

MEETING MINUTES

**TOWNSHIP OF OCEAN  
REDEVELOPMENT COMMITTEE**

SEPTEMBER 8, 2016  
5:00 PM

**1. CALL TO ORDER**

- ROLL CALL

Dan Collamer   X   Tina Wetter   X   Dennis Tredy   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**

**Motion to approve Meeting Minutes of November 9, 2015** was moved by

Deputy Mayor Wetter, seconded by Mayor Tredy.

Roll Call: Collamer: Abstain, Wetter: Yes, Tredy: Yes

**Motion to approve of Meeting Minutes April 27, 2016** was moved by

Committeeman Collamer, seconded by Mayor Tredy.

Roll Call: Collamer: Yes, Wetter: Abstain, Tredy: Yes

**REGULAR MEETING**

**NEW BUSINESS**

- **DMK Development – Block 4, Lots 42.05 & 42.06**
- **Proposed Tractor Supply Company**

Damien Del Duca, Law Firm of Del Duca Lewis, Attorney for the Project, discussed Chris Kettler of DMK Development in Michigan is here along with John Palus of Dynamic Engineering.

The applicant is here to propose Tractor Supply Company, which is approximately 20,000 square feet, located on Route 9 and Bay Parkway. The applicant is here in front of the Redevelopment Committee under the 2013 Redevelopment Plan. Mr. Palus will give an overview of the site plan and Tractor Supply. The purpose of this evening is to determine what is consistent with the Redevelopment Plan. The redevelopment of this lot at this location furthers the purposes of the Redevelopment Plan. There are some instances where the applicant requires waivers or relief under the Redevelopment Plan. The applicant does not need each and every specific obligation set forth in the Redevelopment Plan. The standard is whether the applicant is consistent with the plan. The applicant is in receipt of the Township Professionals' review letters.

Chris Kettler, DMK Development, representative of the applicant, discussed being involved with 30 developments for Tractor Supply and is very familiar with them as a company, their product line and internal workings. Tractor Supply Company supplies farm and ranch products for the farmer and general tradesmen and are pretty distinct in outdoor sales areas. The larger area of 15,000 square feet next to the store is fence products, equipment and anything that is too large to fit under the roof, livestock gates. There is also a sidewalk display area in front of the building, meant for chippers, mowers, shredders and bagged goods. This is the only area that is a fenced yard. The other two areas, sidewalk display and the trailer display area are unfenced areas. In front is the trailer display/sales area, with flatbed utility trailers, which store and sell in that area.

The four (4) quadrants interior to the store, has an automotive section in the back left, which is implement tires, truck tool boxes and air compressors. The front left is seasonal lawn and garden. The front right is clothing workwear and cowboy boots. The back right of the store is the largest component, which is animal health and animal feed for both small and large animals. Tractor Supply Company, along with all their other stores, employ about 12-18 employees. Half of them will be full time managers, assistant managers and salaried positions. A box that is proposed to be constructed is 19,000 square feet. Of that, about 16,000 square feet will be retail selling space and 3,000 in the back will be the manager's office, break room and restrooms.

Timing is yet to be seen. There are a lot of agencies to work through that have a long lead time. The applicant has received NJ Department of Transportation (NJDOT) approval, which the applicant will need to get major access permit and NJ Department of Environmental Protection (NJDEP) permit. The applicant submitted to NJDOT approximately 30 days ago. The NJDOT is telling the applicant there is a 9 month lead time. The applicant is hoping to push the issue with them a little bit and be under construction by May 2017, which will lead to an October opening. That will probably not happen because of the NJDOT and their lead time. Hopefully that means under construction by August 2017, with the opening in February 2018.

Mr. Del Duca inquired about the general operations and hours/days of the week of the store will be open.

Mr. Kettler discussed the store will be open 7 days a week, 8am-8pm.

Mr. Collamer suggested discussing the review letters from the top instead of jumping around.

Mr. Kettler discussed the architecture on paper is two-dimensional, obviously. It is not what it looks like when it is built. Mr. Kettler showed pictures of a store in Michigan that is exactly what is being proposed in this instance. There is a light beige on the bottom, four foot, then a lighter beige color on top. The corporate colors are red, so a red stripe is incorporated. The awnings are a galvanized finish, with

galvanized columns. The sign is not to scale as shown. There is a third party sign company that will handle the sign approvals. There is a comment in the professional recommendation letter that the applicant applied for a larger sign than allowed. There are three gooseneck light fixtures. There is all LED lighting on the site. The wall packs are much slimmer than typical wall pack lighting, due to the LED lights all down facing and are dark sky compliant. The awning is across the front, the silver band on the front elevation. From the view from the side, it extends about five feet from the building and comes down at a 45 degree angle, partially, for architectural break up and also for some protection for the product that is underneath.

Mr. Del Duca discussed there are smaller copies of the elevations on the rendered site plan if anyone wants them.

Mayor Tredy inquired where is the store in the photo.

Mr. Kettler discussed Stevensville, Michigan, along the shore of Lake Michigan, south of Benton Harbor.

Mayor Tredy inquired if a store was just built in Tuckerton.

Mr. Kettler discussed it is in Little Egg Harbor and it was a different developer. Mr. Kettler is a developer for Tractor Supply. There is a group of 5 or 6 developers that run around the country proposing projects for Tractor Supply. The Little Egg store was developed by a company called Drymax in North Carolina. They do a lot of projects for Tractor Supply.

Stan Slachetka, T&M Engineering, inquired if DMK Development is the Tractor Supply developer and not involved in the operations of the facility

Mr. Kettler discussed, correct, but he is familiar with the operations, as he worked with them for 9 months in 2008, when they bought a small feed company in Washington state. DMK will build the building, is under contract to purchase the land, and will lease to Tractor Supply as a tenant, which is how they operate all their stores, nationwide. Mr. Kettler can answer specific, day-to-day operation questions.

John Palus, Dynamic Engineering, displayed a color version of the aerial exhibit. The main parcel is located at the intersection of Bay Parkway and Route 9. To the south is the liquor store. There are a couple commercial uses that run on the east side of Route 9 and residential is further to the east. To the north is the Lacey Township nuclear power plant. Directly to the west is essentially vacant and wetlands, primarily an unusable area. The project is located in the Waretown Town Center zoning district. The lots are 42.05 and 42.06. 42.06 is really being utilized due to the CAFRA zone line, unfortunately, which is less interesting, but the applicant is much more interested in coverage issues.

The property was previously approved for a self-storage facility, which was abandoned. The applicant is creating a fourth leg to the intersection of Bay Parkway and Route 9. The driveway will be the fourth leg. There is some common relative to the Barnegat Rail Trail and the reorientation across the frontage. There is indication from the developer's traffic department that the NJ Department of Transportation (NJDOT) will require that for a number of reasons. The applicant does not care if it maintains the same location. Due to it being part of the signalized intersection, NJDOT will require the relocation.

Scott Taylor, Taylor Landscaping, discussed the County will have to be a part of that application, due to the Barnegat Rail Trail.

Mr. Palus discussed there will be a resignalization, however, the light will stay exactly where it is.

Mr. Slachetka inquired if there have been conversations with the County.

Mr. Palus discussed, there have been no conversations with the County at this point. Wetlands are to the west and to the north. Floodplain is further beyond to the north and does not impact this property. The land is generally flat. Sanitary sewer runs on the northbound side of Route 9, so that will have to be brought over underneath Route 9. Water is located further down Bay Parkway, so that has to be extended further to the west, so the utilities have a significant impact on the development cost of the property.

Mr. Kettler discussed the water will have to be brought 300 feet from where it is, to get it across the road.

Mr. Palus discussed there is some discussion relative to extending it across the frontage, once it gets across. That will be further in the design stage. The dark brown area on the rendering is the 19,000 square foot building. The gray or tan area on the north side is the outdoor storage area, which is fenced in around the perimeter. There is circulation around the buildings, where you would ingress through the site and have the ability to ingress in a counterclockwise fashion around the building and loop in an egress through the site.

There are a good 72 parking stalls located directly in the front, which includes three (3) angled, oversized parking stalls, which are specifically located by the entrance so those vehicles pull in and then pull out. There is no backing out as a regular car would, where you have double-stacked rows. It also gives those vehicles the ability, if they are purchasing, to pull straight through the storage area and then egress around. It's a very simple movement, minimizing the articulation of those larger vehicles.

The exterior storage area is located on the east side of the building. There are some exterior trailer storage areas, which is located on the east side of the 16 parking spaces, on the east side of the property.

Mr. Del Duca inquired if those trailers are for display, for sale to the customers.

Mr. Palus discussed, that is correct, low level trailers. The parking is one (1) per every 1,000 square feet of gross floor area. The applicant looked at it as overall compilation. There is a parking variance required for that. There is justification relative to supporting the parking variance for this type of use.

For stormwater management, there is an infiltration basin that is going to be located on the north side of the property. Landscaping is currently proposed with 324 plantings throughout the site. There are also 17 wall mounted fixtures for the lighting, which are all LED. There are also eight (8) LED fixtures at 25 feet high located throughout the parking areas for effective safe lighting. Two (2) of those are located in the outdoor display area. There are some signage details that can be discussed further. Generally, that is the quick overview of the site.

Mayor Tredy requested the professionals go over their recommendations letters.

Stan Slachetka discussed the T&M Engineering letter is three pages and dated August 9, 2016. The subsequent pages of the letter say July 29, 2016, and should be corrected to read August 9, 2016. This project is in the Town Center (TC) District, but is in a subdistrict of the TC District that acts as an overlay. The Redevelopment Plan is consistent of the overlay district. There is the option the developer has to develop in accordance with the requirements of the C-1 District and that is how the applicant is proceeding under the C-1 District. When the applicant files a formal application to the Planning Board, if

the Governing Body determines it is consistent with the Redevelopment Plan, the applicant will be subject to all the bulk and yard standards of the C-1 District. There are still various design standards and criteria the applicant needs to meet, consistent with the overall design of the Redevelopment Plan.

The first item to be discussed is in terms of the relationship of the building. Technically, the overall intent, in terms of building location and orientation of buildings related to parking, is to keep buildings oriented towards the street. This is a different type of use. From a planning perspective, giving the size, nature and design of the building, it might be out-of-place for it to be located forward, towards Route 9. There is no problem having the building located to the rear, with the parking in the front. It will reduce the massing of the building and is more consistent with the retail commercial operations that are anticipated in this area. If this was located further to the south of this Town Center area, the building should be oriented more consistent with the overall concepts of the plan. This is at the northern edge at the Town Center District.

There are very specific design details in the Redevelopment Plan as to the nature of the lighting type and design. The Governing Body, acting as the Redevelopment Entity, should require more consistency with that lighting type. There could be flexibility in terms of height and some approximation of the lighting types.

The most significant concern is the idea of the trailer commercial displays right up against the County's rail trail. The County needs to weigh in on that, as it is part of their parks program. Mr. Slachetka recommends moving the trailer display to another part of the site. There needs to be an enhancement of the landscape features so the site represents itself in line with the overall Town Center concept. It is important for the applicant to coordinate with the County in terms of the type of plantings and landscaping, if there is going to be a reconfiguration of the rail trail. This is an important access point, from a pedestrian perspective, to the remainder of the Town Center. There needs to be a sensitivity to this, as it acts as a trail head and an important connection point from the pedestrian and bicycle circulation perspective, to areas from the east of Route 9 along Bay Parkway to this site, to the trail, and then to the south to the Town Center.

Mr. Taylor discussed having the trailers along the front property line. There has never been an approval for the outdoor sales and storage of material right along that front property line. A shed company could come in and want to display their sheds on another site along the property line.

Mr. Collamer discussed that is not comparing apples to apples, as a shed is tall enough to block a lot of view, where a trailer does not.

Mr. Taylor discussed the trailers could be up to 6 feet in height, due to the ramps and different sizes. In Little Egg Harbor, they were moved off to the side. Mr. Taylor supports bringing the parking lot forward, as there is a lot of room in the right of way, and have a hedge. Then there could be a larger outdoor trailer sales area. The parking lot would be in the front and the trailer sales area would be off to the side.

Mr. Slachetka discussed the trailers destroy the environment of the pedestrian way. The final comments on the T&M Recommendation Letter ask for details on fences and a little bit more understanding of the signage. There needs to be very clear signage. There might be some confusion as to a customer thinking they are coming straight into the site and it is actually just another driveway. It needs to be clearly demark so people understand what that is being used for versus it is just a circulation way.

Jason Worth, T&M Engineering, discussed from a stormwater management perspective, calculations and soil borings were not seen yet and inquired what the applicant has reviewed so far and is the site going to meet the Township ordinance for stormwater. The applicant has indicated it is an infiltration basin and Mr. Worth inquired if the soil types in that area are okay and if the groundwater table is not too high,

Mr. Palus discussed the applicant will design everything in accordance with the state and Township ordinances. It was not submitted because the applicant was told it is not part of the check list.

Mr. Worth just wants to make sure if any problem existed it could be corrected before the applicant gets any further down the line. There are a few pipes in the parking lot that are pretty shallow, less than 16 inches in depth, which is what Residential Site Improvement Standards (RSIS) has for concrete pipes. The applicant may need to switch classification to a stronger pipe.

It was noted at the traffic circulation at the entrance that the curb set back is wider for vehicles coming in and making a right turn heading north. It was also noted that the slanted parking stalls and people coming in and exiting from the north side to have some striping or something in signage to demark where people need to stop so it is not confusing. Perhaps, moving forward, the applicant could have in their next round of plans, some circulation and indication for those trailer parking stalls, given where they are located and that they are angled.

Mr. Palus discussed all that will be addressed.

Mr. Worth discussed the applicant will have to get a state access permit, which will dictate the level the applicant will have to repair Route 9 and the County will weigh in on Bay Parkway with the utility installs, as far as the pavement goes. The applicant will have to submit to the Township for the water/sewer approvals. There are different types of pavement the applicant is looking to use with different types of thicknesses. There are some areas that are 1½ inch surface pores and some are 2 inches. From a constructability standpoint, it may be difficult. If the applicant is paving it all at one time, there are going to be different levels.

Another item that was addressed in Little Egg Harbor was the sale of the trailers, which will probably require sign-off per NJ Motor Vehicle Commission, from the Township for the sale of the trailers. Auto sales are not permitted in this zone. It may come to pass, that the applicant will have to give a letter of certification to the Township to the Zoning Officer or Construction Official that the applicant is not in fact selling automobiles, just trailer sales. Mr. Worth also inquired if the applicant will be selling livestock, such as chickens on the site.

Mr. Kettler discussed ATV, UTV and minibikes are the three (3) that are sold and inquired if that will need NJ Motor Vehicle approval.

Mr. Worth discussed the applicant may need approval from the state, but would not classify those as automobiles.

Committeeman Collamer discussed it would be determined by whether or not the vehicles had titles.

Deputy Mayor Wetter inquired about the Motor Vehicle approvals in Little Egg Harbor.

Mr. Worth discussed Little Egg Harbor sells trailers and does not believe they sell ATVs.

Committeeman Collamer inquired if the trailers are sold as non-title trailers

Mr. Worth discussed, that is correct. From an engineering perspective, Mr. Worth is making sure that stormwater management fits to the site and that the circulation at the entrance and through the site is proper.

Mr. Taylor referred to the Taylor Design Group, August 8, 2016 report. The majority of the issues have been addressed. At the top of Page 2, some of the major deviations are noted, such as the trailer and equipment display in the front yard setback. There is also a requirement that the outdoor display area not be greater than the building area and they do exceed that. The parking is deficient. The parking is in the front. The applicant is proposing a sign that is 192 square feet in an area where a maximum of 40 square feet is permitted.

The major suggestions are relocating the trailer and equipment area out from along the immediate site frontage and reducing the 192 square foot sign to be more consistent with the 40 square foot maximum. Some relief could be justified, perhaps even 2-3 times the ordinance standard, but at 4-5 times the ordinance standard is excessive. Mr. Taylor also recommends a low evergreen hedge along the site frontage to screen views of the automobiles parked in the front. It will allow good visibility of the building with the façade signs of the structure.

Part of the Master Plan for the whole area is to get interconnection between sites, so people were not having to pop in and out of Route 9. It might make sense long term, if there could be a connection easement from this site to the site to the south. It would give people leaving that site direct access to the light without having to make a quick left on to Route 9 and a quick right to get to the center sections. From a long term stand point, that would have tremendous benefits in achieving some of the interconnection. The site to the south is the Buy Rite liquor store.

The architecture could use some minor upgrades. The façades are generally fine. The building is very long and all one color on top, the block colors could be changed to darker pilasters to help break up the mass of that building and make it seem less blank. The applicant could still have the red band. Pilasters are sort of fake columns. The pilasters could be put in a few locations. It will break the building up into smaller pieces instead of one solid wall façade.

Mr. Palus discussed moving the trailer sales display is a concern for Mr. Kettler.

Mr. Kettler discussed the tenant, Tractor Supply, and their review committee's largest concern is the trailer display. They do not want to bend on that one item. The applicant understands the display is close to the bike path. It is a large right-of-way from Route 9. The applicant asks if there is some way around having to move it by way of additional screening. The hedgerow will definitely help. Maybe put some grading in that area so the trailers cannot be seen. The applicant can provide some line of site drawings that say, if the applicant puts a landscape berm there, what is a pedestrian on the bike path going to see, in terms of the trailers. Mr. Taylor brought up the fact that these are low line flatbed utility trailers. There is a wire mesh gate that folds down so a four-wheeler or lawnmower can be driven on it. That part does stick up. The trailers are a major point of contention with Tractor Supply. The applicant is asking the Committee to let them know what can be done that might allow the display to stay by way of landscaping.

Committeeman Collamer inquired if the applicant's ambition is to have the trailers noticed from the roadway or from the parking lot.

Mr. Kettler discussed in the past, the applicant was okay with screening the trailer display not moving it.

Mr. Slachetka discussed if that is the case, why can't the display be moved to some other visible place in the parking lot.

Mr. Kettler discussed it has to do with the accessibility and how the trailers are moved on and off site and from an operational standpoint, how they get from A to B. The trailers are not easily moved. It takes some maneuvering.

Mr. Slachetka discussed there are other ways to allow for mobility of the trailers. Modifications can be made to the right side of the entranceway. The plan shows parking behind the display area for the trailers. Mr. Slachetka does not understand how that is mobile if people are parking there and inquired how the trailers will be moved back and forth if there is parking spaces right there.

Mr. Kettler discussed the applicant does not need a whole lot of parking spaces. The only reason 72 parking spaces are shown is because of special Saturday events, the parking may be filled, but for the most part, most of the parking will not be used.

Mr. Slachetka discussed there is a large fenced display area with the circulation way right next to it. It may require a reconfiguration of the basin. The trailers could be parked along that and people will be strolling through the display area and very clearly see where the trailers are.

Mr. Palus discussed not having all the answers and spoke with Tractor Supply about it. This is their policy. They want the trailers up front. Mr. Palus suspects the reason for the policies is a combination. Tractor Supply would like someone from the roadway to see at least a part of the trailers and screen them so they are invisible to the rail trail. People going down Route 9 is a little different then screening the trailers to soften their impact on the people using the Rail Trail. People driving by might see part of a trailer behind a tree. That might help the Township achieve what it needs as a government agency, but at the same time give some visibility. Tractor Supply is fine with screening them, but if it means there will not be any aspect of any trailers seen from any point of the public right-of-way, that is not what Tractor Supply has in mind.

Mr. Collamer discussed screening yes, hiding no. Mr. Collamer inquired if there is any reason why when the trailer is parked there, if the back could be down versus sticking 6 feet up in the air.

Mr. Kettler discussed having to measure it and does not think it would be 6 feet in the air.

Mr. Palus inquired how high off the ground are the trailers and how high does the base of the trailer sit off the road, where the lawnmowers are parked.

Mr. Kettler guessed at 18 inches. It would have to be measured. They are low lying because of what they are used for. They are used for hauling a riding lawnmower, essentially.

Mr. Palus inquired if they are typically a black mesh metal.

Mr. Ketter discussed yes.

Mayor Tredy discussed these trailers don't seem visible.



Mr. Collamer does not have a problem with it and feels a solution could be found.

Mr. Palus discussed these are not box trailers. They are not very intrusive.

Mr. Slachetka inquired what if the trailers were on the other side of the entranceway in a more concentrated area versus all along the length of the frontage.

Mr. Taylor discussed the dimension is 200 feet long, which is two-thirds of a football field. Even if it was 75 feet on the right side of the drive and 75 feet on the left side, it will break it up a little bit.

Mr. Kettler discussed the Tractor Supply is normally shooting for a certain square footage of display. Mr. Kettler has not been involved in a project where the display was a square as opposed to long.

Mr. Worth inquired if the trailers could be side by side, with access to any one of them as opposed if they were in a square.

Mr. Taylor discussed instead of having a 200 foot long row, having two rows.

Mr. Slachetka requested Mr. Kettler ask Tractor Supply again.

Township Attorney McGuckin inquired how the trailers could be limited and what if 1-3 years from now Tractor Supply wants to put box trailers out. There has to be some type of limit. It should be noted on the plan what type of trailers and the maximum height.

Mr. Taylor discussed no higher than 4 feet would require the gate to be folded in flat or down low, with gentle berm and plantings to soften it.

Mr. Palus discussed talking to Tractor Supply about breaking up the display. The Township needs to have a record of what is approved so there is not an enforcement issue. It will be noted in the Planning Board approval. Mr. Palus is concerned about the 4 foot height limitation. The applicant is happy to work with the Township on those details so the goal is achieved, which is to provide Tractor Supply with some trailer storage along the front of the site but not provide the type of things the applicant is telling the Township it is not going to do.

Committeeman Collamer discussed the Township can find a middle road with the applicant.

Mr. Taylor discussed the applicant and professionals can come up with some items, jointly, before Township Attorney McGuckin puts together a letter on this, which will include what the exact maximum height is. The Township and Tractor Supply have a comfort level and the Planning Board has a reasonable expectation of the maximum height. It wasn't 4 feet but it wasn't 8 feet either.

Mr. Kettler would like the opportunity to take the recommendations and get them approved by Tractor Supply.

Mr. Slachetka discussed the Redevelopment Committee is offering a way of compromise. Tractor Supply should understand that this project is in the Town Center. There is a real focus on this being an important place for the Township. The Township has invested substantial amounts of monies over the years to get this designation to allow a higher intensity of uses. Mentored with that, there is a sensitivity to how

things should be designed. The fact the project is in a Redevelopment Area and in the Town Center should inform Tractor Supply about the approach they should take to compromise.

Mr. Taylor discussed this intersection will now become very prominent. The Tractor Supply site is going to have a tremendous amount of visibility with people approaching westbound, sitting at the light and staring out over the driveway and trailer display.

Mr. Palus discussed the idea of an interconnection. From a practical standpoint, it presents difficulties. Mr. Kettler has approached the owner of the Buy Rite site on multiple occasions and received no response.

Mr. Kettler discussed not being able to create a line of communication with the owner of the Buy Rite store.

Township Attorney McGuckin discussed that is okay. The Township is saying the applicant needs to provide it on the property and agree to allow it.

Mr. Palus discussed Tractor Supply pays all this money to upgrade the signal, deal with all the regulatories, build the site, build the access, then the neighbor gets free access to the traffic light. Then Buy Rite Liquors closes down in five years and a competitor of Tractor Supply moves in. Now the competitor has been given free access to the traffic light. These are the concerns retailers have. These are not planning concerns, just different concerns. These are business concerns that Tractor Supply has.

Mr. Kettler has discussed this issue with Tractor Supply on other projects and they had the same concerns.

Mr. Palus anticipates the interconnection issue to be a problem.

Committeeman Collamer inquired if there is a way the expense can be shared.

Township Attorney McGuckin discussed not knowing if the cross-access expense can be shared. This is not unusual. The cross access easement is utilized for this purpose. The purpose from the Township's perspective, and almost every other Town's perspective, is if business is so good that a competitor is going to want another tractor company, it would be shocking.

Mr. Kettler discussed the applicant is providing an access easement to the property to the north, albeit there is only a very small part that could ever be developed, and with the CAFRA restriction, who knows what could be put on there. Not enough due diligence has been done to understand that completely. That access easement will be part of it, as the applicant controls that land and the ability to access it and the need to access it, whether or not it is developed.

Township Attorney McGuckin inquired if the NJ Department of Transportation (NJDOT) has discussed with the applicant about whether cross access has to be provided. Sometimes NJDOT requires cross access.

Mr. Palus discussed the applicant complies with the trip thresholds and does not have to provide cross access. The site is designed that if in the future, that property needs to be redeveloped and the developer negotiated with Tractor Supply, the applicant will be able to provide cross access. The site is designed to accommodate that.

Mr. Slachetka discussed the circulation plan for the Town Center. Originally the Town Center Plan had Bay Parkway extended over to the west and then around to the rear of this site then downward towards the remainder of the site. The Township determined the two northern most properties would be this property and the liquor store property. When the Township changed this area to the overlay area to make this more retail commercial, the Township abandoned the concept of extending Bay Parkway. The link to the remainder of the site is actually proposed on the other side of the liquor store and between the multifamily residential development site. If there was a cross access easement to this site, but then connected down to the adjoining site, that would allow access to that new roadway. There would be another added linkage that would link it to the rest of the center for access purposes.

Committeeman Collamer discussed that is a good idea but also sees the applicants concern and inquired if the applicant has looked into the aspects of whether there was an approach to the NJDOT from the prior approval.

Mr. Palus discussed he does not think anything was ever filed under the prior application. The trips associated with that project are substantially different than Tractor Supply. It's a whole different application anyway.

Mr. Slachetka discussed it may be helpful for that potential access point to be identified on the plan. Whether it has to be effectuated immediately or not, identifying it as a potential or future access point makes sense. In 10-15 years, both properties could be something else.

Mr. Palus discussed the applicant does not have an objection showing a potential future interconnection subject to the parties reaching an agreement on the easement.

Mr. Taylor discussed it is in the Redevelopment area. If the Township ever really needed it, all parties would be brought to the table.

Mr. Slachetka reviewed Mr. Taylor's recommendations on lighting and landscaping, and they basically echo and are consistent about the need to upgrade and change the lighting and landscaping consistent with the plan.

Mr. Taylor discussed particularly along the site frontage. The applicant can go to some different fixtures internally for the site.

Mr. Kettler discussed that is what was done on the neighboring site. There are a couple decorative fixtures along the front. The balance of the site has the old box fixtures.

Mr. Palus discussed in order to provide safe and efficient lighting throughout the site, there has to be certain lighting. Ornamental fixtures are nice but have restrictions in terms of the ability to light across a large parking area.

Committeeman Collamer inquired if that is why there was an inconsistency in the height of the lamp poles and inquired if higher ones were suggested for better coverage.

Mr. Palus discussed yes. The lower light poles become very bright directly underneath. There has to be a balance, but the applicant understands Mr. Taylor is referring to the corridor along Route 9.

Township Attorney McGuckin discussed the water lines should be addressed now and not later. Under the Redevelopment Committee, the Township itself and the Water Utility would need to input on this. If the Redevelopment Committee grants approval, the applicant is permitted to do this. Township Attorney McGuckin inquired if the water line is going to go across the frontage or directly to them. The Township rules require the water line to go across the frontage as well. It is important for the Township, as there is no water there on the other side of Route 9.

Mr. Worth discussed an application has to be made to the Utility Department and receive approval from them. It has been discussed previously that the water needs to be brought to the site, which is across Route 9. Across the frontage is ultimately what would be preferable for future extensions.

Township Attorney McGuckin discussed if it is a requirement to bring the water line across the frontage, the applicant will need that approval.

Mr. Palus inquired if the Planning Board has the ability to make that decision.

Township Attorney McGuckin discussed the Utility Department would make that decision.

Mr. Worth discussed the applicant would have to make application.

Committeeman Collamer discussed to an outside agency.

Township Attorney McGuckin inquired why the rail trail would have to be moved.

Mr. Palus discussed the applicant's traffic department told him that is what is dictated by the NJDOT.

Township Clerk/Administrator Ambrosio discussed this has been done with the rail trail before near the Wawa and then they brought it back out at the Shop Rite.

Mr. Taylor inquired where they cross the driveway at the hotel.

Township Clerk/Administrator Ambrosio discussed right up at Route 9.

Mr. Taylor discussed the disadvantage is there is a longer area that has to be crossed. If it is moved back into the site 30 feet, it is considered a midblock crossing. Cars turning off Route 9 expect the pedestrian to be in that sidewalk. If the car turns halfway in, then it is a surprise. Either the County and/or NJDOT will tell the Township where it has to be.

Township Attorney McGuckin discussed there are outstanding issues that need to be resolved before this application goes to the Planning Board. The outstanding issues are the trailer storage, the architectural amendments, lighting amendments and the landscaping. If the Planning Board receives the application without these requirements, it will be whatever the Planning Board decides.

Mr. Slachetka agreed with the Township Attorney that all the issues talked about today need to be addressed to the Committee's satisfaction before this application goes to the Planning Board.

Mr. Taylor discussed allowing Tractor Supply to look at the suggestions about the berming, the softening, the splitting of the trailer storage into two areas and to work jointly with the professionals. Mr. Taylor

inquired what is the definition of the trailers that the Township is comfortable with, non-enclosed, 36 or 48 feet.

Mr. Kettler discussed working with Diane. The applicant knows what the issues are. The specifics on how that exactly gets accomplished needs to be worked out. The applicant will go back and forth with the Redevelopment Committee and if the two can come to an agreement, the approval could be done administratively outside of a meeting.

Township Attorney McGuckin discussed the applicant would have to come back to a Redevelopment Meeting. This meeting could be scheduled for 6:00 pm before the Township Committee meeting next month. This application is almost done. The applicant will show the plan, definition and so forth that address these issues. If the Redevelopment Committee says great, than it will be a 10 minute meeting. The applicant would need to show a plan with the issues resolved.

Mr. Slachetka discussed the applicant will be providing items to the professionals in advance prior to the meeting.

Mr. Kettler discussed hopefully there will be some things accomplished between now and the meeting.

Mr. Taylor discussed those items can be exchanged by PDF, review the technical issues, then in a 45 minute meeting resolve those issues.

Mr. DelDuca inquired if an announcement can be made tonight, even though there are no public members present, that public notice was provided to continue this matter at the next Redevelopment meeting.

Township Clerk/Administrator Ambrosio discussed the Redevelopment meeting should be scheduled for 5:30pm on October 13, 2016, as the Township Committee meeting starts at 6:30pm.

Mr. Del Duca discussed if everything is approved on October 13, 2016, application will be made to the Planning Board on October 14, 2016.

**Motion to open Public Comment** was moved by Committeeman Collamer, seconded by Deputy Mayor Wetter.

Roll Call: Collamer: Yes, Wetter: Yes, Tredy: Yes

No public present.

**Motion to close Public Comment** was moved by Committeeman Collamer, seconded by Deputy Mayor Wetter.

Roll Call: Collamer: Yes, Wetter: Yes, Tredy: Yes

### **Adjournment**

Motion to adjourn meeting was moved by Committeeman Collamer, seconded by Deputy Mayor Wetter.

Roll Call: Collamer: Yes, Wetter: Yes, Tredy: Yes

Signed and Submitted:

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Diane B. Ambrosio, RMC  
Municipal Clerk

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Date