

# MEETING MINUTES

## TOWNSHIP OF OCEAN REDEVELOPMENT COMMITTEE

SEPTEMBER 21, 2020  
7:00 PM

### 1. FLAG SALUTE

### 2. CALL TO ORDER

- ROLL CALL

Ben LoParo   X   Lydia Dodd   X   Ken Boulderstone   X  

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.

### REGULAR MEETING

### 3. New Business

**Applicant Herman & Marsha Zell** - Block 241.11, Lots 12.02, 13.01 & 13.02  
Block 343, Lots 18-28, Block 352 Lots 1-18 Block 351, Lots 8 - 14  
102 Market Rate Townhouses  
18 Affordable Units  
8,550 sq. ft. Shopping Center

Mayor Boulderstone discussed the only application on tonight's agenda is from Herman and Marsha Zell for townhouses and a shopping center.

Keith Davis, Attorney representing Herman and Marsha Zell. Herman and Marsha Zell have owned the property since 1975. It is a big, wooded tract of land that is very much in need of redevelopment. This is a proposal for the establishment of 120 residential units in 18 buildings with related site plan and subdivision improvements together with an approximately 8,550 square foot shopping center. The Township has been reviewing the development of commercial growth in the downtown area, which this project will accomplish all as part of a development that has been referred to as Oceanaire East.

The property is designated on the tax map as Block 241.11, Lots 12.02, 13.01 and 13.02; Block 343, Lots 18-28; Block 352, Lots 1-18; Block 351, Lots 8-14 and portions of former rights-of-way, which have since been vacated known as Fox Place, Holly Place, Fulton Street and King Street. This is the beginning of a redevelopment process, a process that is outlined in the housing and redevelopment laws, as prescribed by State legislature and signed by the Governor into law. The Governing Body remains in control of the redevelopment process from the very beginning to the very end.

The applicant is asking for two things tonight. The first is to allow the applicant to move forward in expanding an existing area in need of redevelopment that has already been designated for the bulk of the property and allow the applicant to go to the Planning Board to have a hearing, to have that area slightly expanded for stormwater basins to be established. Only that infrastructure, no vertical development in the additional area that the applicant is asking the Governing Body to designate. After the Planning Board has that hearing to determine it is appropriate for that expansion, the applicant will come back to the Governing Body and ask the Governing Body to approve that expansion. Once that is accomplished, the applicant is asking the Governing Body to approve a new area in need of redevelopment for the entire tract of real estate to allow for the development of the residential and commercial aspects of the project.

The Governing Body establishes the rules for how that redevelopment is to occur. The applicant is asking the Governing Body to authorize the Township Planner, Engineer and Landscape Architect to work with the development team in order to prepare that redevelopment plan. The applicant is here tonight to present a concept. The applicant's professionals are here to address issues that are outlined in the Township's ordinance for redevelopment plan concepts such as this one.

Bill McManus is a Professional Planner and licensed surveyor. Mr. McManus is going to provide testimony as to the redevelopment plan concept the applicant is proposing and talk about the nature of the development.

Richard Redding is an Economic Analyst who has prepared a community impact statement, which has been submitted as part of the redevelopment concept submission. Mr. Redding will talk about the revenues that will result from this project and the impacts the project will have on the public infrastructure so the Governing Body can make a decision as to that balance and the positives that will result from this development.

David Horner is a licensed Traffic Consultant and a Professional Engineer. Mr. Horner has prepared a traffic impact statement based on the project.

Laura Staines is an Architect and has prepared the architectural renderings submitted with the redevelopment plan concept. Ms. Staines will review the renderings with the Governing Body tonight.

The applicant will work with the consultants who may have other ideas to incorporate as part of the redevelopment plan, which Mr. & Mrs. Zell are committed to doing to make sure this project works. This is not a site plan hearing. There should be no sworn testimony or marking of exhibits into evidence. This is not a Planning Board meeting. There is no development that will be actually approved by the hearing tonight. The applicant is here to present the concept.

Junetta Dix is the applicant's Environmental Consultant. Ms. Dix can answer any environmental questions.

Tom Roesch is the applicant's Civil Engineer.

There are multiple steps to this process. Extending the area in need of redevelopment is a Planning Board hearing and requires separate action by this Governing Body. A redevelopment plan amendment is something that has to go to the Planning Board and needs to be approved by ordinance by the Governing Body. There needs to be a site plan application, as any other development in this town needs to be approved by the Planning Board. All meetings are on public notice and the public has the right to attend

and participate in these meetings. There will be multiple opportunities to review this plan of development. Tonight is a concept meeting. The development team is hear to respond to any questions.

Bill McManus, Licensed Land Surveyor and Planner in the State of New Jersey is sworn in by Township Attorney Dasti. Mr. McManus discussed he has been licensed as a Land Surveyor for 34 years, as a Planner for 33 years and is a Principle in the firm of Duffy, Dolcy, McManus and Roesch. I have supervised the preparation of this concept plan.

Mr. Davis inquired if Mr. McManus is familiar with the Ocean Township Zoning ordinances, Master Plan and other Redevelopment Plans adopted.

Mr. McManus discussed, I am.

Mr. McManus discussed the property is 24 acres of vacant wooded ground. It is situated on the Easterly side of Route 9, immediately opposite Pancoast Road, which accesses the Greenbriar subdivision to the rear. To the North is some commercial property. To the East is a well-established neighborhood. To the South is some vacant land. This is the concept plan submitted with the application along with all the other supplemental documents.

The redevelopment area is limited to the C1 commercial zone that fronts along Route 9. It is approximately 475 feet back off Route 9. The line runs parallel with Route 9. This property is a little over 24 acres. The front portion of the property in the C1 or redevelopment zone is approximately 11.5 acres. The remainder of the site is in a residential zone. There are two zones in the back R1B and RPB. Those zones allow for developments such as single-family detached dwellings. It allows for parks, playgrounds and nature preserves. It does not allow for commercial development. The development the applicant is proposing, within that zone that is not a part of the redevelopment zone, is simply the retention basin and around the retention basin a pedestrian path or walkway that will be supplemental to the development that is in the commercial zone.

Mr. Davis discussed the majority of the site has already been designated by the Governing Body as an area in need of redevelopment. The applicant is proposing 120 units of housing along with 8,550 square feet of shopping center.

Mr. McManus discussed the vertical development is in the C1 redevelopment zone. The commercial building is on the Northerly part of the property. The affordable housing is immediately behind that. Adjacent to the affordable housing is the recreational amenity, the cabana, the swimming pool. The remainder of the property is taken up by 102 townhomes. The only hardscape within the residential district is the retention basin and the pedestrian walkway around it. This rendering is an estimate of the approximate size of the retention basin. The basin is approximately 2.5 acres. Approximately 10 acres in the back of the property will be tree-preserved. Approximately seven acres will be deed-restricted, which is required by the New Jersey Department of Environmental Protection (NJDEP). There are three isolated wetlands areas on the property. One of them is on Navajo Drive, one in the middle of the forest area and another in the South corner of the property. Those areas have been approved by the NJDEP by a letter of interpretation. Between the wetlands, the tree-save area and the wetlands buffer there will be 10 acres of property to the easterly side that will not be touched.

Mr. Davis discussed that area in concert with the basin area, walkway and landscaped area, the applicant will work with the Governing Body's consultants and the redevelopment plan to further specify the nature of landscaping, and will act as a buffer from the project itself to adjacent residential uses.

Mr. McManus discussed the concept plan shows some landscaping. It has not been hard-engineered. Grading, drainage and lighting is not shown. Conceptual landscaping is shown with shade trees throughout and buffering for the commercial property. A six foot berm will buffer the townhomes from Route 9 with dense vegetation. The Township's Landscape Architect suggested extending the berm and increasing its size and density. Dimensions are shown from the nearest townhome to the nearest homes in the well-established neighborhood. The closest dimension from a single-family home front on Third Street to the nearest townhome is over a football field away. On Navajo Drive there are properties that are 600 feet from the townhome with a substantial wooded buffer that cannot be touched.

The applicant is not filling any wetlands. The applicant is not pushing a street through to Navajo or to Third Street in the back. The applicant is not going anywhere beyond the edge of the retention basin. All utilities will be serviced by existing utilities near or adjacent to the site. All access to the project will be from Route 9. There are two access points the applicant's traffic engineer will detail for you.

Mr. Davis discussed the affordable housing and low-moderate income units is court-mandated and a legal obligation when you construct a market-rate project. A certain percentage of those units must be deed-restricted for low and moderate income housing to deal with constitutional obligations.

Mr. McManus discussed the affordable housing ordinance lays out very clearly the number of affordable units on site and further divides how those units are to be managed and deed-restricted all in accordance with the COAH regulations.

As prescribed in 40A:12A-5 Local Housing Redevelopment Law, this law enumerates the different criteria to establish a property to be put into an area of redevelopment. The law states unimproved vacant land that has remained so for a period of ten years prior to adoption of a resolution and that by reason of its location remoteness, lack of needs of access to develop sections of the municipality, topography, nature of the soil is not likely to be developed through private capital makes this property right for redevelopment.

Mr. Davis discussed this is subject to a hearing before the Planning Board and has to be formally approved by resolution by the Governing Body at another meeting. The applicant is requesting the Governing Body to authorize the applicant to collaborate with Township Professionals and the applicant's development team to move forward on the expansion of the redevelopment area and prepare a redevelopment plan. That plan will address the density of the residential property.

Mr. McManus discussed the plan will address the bulk standards and lot coverage. The lot coverage in the commercial zone is 40%. Under the NJDEP Coastal Area Facility Review Act (CAFRA) rules and regulations, the applicant will be limited to 30% of lot coverage. That is far less lot impervious coverage on this overall site than is even allowed by the Township's ordinance. Those items will be included in the Redevelopment Plan, bulk requirements, setbacks, distance between buildings, parking is generated by residential site improvement standards, which is a state law. The applicant meets and exceeds all of those standards in this conceptual plan. Landscaping, fencing and lighting are items that will be addressed in the Redevelopment Plan. Building design and floor area ratio (FAR) will be addressed in the Redevelopment Plan.

Mr. Davis discussed there will be a Homeowners Association established for the residential development. The applicant will work with the Township on the form of that document. The applicant will file applications with the NJDEP concerning CAFRA.

Richard Redding is sworn in by Township Attorney Dasti. Mr. Redding discussed he is an Economic Analyst and Consultant for the last 35 years, graduated from Pennsylvania State University with a degree in economics and is a Principal at Richard E. Redding & Associates, a consulting firm in Princeton, NJ that provides economic, demographic and financial research to clients in both the public and private sector.

Mr. Redding discussed he prepared the Community Impact Statement submitted with the redevelopment plan application. The purpose of the Community Impact Statement is to provide an assessment of the anticipated impacts of the proposed development upon the municipality and its resources. This study is dated May 11, 2020 and utilizes a model that has been developed by the Center for Urban Policy Research at Rutgers. It measures the impact of the redevelopment on a variety of municipal, school district and county services. The data base for this model was collected from the Township Clerk, Tax Assessor and the Board of Education and a review of current and historical trends of the matter in which the Township generates revenues and pays for its costs.

The impact is relatively modest. This is an addition of 120 homes to a community with almost 4,500 homes, a community that has been growing by an average of 71 housing units a year. Measurements were taken of the specifics, the financial impacts of the development predicated upon the anticipated housing units, estimated sales prices and the population that would be generated by the new units. The results are the market homes consist of an equal mixture of two and three-bedroom townhomes. The sales prices anticipated will be \$300,000-\$350,000 along with 8,5550 square feet of commercial space. Upon completion the applicant anticipates an aggregate value of \$36.4 million and an assessment of \$33.3 million.

The project will also have approximately 22 employees along with 272 residents. That additional employment and population will be expected to generate costs for the municipality, the school and the County. Analysis of the project is predicated on two major components, the market component and the affordable component. The market components, which includes 102 townhomes and 8,500 square feet of commercial space will generate annual tax revenues of \$656,000 that would offset the allocated costs of \$369,000, yielding a surplus of about \$287,000. The affordable housing units, based on the restricted rents and evaluation will generate \$35,000 in additional revenues and \$136,000 in costs, yielding a deficit of \$101,000. The market components of this project generate revenues that more than offset the deficits of the affordable units. Overall, the analysis indicates a total surplus of \$186,000 that will be distributed between a surplus of \$90,000 for the municipality, \$34,000 for the school district and \$61,000 for the County.

Mr. Redding discussed he has been working on this project since 2009. Over the years, these studies have advanced and have been modified and updated. Upon receipt of the T&M comments, the Community Impact Statement was further modified and updated. The May 2020 Community Impact Statement incorporates all the Township's Professionals' comments. I had contacted the Fire Department, Police Department, Emergency Management Services and the Library and solicited their questions as to serving this project. The only response the applicant received was from the Police Chief, who requested a site plan be sent to him. The site plan was sent.

Jason Worth, T&M Associates, discussed there have been several iterations of the Community Impact Statement from last November, May and even a recent memo. One item discussed was the multipliers for both population and school-aged children. That was recommended to be updated to the 2018 study and the new multipliers from that. The 2018 multipliers were utilized. The overall population was reduced from 273 persons to 272. The school-aged children were reduced from 28 to 22. Additional comments

such as impact to facilities, architecture in the area, archeology, preservation are recommended to be incorporated into a final Community Impact Statement.

Mr. Redding discussed that will be done when the applicant proceeds to site plan approval before the Planning Board.

David Horner, Traffic Consultant, is sworn in by Township Attorney Dasti. Mr. Horner discussed he is licensed as a Professional Engineer and certified as a Professional Traffic Operations Engineer for approximately 32 years. Mr. Horner discussed he prepares traffic impact statements based upon proposed developments across the State of New Jersey. Mr. Horner discussed he has been accepted as an expert in the field of Traffic Engineering before other boards and Governing Bodies.

Mr. Horner discussed he prepared the Traffic Engineering Assessment dated November 15, 2019 submitted with the application. There are two proposed accesses on the plan, both to Route 9. One is to be located opposite Pancoast Road at the existing traffic signal. The second is proposed to be at the South end of the property, right turn in, right turn out only, unsignalized access. Those are the only driveways proposed to serve this site based on this concept plan. The existing conditions were documented. The projected traffic was superimposed onto those and then analyzed the impact to make sure the conditions would be acceptable. In terms of operation, adding the fourth approach, the applicant anticipates a left turn lane on Route 9 opposite the existing left turn lane that serves Pancoast. The exact design configuration of that intersection would be worked out in subsequent steps of this process based on the NJ Department of Transportation (NJDOT). The operation would be at similar levels of operation that it is today. The level service is B and C, which is more than acceptable. Due to no left turn at the right turn only access, there will be no issues in terms of operations with the right turns exiting or the right turns entering.

This is a State road and will have to go through the NJDOT process. Based on the combination of the non-residential and the residential, it is projected the morning peak hours will be approximately 82 trips, 30 in and 50 out. The afternoon peak hour would be about 50 in and 50 out. This additional traffic volume will not substantially impair or negate the intersections that are the subject of this application. Acceptable or not acceptable is measured in terms of delay at the intersection. A range of delay that is acceptable is the light turns green and you can go, as opposed to waiting for a second light cycle. There are E and F categories. That is not what is going to happen at this site in the future. This traffic will remain at B or C categories.

Mr. Worth inquired if there is any anticipated change based on a seasonal adjustment for summertime.

Mr. Horner discussed there is only a marginal difference in terms of volumes. The NJDOT has factors for most of their roadways including Route 9. That data is collected over many months, weeks and years. Route 9 serves commuter traffic for businesses that operate year-round. The ratio counts in November are compared to what Summer would be. That number is factored up or down depending on the average for the year. That information will be supplied to Mr. Worth.

Mr. Worth discussed the applicant will need NJDOT major access permits for the project. The entrance to the South will be right turn in and right turn out only.

Laura Staines-Giardino is sworn in by Township Attorney Dasti. Ms. Staines-Giardino discussed she is a licensed Architect in the State of New Jersey. I was licensed in Pennsylvania in 1983 and subsequently in two years was licensed in approximately 24 additional states including New Jersey. I am also a licensed

Land Planner in New Jersey. I have provided testimony before Land Use Boards and Governing Bodies throughout the state and am accepted as an expert in those fields. Ms. Staines-Giardino discussed she worked on developing the architectural elevations and renderings of this redevelopment application.

Ms. Staines-Giardino discussed she has been working very closely with the Township Professionals to reflect the fact there are two different types of product. There are the town homes, which are market rate, and an affordable component, which is mandated by the state. The town homes are in various numbers of units per building, ranging from 4-10 units per building.

A typical building is shown with 7 units, which is the vast majority of buildings in the market-rate component in the site. The applicant recognizes the opportunity to create a level of individuality for each of the town homes yet also create an overall concept that was homogeneous. The townhomes will have vinyl horizontal siding, shakes, synthetic panel material, shutters and panel garage doors to create the building façade. The rear of the building is consistent in the use of the same materials. As the building is approached from any façade, front, rear or sides, the utilization of those same materials with a high level of detail can be seen.

In the market-rate units the applicant is showing a single-car garage. The townhomes are proposed as three-stories in height. The applicant has incorporated that single-car garage on the ground level to afford multiple uses. The space is large enough to accommodate the vehicle, trash containers, bicycle storage and other items for gardening and so forth. The end units are shown as 42 feet deep because the applicant has elected to provide cantilever, which is a projection along the front of the building and over the parking space. It is a little more dramatic when approaching the building.

The affordable units are comprised of a mix of one, two and three bedroom apartments, which are established percentage-wise by the State. The applicant is providing 3 one-bedrooms, 4 three-bedrooms and the balance will be two-bedrooms. The side utilizes the very same materials in the townhome buildings. There will be no integrated garages for these dwelling units but the balance of the building does articulate and utilize every bit of the same materials, the same scale and the same character. The larger of the two buildings contains 12 units. The smaller building contains 6 units. The rear elevations take advantage of the use of the change in material and color to give a sense of individuality to the respective portions of the building. The affordable units are located adjacent to the club facility. The applicant will integrate an area of covered storage for bikes.

The club facility will be single-story approximately 1,500 square feet. It will have a multipurpose room with some games areas. There is an increasing demand for places people can go to conduct business, private phone calls and have meetings with individuals. There will be storage and changing facilities relative to the pool and other outdoor amenities.

The retail component will be single-story in height. The very same trend materials, elevation, shake and siding materials have been applied so they can be compatible with, but not identical to, the residential component.

Square footages are still subject to some tweaking. The townhomes will be between 2,200 and 2,500 square feet inclusive of the garages. The affordable units will run from 750 square feet for the one-bedroom to roughly 850-900 square feet for the two-bedroom and approximately 1,000-1,050 square feet for the three-bedroom.

The Township Professionals comments were addressed. Some portion of the building will be visible from Route 9. It is very appropriate to continue to embellish all the façade of the buildings. The applicant accented with additional trim. There is a comment about maritime appearances. A heavy use of trim is very complimentary to a maritime theme. Ms. Staines-Giardino discussed she will continue to communicate with the Township Professionals to prepare the Redevelopment Plan.

Mr. Herman Zell is sworn in by Township Attorney Dasti. Mr. Zell discussed he is co-owner of the property.

Mayor Baulderstone inquired if the market rate and affordable units are for-sale units.

Mr. Zell discussed the townhomes will be for sale and the affordable units will be for rent.

Mr. Davis discussed this concludes the applicant's presentation with respect to this redevelopment concept. The applicant's professionals are here to answer any questions or concerns. The applicant hopes this is the beginning of a redevelopment of this tract to bring a responsible, very aesthetically attractive and balanced development and ratable to this community.

Mr. Taylor, Township Landscape Architect, discussed he reviewed the documents and issued a report dated June 10, 2020 and identified the information Mr. Davis reviewed and the plans that were presented. The architect has incorporated some of those comments from the Township's report. The applicant and Township Professionals talked about making sure the tree preservation is deed-restricted and that all of those wooded areas were preserved in perpetuity so there can never be any road extensions through there. Increased buffering in two areas was discussed, one along the Route 9 frontage and one along the rear of the site, to minimize any impact where the retention basin is in closest proximity to the residences of approximately 300 feet.

Mr. Taylor discussed Ms. Staines-Giardino addressed the backs of the units and made sure there is a good residential buffer there and good architecture so the final product is something the town and public can be proud of and be part of the redevelopment revitalization of the Route 9 corridor the Township has been talking about since at least 2007.

Mr. Worth discussed his questions to the applicant and his team. I did make comment to the Community Impact Statement and the applicant has made updates to the plan. The Township will continue to work with the applicant's Professionals to make sure that is a complete and final document. The applicant has touched on the planning comments and has indicated they will be subject to all outside agency approvals, both NJDOT and NJDEP CAFRA. At this point the project is conceptual and the Township is looking for the applicant to meet all stormwater standards, parking requirements and meet the Township ordinance.

**Motion to open Public Comment** was moved by Committeeman LoParo, seconded by Deputy Mayor Dodd

Roll Call: LoParo: Yes, Dodd: Yes, Baulderstone: Yes

Mayor Baulderstone discussed the Township Committee asks that you state your full name and address for the record. There is a time limit of five minutes for each individual. Please maintain six feet of distance.



John Signorelli, lives adjacent to the property that is going to be developed, discussed he has a petition signed by over 620 residents stating they are not for the development of this property. That is going to grow. The property's 38 acres has been taxed at approximately \$1,800 a year or less. A one-acre home pays over \$3,000 a year. Mr. Signorelli discussed he believes the property was under the NJ Farmland program, as the applicant has to meet that criteria. The equations to estimate the child population is not reliable. The traffic study is unreasonable. Mr. Signorelli discussed the affordable units are segregated. Mr. Signorelli discussed the gray tree frog research. Mr. Signorelli discussed the possibility of the paper road that connects Route 9 to Third Street becoming a road in the future.

Denise Ferrara, 417 Third Street, discussed she is directly impacted by this project. Ms. Ferrara discussed having wetlands in her driveway and when it rains heavy it floods the neighbors.

Mr. Davis discussed there are other applications that need to be filed with the NJDEP. Those submissions will be made. There are requirements to look at wetlands both on the site and a certain radius around the site. Whatever the regulatory requirements are, the applicant will adhere to them in terms of stormwater management. The applicant respectfully submit site plan issues that should be reviewed by the Planning Board and its staff to ensure the project in question adheres to your generally applicable site plan requirements. I have made a note of that particular condition and will share with the engineer. The forum for that is more appropriate for the Planning Board when the site plan application is submitted.

Ms. Ferrara inquired if the back of the property will be fenced.

Mr. Davis discussed the testimony was that landscaping will be provided. The applicant is open to suggestions. Mr. Taylor and Mr. Worth provided suggestions that will be incorporated into the plan to specify how the project is to be developed.

Ms. Ferrara requested the Township Committee sit on Route 9 in the morning and at nighttime. Today at 3:30pm Route 9 was backed up.

Bob De Salvo, 22 Ocean Grove Lane, inquired if the commercial building is going to house all retail stores or a religious building.

Mr. Davis discussed that is the proposal. The applicant is willing to talk to the Township's professionals about specifying a wider variety of commercial usage. It is supposed to be a shopping center to house retail uses. Mr. Zell is willing to rent to anyone who is willing to pay rent. The applicant can provide for a wide variety of uses in the redevelopment plan. The concept is to be what the Township is intending to incentivize for the redevelopment initiatives is a retail space that maximizes the value of the property and tax revenue for the Township.

Bob Ridsen, 97 Main Street, inquired if the Township will have to put up another water tower up for this project or more sewer facilities.

Mr. Worth discussed the future water usage and development in the Township has been looked at over the years by T&M Engineering and Remington & Vernick Engineers. This project has always been included and anticipated in those reviews with the Township's current infrastructure. Glen Kenworthy, 418 Third Street, discussed this project does not look like Waretown. The traffic is going to be bad. There is going to be population growth and the Township is going raise the property taxes to build a new school.

Greg Jodice, 24 Dogwood Lane, discussed the quality of life in Waretown will go down. People move here to have a good life and we are losing it.

Greg Rieck, 362 Route 9, discussed the Township should put a clause in that no one big entity is going to buy all the townhomes and rent them out like a slum lord. The Township does not yet know the impact on the community that the other big project in town will have. On a Friday night at 5pm during the summer, the traffic is backed up on Route 9. Numbers on your paper and reality are two different things.

Ken Flatt, 55 Railroad Avenue, discussed there are three main entrances to this Township, both ends of Route 9 and Route 532. The Township needs to look at the traffic coming into town, not into that section. The Township has large projects like ShopRite and Cornerstone, which bring in more and more people.

Jeffrey Hayes, North Navajo Drive, inquired who determined this property needs renovation.

Mr. Worth discussed for as long as I have worked for the Township, which is 15 years, all areas within the C1 zoning district are designated as an area of redevelopment. It has been long established. Up and down Route 9 is a C1 zoning district.

Mr. Hayes discussed the ShopRite shopping center with Harvest Buffet is empty. The plywood building that was never finished was taken down. The traffic on Route 9 is ridiculous in the summertime. The population and water usage is going to increase. I guarantee the taxes will be raised to hire more Police and Fire.

Doug Martin, North Navajo Drive, inquired if the traffic study includes the extra vehicles from the new residential area across from ShopRite.

Mr. Horner discussed anything on the roads in 2019 was counted. In addition to that, general background traffic growth is accounted for, which in this case is 2% added on to the volumes. That accounts for other developments that are expected to come in.

Mr. Davis discussed Mr. Horner adheres to what is prescribed for his profession by the standards of the NJ Department of Transportation (NJDOT) and the Institute of Transportation Engineers.

Mr. Horner discussed, yes that is correct. I prepared the report based on those standards and accounted for the background traffic growth in the matter set forth in those materials.

Mr. Davis discussed Mr. Horner did look at growth factors under normally applicable traffic engineering standards.

Mr. Horner discussed, that is correct.

Bill Irving, 80 Railroad Avenue, discussed the group of homes across from ShopRite is going to affect the roads, schools and taxes. Now there is another unit which will affect roads, schools and taxes. We do not want to build a high school, if we keep going the way we are going. It is not feasible for Waretown to do what you are doing.

Tom Rae, 439 Cheyenne Drive, inquired where the deer are going to go after clearing these sites.

Mr. Davis discussed there is a State required tree-save area, pursuant to NJDEP requirements, which exceeds 10 acres that will be preserved, deed-restricted, set aside and will never be developed.

Resident, 25 North Navajo Drive, discussed I would rather stay here than move to Manahawkin for the Stafford School District. You cannot tell me that between both structures, 22 children and \$31,000 is going to the schools.

Kaitlyn Schoenberg, 160 Wells Mills Road, discussed she does not want more building and does not want to have to sit on Route 9.

Mike Salese, 11 Camp Lighthouse Road, requested in writing that the site will have 22 kids, only bicycles on the road with no impact in traffic and taxes will not be raised.

Rachelle Hafey, 85 Bayville Way, discussed this is not what she wants and wishes the Township would reconsider this. This is not a good idea.

Annadelle Hopkins, 3 So. Navajo Drive, inquired if the basin will be still water. It is not true that the buildings will be 300 feet away from the housing units that are there.

Mr. McManus discussed a dry basin is what is anticipated, not standing water. The distance between the buildings and the current residential area is based upon a plan. The existing homes were superimposed onto an aerial view of the site and measured those homes to the proposed townhomes. Those are the numbers that were put on the plans. The distance between the nearest house and the nearest townhouse is 316 feet.

Mr. Taylor discussed the side of one of the townhouses is about 280 feet. The rest of the townhouses are 316 feet at least.

Mr. McManus discussed the home that has the 280 feet has the wetlands and wetlands buffer.

Mr. Davis discussed the applicant has to make an application to the NJDEP. The NJDEP is one of the most aggressive and regulatory-intensive government agencies from an environmental perspective in the nation next to the Coastal Commission and the Cape Cod Commission. The NJDEP is going to examine all environmental impacts associated with the site, including the presence of threatened and endangered species. There may be studies that would have to be prepared in accordance with their regulatory requirements. It is a legal requirement that a permit has to be applied for and the applicant has to submit all necessary reports attendant to that permit application.

Junetta Dix, Environmental Consultant, discussed that is correct, first before anything.

Ms. Hopkins inquired about the Army Corps of Engineer who in 1988 determined that land was unbuildable.

Mr. Davis discussed I cannot speak to that. I am not aware of that.

Bill, Waretown, inquired if the applicant considered the storage place down the road.

Mr. Davis discussed the traffic consultant examined existing traffic patterns, included a multiplier for background traffic growth and looked at the anticipated traffic from this site. All of that is summarized in the traffic consultant's report.

Rob Rotonde, 5 So. Navajo Drive, discussed every time there is a heavy rain, my back yard floods.

Dave Montroni, 20 Sea Bright Way, discussed redevelopment is good. Modifying existing structures and filling in all the vacant buildings that already exist is something the Township Committee should be working towards. Mr. Montroni discussed traffic on Route 9. The Traffic Consultant is incorrect. The Greenbriar Pancoast exit is not a left-hand turn lane. There is only one lane. I also do not understand how the impact of the retail space is accounted for in the traffic study. \$34,000 toward the Board of Education is a joke.

Mayor Baulderstone discussed the Pancoast exit has a little island, which is the preference of the association. If that island is removed, there can be two lanes.

Mr. Davis discussed the testimony of Mr. Redding, an Economist, was that the average cost for the school children generated from this project. Mr. Redding has to use formulas and equations that are accepted in his field in order to prepare a community impact statement. That is what he has done. Based upon the school children that he estimates will be generated by this project, the cost is approximately \$280,000. The revenues generated from this project to the school district will be approximately \$305,000. It meets the cost. There is a surplus of \$35,000 approximately. That information was related to show not only is this project net positive but it is net positive under his estimation as an expert in the field, as an Economist of \$35,000. That is what is set forth in the report.

Mr. Montroni inquired if the applicant is going to ask for a tax abatement or Payment in Lieu of Taxes (PILOT) program in the future.

Mayor Baulderstone discussed there is no PILOT program and there is no tax abatement.

Paul Hughes, 146 Admiral Way, discussed he is not in favor of this.

Tim Horner, Dog Town, discussed if this goes through it is a disgrace to this town. The traffic is not going to be good for anybody. Mr. Horner discussed the First Aid Squad, Police and Fire Departments and needing different fire trucks to get up to the three-story buildings.

Mr. Davis discussed Mr. Redding corresponded with the Fire Department and did not receive a response. The applicant can address that issue along with all related site plan and subdivision issues that are normally raised during a Planning Board application preliminary and final major site plan review. Any development has an impact. The applicant has to look at the standard set forth in the Township ordinance to make sure those are addressed. The applicant is confident that can be done and looks forward to the ability to present that plan of development to the Planning Board where all these issues can be addressed.

**Motion to close Public Comment** was moved by Deputy Mayor Dodd, seconded by Committeeman LoParo.

Roll Call: LoParo: Yes, Dodd: Yes, Baulderstone: Yes

Township Attorney Dasti discussed the applicants here have submitted their application to the Redevelopment Agency to review the conceptual plan of the proposed redevelopment area, a majority of which is in the C1 zone, a portion of which is outside of the redevelopment area. The applicant is seeking the Redevelopment Agency to refer the matter to the Township's professionals to propose an amended Redevelopment Plan with a new carve-out piece in the R1 zone. If the information meets the approval of the Redevelopment Entity, the Township Planner, Township Engineer and Township Landscape Architect can work with the applicant's professionals to prepare a more formal Redevelopment Plan, which will be voted on by the Governing Body and referred to the Planning Board.

Mr. Davis discussed the first aspect is to refer the redevelopment area designation to the Planning Board for a hearing then come back to the Governing Body for a determination that the expanded area is appropriate for redevelopment, per the testimony tonight, that it consists of what are now conceptually the drainage basin areas, stormwater management facilities, walking path, landscaping and no vertical improvements in that additional area. The second aspect is to authorize the Township Professionals to work with the applicant's professional team to develop a Redevelopment Plan, which is a document that will incorporate comments heard this evening, comments that are raised in the reports already issued and suggestions that the applicant has to establish a balanced residential/commercial development on this tract. The applicant is requesting the Redevelopment Governing Body to take action on these two aspects.

Township Attorney Dasti discussed it is important for the members of the public to understand this is the first step in the process. This does not approve any type of redevelopment of the site. This is the first step for the Township, in conjunction with the developer, to come to an agreed upon a Redevelopment Plan. This site is already in the C1 zone, which is a redevelopment area.

Mr. Worth discussed the applicant will still be required to go before the Planning Board with any site plan application. The applicant will be required to go to the NJDEP for CAFRA approval and they will review all wetlands on the site, stormwater management and threatened and endangered species. The applicant will also need to go to the NJDOT for a major access permit along Route 9. The NJDOT could require major upgrades along the Route 9 corridor to accommodate this project and the surrounding area and they will look at traffic as well. That will all be looked at by the Planning Board in addition to those State agencies.

#### Motion of Approval

Motion to approve directing the Planning Board to undertake a preliminary investigation to determine whether Block 241.11, Lots 12.01, 13.01 and 13.02 qualify for designation as an area in need of redevelopment pursuant to NJSA 40A:12A-1 et seq. and authorizing the Township Planner to prepare a report was moved by Committeeman LoParo, seconded by Deputy Mayor Dodd.

Roll Call: LoParo: Yes, Dodd: Yes, Baulderstone: Yes

#### Adjournment

Motion to adjourn was moved by Committeeman LoParo, seconded by Deputy Mayor Dodd.

Roll Call: LoParo: Yes, Dodd: Yes, Baulderstone: Yes

Signed and Submitted:

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Diane B. Ambrosio, RMC  
Municipal Clerk

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Date