the office building. The air handlers for air conditioning will be on the outside.

Dave Roberts, CMX Engineering, stated the residential buildings will have the shaken and clapboard type treatments. The clubhouse and office building will have more of a stone façade. Stone will also be brought into the other landscape features throughout the development. The decorative walls that screen the parking will have the same stone as the facades of the clubhouse and office.

Ms. Staines-Giardino stated walls and entry features will be incorporated on each of the buildings. There will be proportionally more stone on the clubhouse and office.

The side elevation of a building has a wane scope of a little more than 50% of the façade, plus the extension, which screens the parking for another 14-16 feet. The scale of the buildings warrant a low level of stone of approximately 4 feet.

Mr. Perillo discussed the side elevation of the buildings.

Ms. Staines-Giardino stated the stone will go on the side of the building, which is the front elevation of the end unit.

Dave Roberts, CMX stated this project is listed in the COAH plan. Originally the 22 units were planned for rent in order to receive the rental bonuses.

Deputy Mayor Reilly inquired if there will be residences above the office building.

Ms. Staines-Giardino stated no.

Committeeman Lachawiec inquired what type or style of architecture are the buildings.

Ms. Staines-Giardino stated it is called shingle-style. Shingle-style was developed along the East Coast shore areas.

Committeeman Lachawiec inquired where the trash dumpsters will be.

Ms. Staines-Giardino stated the office building has a dumpster to the North side of the building. The COAH building is in the middle of the site. There is parking approximate to it and there is a dumpster at one end of that parking field. The other two COAH buildings have dumpsters at the end of the parking fields.

Mr. Perillo stated the market units will keep their garbage in the garage.

Mr. Roberts stated there are not more than two buildings sharing the same court. Each COAH building shares a court with at least one other market rate building.

Ms. Staines-Giardino stated the reason for that is the on-grade parking tends to get very concentrated. By distributing the building, there is a lesser concentration of on-grade parking. The COAH unit will have an outdoor dumpster. The expectation is a small five-yard dumpster.

Township Attorney McGuckin inquired if it is contemplated that there will be a municipal pick up of trash inside this complex.

Ms. Staines-Giardino stated it would be private. It might be two different days.

Township Attorney McGuckin stated the developer has the option to provide trash pick up or to pay. If the receptacles are in one-car garages and brought out on collection day, is the town picking it up? If it is a one-arm collection, than those types of receptacles may not fit in the garage.

Ms. Staines-Giardino stated the garage is oversized at 11 feet wide by 22 feet deep, to allow for garbage & recycling. The trash enclosures for the COAH units does not need to be large. It is servicing only four dwelling units. Six foot dumpsters are not warranted in a community of this size.

Deputy Mayor Reilly stated the potential three-bedrooms are going to have a lot of garbage. There is no storage provided anywhere in the buildings. The garage is going to be used for storage, bicycles, etc.

Ms. Staines-Giardino stated that can be dealt with through deed restrictions. There are deed restrictions that would require individuals to keep a vehicle in the garage so the second vehicle is not on the street. Storage can be added in the plans as they are developed further. This building type has more opportunity for storage. A stairwell can be taken up into the attic space.

Deputy Mayor Reilly inquired how the deed restrictions will be enforced. There has to be some accommodation for easily accessible storage for bicycles, etc.

Ms. Staines-Giardino stated there are multiple ways storage can be accommodated. Those details could be worked through with the professionals. The space under the stairs provides some storage. The laundry rooms are designed large to accommodate for storage. There is substantial attic storage for a home this size. The garage ceiling is high and storage can be created there. The garage can be made deeper.

Mr. Roberts suggested setting aside outdoor trash areas with enclosures to accommodate additional storage.

Ms. Staines-Giardino stated the dumpsters in the parking bays are set back. If they are moved forward, there is significant space behind to accommodate lockable storage.

Committeeman Lachawiec inquired if there is a fireplace in the market rate units and is concerned about the safety and costs of fireplaces in the units.

Ms. Staines-Giardino stated yes. It is an optional fireplace in each of the dwelling units with a TV area above. The developer does not recommend non-vented fireplaces. It could be an electric fireplace, a focal point in the room.

Tom Roesch, Engineer, stated the connecting road from one entrance to the other on Route 9 goes completely around the site, pond area and clubhouse. There is one residential unit that faces that main road. The main loop road can accommodate a 55-foot semi-tractor trailer. The remaining roadway systems can accommodate a 40-foot vehicle, which are today's trash trucks. To the North are a couple of roads that go to the back area, with a small loop. These roads are designed to be two-way. There will be one-way traffic going around the loop road and out, as well as the road closest to the Southerly entrance, which will go into a 15 foot wide drive aisle that will connect to the main loop road.

The clubhouse has two sets of parking shown on either side of it. The commercial facility is an 8,000 square foot office building, with parking spaces. The parking exceeds the requirements of the residential site standards.

Mr. Perillo stated the wet basin is a very expensive component and a very expensive way to treat drainage.

Mr. Roesch stated the fountain will always be on to circulate the water so algae doesn't grow on it. That will be the focal point of the facility.

Ray Savacool inquired how far is the closest garage from the roadway.

Mr. Roesch stated from the garage faces to the roadway is 25 feet. The town home garages are going to be 20 feet from the roadway.

Mr. Savacool inquired how far the garage is from the Route 9 access. Is there sufficient separation from the resident pulling out of the garage and the person pulling into the complex.

Mr. Roesch stated the building is 65 feet from the property line. The garage is 85 feet from Route 9.

Mr. Savacool is concerned with residents pulling in and having to take a right turn in order to stay on the road.

Mr. Roesch stated the width between the island is 25 feet the side when you enter and 20 feet on the opposite side. Striping and signage will be put on the asphalt.

Mr. Roberts inquired what the standard size is for the roadway width.

Mr. Roesch stated there is one 20 feet and there is also 24 feet in the RSIS. The 20 feet gives a rural aspect with the curb linear by the roads. The smaller roadways will keep vehicles going at a slower speed.

Mr. Savacool stated under the RSIS you can have a 20 foot causeway if you do not have parking on either side.

Mr. Roesch stated there are sidewalks around the town homes for access in and out. Parking around the drive is proposed as 18-foot parking spaces.

Mr. Savacool inquired if the wrap-around, on the Southern portion of the site, will be there or not.

Mr. Roesch stated he would prefer to have it for the circulation.

Mr. Savacool stated it would be primarily for Building W.

Mr. Roesch stated right now that area is one-way. Buildings T & U will wrap around and take that route to exit.

Mr. Savacool stated just East of there, the one way with the long island, between R & P, may have a tendency to back up and go the wrong way. The developer is proposing a 15 foot roadway on one side and a 20 foot roadway on the other. Why isn't it just a 24 foot wide, two-way road. The green space can be accommodated in front of the buildings rather than the island.

Mr. Roesch stated all the other road systems are 20 foot wide.

Mr. Perillo stated the island can be eliminated and the green space moved.

Mr. Savacool suggested to put a break in the island, to cut across.

Mr. Savacool inquired how grading will work on the site.

Mr. Roesch anticipates this will be a predominantly filled site.

Mr. Savacool stated the Township Committee will want to have an idea of how the pedestrian transition will be made from Route 9 to in and out of the site. The Township Committee will also want to know how the developer anticipates how the site will drain into the pond.

Mr. Roesch stated he has not looked into that yet.

Deputy Mayor Reilly inquired how the traffic speed will be managed.

Mr. Roesch stated the realignment of the road will calm traffic. There is a main pedestrian sidewalk system that goes around the loop road. Pedestrian crossing areas will be made to the clubhouse.

Mr. Savacool stated there are design details proposing a ground level treatment that shows a brick pattern for pedestrian crossing. There are no long, private stretches of road for high speed. The traffic is decentralized.

Deputy Mayor Reilly inquired if trucks have sufficient turning radius.

Mr. Roesch stated not for tractor trailers. Moving vans, yes.

Township Attorney McGuckin inquired about truck sizes. The governing body will at least want to sign off on a site plan.

Mr. Roesch stated the developer will send a site plan soon after this meeting.

Committeeman Lachawiec inquired what is proposed for the open space area.

Mr. Roesch stated it will stay as is. There is a tree preservation requirement that is deed restricted.

Mr. Savacool inquired if the utility easement is inactive.

Mr. Roesch stated there are utility poles for electric and it is proposed to get them underground. There is a water main that runs through there also.

Township Attorney McGuckin inquired if Mr. Roberts is satisfied with the parking issue.

Mr. Savacool stated the indication was that the parking met the size. There is no list of excess parking. It was indicated that party guests would park at the clubhouse. 250 are required for RSIS and 2.4 per townhouse. There are 267 spaces, which includes the clubhouse parking. There is a separate requirement for the clubhouse.

Deputy Mayor Reilly stated people are going to be parking on the roadways.

Mr. Savacool stated there will have to be no parking signs on the streets.

Mr. Perillo stated the municipality adopts an ordinance incorporating the parking prohibition, and it is enforced by the Police Dept. In addition to that, it could be part of the homeowner documents.

Township Attorney McGuckin stated the clubhouse parking should not be included in the parking for these units.

Mr. Roesch stated the RSIS requirement is 250 residential parking spaces, which is everything including parallel parking spaces and surface parking, plus the clubhouse is 267. The garage parking space and the parking space directly outside the garage are permitted to be counted as parking. If the impervious coverage allows, it is possible to add more parallel spaces throughout

the site. Below Building W there is designated parallel spaces and in the loop area between Buildings F through I.

Mr. Roberts inquired what the clubhouse occupancy is.

Ms. Staines-Giardino stated no more than 40 people.

Mr. Roberts stated most zoning ordinances' seating capacity is one parking space per four seats. That would be 10 parking spaces assigned to the clubhouse.

Mr. Roesch stated there are 26 spaces. 13 in each parking area.

Mr. Roberts suggested the developer factor additional clubhouse parking into the requirement. That could be written into the Redevelopment Plan. Show areas where parking could be provided.

Township Attorney McGuckin stated if there are people visiting in the back corner, there is no way they are going to park in front of the clubhouse and go back.

Ms. Staines-Giardino stated additional parking is provided. A handful of spaces could be added.

Mr. Savacool inquired what is designed for the green space between the clubhouse parking and the pond.

Mr. Roesch stated presently it is open space. Different landscaping is shown. Berm could be provided.

Mr. Savacool stated if the clubhouse parking is changed to a single entrance instead of a double entrance, it would be double-loaded, eliminating the aisle, both accessing going East toward Route 9. Overflow parking could be designated in a grass area. If need be, the parking lot could be extended toward the pond.

Mr. Roberts stated the impervious surface coverage is at 30% for CAFRA.

Mr. Savacool stated if the parking area is double-loaded, the drive aisle is eliminated, reducing your impervious coverage.

Mr. Roesch stated this type of parking layout gives a more rural feel.

Township Attorney McGuckin inquired where the line is between commercial and residential district. Mr. Roesch pointed to the line. Township Attorney McGuckin discussed how to handle the property in other zones, which is not in a Redevelopment zone in Mr. Roberts' report on Page 2.

Mr. Perillo stated the developer needs to investigate a little more. There is not complete clarity as to what the zones are. Let's assume it is not. If it's not, there are a couple options. One option is to amend the Redevelopment Plan to allow the corporation of continuous property under certain conditions. Another option would be to amend the zoning plan to make this part of the C-1. A third option would be to amend the Redevelopment Plan to amend the boundaries of the Redevelopment Area.

Township Attorney McGuckin stated another option would be U-turns.

Mr. Perillo stated then the developer would be before the Planning Board.

Township Attorney McGuckin stated the Zoning Board would still do the variance. The Planning Board would have ultimate determination under the Redevelopment Plan.

Mr. Perillo stated the quickest option would be to amend the zoning ordinance to incorporate the area.

Township Attorney McGuckin stated last year, the town passed an ordinance that states an impact statement has to be submitted at the time of the site plan review. That ordinance was amended last year for purposes of redevelopment approval.

Committeeman Lachawiec inquired if the impact statement must be submitted now.

Township Attorney McGuckin stated the ordinance use to require the impact statement at the time of site plan approval. There were Redevelopment applications that were approved, who did not do the impact statement. The ordinance was amended after that, last Summer or last Fall.

Deputy Mayor Reilly inquired about landscaping.

Mr. Roberts stated those details are outstanding. There is conceptual treatment for landscaping on the plan, with street trees, common-area plantings, etc. Plant selections have not been made yet. Mr. Roberts is a registered landscape architect and can give comments on the landscape plan. It will be related to the grading plan. This is going to be a predominantly fill site. There may be some berming going on. Crosswalks will be an important aspect of the landscaping.

Deputy Mayor Reilly inquired about the pond overflowing.

Mr. Roesch has not accounted for that yet. The stormwater will be reviewed by Ocean Township as well as CAFRA.

Mr. Perillo stated the developer understood that the next step was the approval of the conceptual plan, subject to the areas in need of address, parking, storage and circulation. Then a site plan would be taken to the Planning Board. The developer needs to know whether the COAH units are regular units or sale units.

Township Attorney McGuckin stated the site plan is where those issues would be addressed. The issue of the zoning needs to be resolved before you go on to the Planning Board. If the zoning is going to be changed, that determination needs to be made before the developer goes further.

Mr. Perillo stated the developer is under the impression that as a contiguous adjacent property in common ownership, the developer qualifies under Redevelopment, even though part of the parcel may not have been Redevelopment.

Township Attorney McGuckin will take a look at that issue, but does not know if it is correct.

Mr. Perillo stated the zoning is a threshold issue. It will be resolved.

Mr. Roberts stated some zones are named as Redevelopment, all the C zones, the I zones, etc. The R-1, not being one of those zones, talks about the fact that if it is in any of those zones, it is considered being in a Redevelopment area and must come to this committee.

Deputy Mayor Reilly inquired if there is a need for the developer to come back and clarify anything.

Mr. Roberts stated the fine tuning of the parking spaces, bank parking, increased trash enclosures. Mr. Roberts is comfortable with the conception of this project. There is enough to work with to start a Redevelopment plan. The issue of the community impact statement should be addressed. A community impact statement can be done based on the conceptual plan.

Mr. Roberts suggested to make sure the cut and fill works so that the grading transition works. That all comes with engineering out the plan. The Township Committee might want to have one last preliminary review before the Planning Board.

Deputy Mayor Reilly stated he has concerns with parking, storage and garbage storage.

Committeeman Lachawiec is concerned with the retention basin and inquired how many feet above sea level is the storm water runoff box. How high above sea level is the pond before it goes into the storm sewers.

Mr. Perillo stated the engineer has not engineered that yet.

Mr. Roesch stated it is between 15 and 25.

Mr. Perillo stated zoning needs to be resolved and the Committee would like one more meeting to address the parking, trash, storage and community impact statement. The developer will start to engineer the site in anticipation of the next meeting and then hopefully go to the Planning Board. The developer needs an answer on the COAH units.

Deputy Mayor Reilly stated the Township Committee understood that the 22 units were going to be sold units. It gives flexibility to put the units throughout the project.

Mr. Roberts stated COAH is still reviewing this submission. Until the town is certified, there is always a possibility that some other project might be an issue, where the town might need the extra units. Mr. Roberts suggested the town allow the project to move forward as designed.

PUBLIC COMMENT

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

Roll Call: Lachawiec: Yes, Reilly: Yes.

No Comment from the public.

Motion to close to the public was moved by Deputy Mayor Reilly, seconded by Committeeman Lachawiec.

Roll Call: Lachawiec: Yes, Reilly: Yes.

CLOSE

Motion to adjourn meeting was moved by Deputy Mayor Reilly, seconded by Committeeman Lachawiec.

Roll Call: Lachawiec: Yes, Reilly: Yes.

Signed and Submitted:

Diane B. Ambrosio, RMC
Township Clerk

Date