

**HILLSBOROUGH TOWNSHIP PLANNING BOARD**

**PUBLIC MEETING MINUTES**

**June 14, 2018**

Chairman, Shawn Lipani called the Planning Board Public Meeting of June 14, 2018 to order at 7:33 p.m. All stood for the Pledge of Allegiance. The meeting took place in the Courtroom of the Hillsborough Township Municipal complex.

Chairman Lipani announced the meeting had been duly advertised according to Section 5 of the Open Public Meetings Act, Chapter 231, Public Law 1975 ("Sunshine Law").

**ROLL CALL**

Committeeman Carl Suraci - Present  
Robert Wagner, Jr. - Present  
Committeeman Frank DelCore - Present  
Present  
Robert Peason - Present  
Seat #5 - Vacant  
**Neil Julian, Vice Chairman** - Present

Sally Becorena - Absent  
**Shawn Lipani, Chairman** - Present  
**Kenneth Hesthag, Secretary** - Present  
Ron Skobo (Alt. #1) - Present  
Sam Weinstein (Alt. #2) - Present

Also present: David K. Maski, PP, AICP, Planning Director; Eric Bernstein, Esq., Board Attorney (Eric M. Bernstein & Associates); William H.R. White, III, PE, CME, Board Engineer (Maser Consulting P.A.); Michael Lombardozzi, CCR, Covering Court Reporter; and Caz Bielen, Board Videographer (Premier Media, LLC).

**DISPOSITION OF MINUTES**

- May 03, 2018

A motion to approve was made by Secretary Hesthag, seconded by Mr. Skobo.

**Roll Call:** Mr. Wagner - yes; Secretary Hesthag - yes; Mr. Skobo - yes; Committeeman Suraci - yes; Committeeman DelCore - yes; Chairman Lipani - yes. Motion carries.

- May 10, 2018

A motion to approve was made by Mr. Skobo, seconded by Vice Chairman Julian.

**Roll Call:** Mr. Wagner - yes; Secretary Hesthag - yes; Mr. Skobo - yes; Mr. Weinstein - yes; Vice Chairman Julian - yes; Chairman Lipani - yes. Motion carries.

**DISPOSITION OF RESOLUTIONS**

- Apex Land Associates, LLC (Apex Sports and Events) - File 18-PB-01-MSP

A motion to approve was made by Chairman Lipani, seconded by Mr. Wagner.

**Roll Call:** Mr. Wagner - yes; Secretary Hesthag - yes; Mr. Skobo - yes; Mr. Weinstein - yes; Vice Chairman Julian - yes; Chairman Lipani - yes. Motion carries.

**PLANNING BOARD BUSINESS**

None

**SPECIAL COMMITTEE REPORTS**

None

**BUSINESS FROM THE FLOOR**

None

**CONSIDERATION OF ORDINANCES**

None

**PUBLIC HEARING - SUBDIVISION/SITE PLAN APPLICATIONS**

- ***Terrace Industrial Park - 08-PB-08-MJF (2018 Extension Request)*** - Block 185, Lot 1 - Weston Road. Applicant seeking one-year extension through June 30, 2019, for amended final major subdivision approval, Resolution dated 09-04-08; one-year extension Resolution dated 07-07-16; and one-year extension Resolution dated 07-13-17; to subdivide 19.586 acres into ten lots for an industrial park, including one stormwater lot, with improvements and conditions, on property in the I-1 Light Industrial Zoning District.

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**Lucille Davy, Esq., of Mason, Griffin & Pierson**, representing the Guastella Family Associates, said the applicant is seeking a final one-year extension on the application approval. The final extension would run to June 30, 2019. Ms.

Davy stated the applicant has been in negotiations to sell the property to a Developer. The applicant has taken some steps to regard to meeting some of the conditions related to engineering conditions in the Resolution.

No questions from the Board.

Open to the public.

No questions / comments.

Close public.

Mr. Bernstein stated June 30, 2019 would be the final extension.

A motion to approve a one-year extension through June 30, 2019 was made by Mr. Skobo, seconded by Mr. Peason.

**Roll Call:** Mr. Peason – yes; Mr. Wagner – yes; Secretary Hesthag – yes; Mr. Skobo – yes; Mr. Weinstein – yes; Committeeman Suraci – yes; Committeeman DelCore – yes; Vice Chairman Julian – yes; Chairman Lipani – yes. Motion carries.

- **WSH Enterprises, Inc. - AMENDED Final - 08-PB-15-MJF (2018 Extension Request) -** Block 148, Lot 24 – Beekman Lane. Applicant seeking one-year extension through June 30, 2019, for amended final major subdivision approval, Resolution dated 03-13-14; one-year extension Resolution date 07-07-16; and one-year extension Resolution dated 07-13-17; to subdivide 8.8244 acres into eight lots to consist of seven single-family dwelling lots and one detention basin lot, with improvements and conditions, on property in the R, Residential Zoning District.

**Francis P. Linnus, Esq.**, representing the Applicant, stated this will be the final request for an extension. The amended final subdivision was approved in 2014 for seven residential lots and one detention basin lot, off of Beekman Lane. Mr. Linnus said there are two outstanding items that need to be satisfied: posting of the HTMUA bond; and extension of a DEP GE Permit #6, before the subdivision can be filed. Therefore, the applicant is requesting a final extension through June 30, 2019.

No questions from the Board or professionals.

Open to the public.

No questions / comments.

Close public.

A motion to approve a one-year extension of time through June 30, 2019 was made by Mr. Skobo, seconded by Mr. Peason.

**Roll Call:** Mr. Peason – yes; Mr. Wagner – yes; Secretary Hesthag – yes; Mr. Skobo – yes; Mr. Weinstein – yes; Committeeman Suraci – yes; Committeeman DelCore – yes; Vice Chairman Julian – yes; Chairman Lipani – yes. Motion carries.

- **SB Capital Associates, LLC (General Tool) - 18-PB-04-MSP** – Block 183, Lots 35 & 35.01 – 284 Sunnymead Road / Sunnymead Road. Applicant seeking preliminary and final major site plan approval and waivers to construct a 77,745 sf. warehouse / office building, with associated parking and stormwater management, on property located in the I-1, Light Industrial Zoning District (EC Review: 05-21-18).

**Michael O'Grodnick, Esq. of Savo, Schalk, Gillespie, O'Grodnick & Fisher**, said he is representing the application for SB Capital Associates, LLC, with the consent of the property owner, John Domici, Jr. of Capital Tool Specialties, Inc. The application is for preliminary and final major site plan of a 9.8 acre parcel for both lots. The property is located in the Light Industrial Zone, and borders the Conrail track to the east. Mr. O'Grodnick stated the application does not require any variances. The proposal is for a

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77,745 sf. warehouse, and 3,500 sf. of office space to support the warehouse. The proposed building includes the demising wall that separates the warehouse and office space into two separate leasing units; one unit would have 37,108 sf. of warehouse space and 1,750 sf. of office space; the other unit will have 37,137 sf. of warehouse space, and 1,750 sf. of office space.

Mr. O'Grodnick said the existing driveway to General Tool Specialties, Inc., on Lot 35, will be eliminated and restored to grass. Both lots will share the proposed driveway on Lot 35.01. The proposed driveway and warehouse building will be located on Lot 35.01. Lot 35.01 is a flag lot that was created by subdivision, granted by the Board on September 7, 2006, pursuant to Application #05-PB-23-MRV. Lot 35.01 is preexisting nonconforming for minimum lot frontage for the driveway; 200 ft. is required, where 58.1 ft. is provided; and minimum lot width, where 200 ft. is required and 51.18 ft. is provided, pursuant to the variances already granted by the Board in 2006.

Mr. O'Grodnick said the following waivers are requested: a 10 ft. wide buffer for the driveway, and 20 ft. wide buffer for the building of Lot 35.01, where 60 ft. is required by the ordinance. The applicant is seeking the following design waivers: parking space dimension of 10 ft. by 18 ft. versus the required 10 ft. by 20 ft.; parking lot aisle width of 25 ft. is proposed, where 30 ft. is required; a tree mitigation hardship waiver; and a waiver for lighting, where 1.19 foot candles, where .5 foot candles are permitted. Mr. O'Grodnick said the applicant may be withdrawing the lighting waiver request.

Mr. O'Grodnick said the following professionals are present to testify: Tom Decker, PE; Arthur Henn, AIA; SB Capital representative, Isaac Newman; Gary Dean, PE; and Amy Jones. Mr. O'Grodnick called the Civil Engineer to testify.

**Exhibits:**

- A-1** - Colorized Site / Landscaping Exhibit, dated March 30, 18.
- A-2** - Airport Hazard Area Exhibit, dated June 12, 2018
- A-3** - Airport Hazard Area Vertical Profile, dated June 12, 2018
- A-4** - Truck Turning Plan, date3d June 13, 2018
- A-5** - New Commercial Building, dated April 2, 2018
- A-6** - Colorized New Commercial Building, dated April 2, 2018

**Thomas Decker, PE of Van Cleef Engineering**, was sworn in, and accepted by the Board. Mr. Decker provided the following testimony:

Mr. Decker described Exhibit A-1. He said the property is located along Sunnymead Road; the Railroad is located to the east. The Royce Brook Golf Course is located on the other side of the Railroad. To the north are residential properties located in the R Zone; to the south is a wooded lot in the I-1 Zone. The property in front has been improved for the General Tools site, as previously indicated. General Tool owns both properties. There is a 50 ft. flag staff, coming back to the flag portion of the lot. The property in front has the General Tool building, driveway, parking area, and solar facility serving the building.

Mr. Decker said the rear (flag lot) property is primarily wooded in brush. The trees have been evaluated; most of which are unhealthy or dying. Half of the property slopes to the east; the other half of the property slopes to the southwest. There are two wetland areas on the property. There is a wetland area which reaches under the culvert underneath Sunnymead Road which comes up on the property line; there is also another wetland area to the rear in the northeast corner. These areas have recently been delineated; an LOI request has been submitted to DEP, which has not yet been received. The wetlands shown are actually larger than they appeared on the original 2006 approval. There is a little less area to work in because the wetlands had not previously come up to the southwest corner, and were previously just touching in the front. There are additional wetlands buffers and requirements to work with.

Mr. Decker said the proposed if for a 77,745 sf. warehouse and office building. The building will have 74,245 sf., 3,500 of office space, divided into two units, to be leased. Thirty-two parking spaces are proposed; 27 are required. The access driveway is proposed to be 28 feet wide within the flag staff, which runs along the northern property line, to the loading bay area to the rear. There are six loading docks for each unit; twelve in total. The loading area is recessed so that when the trucks pull in, they will be loading at grade level. He said due to the surrounding area, once the trucks enter the site, they will not be visible from the road.

Mr. Decker said his office will work with Mr. White's office on the species of landscaping, to his approval. A hardship waiver has been requested for tree mitigation. Seven-hundred-thirty-four trees have been

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calculated for replacement, based on the size and number of trees to be taken down. The applicant is proposing to plant 232 trees. To make up that difference, the hardship waiver allows so that the cost of the landscaping not exceed 1.5% of the total site improvements. The number calculated is in excess of \$77,000, which is then divided by the cost per tree, which is \$325.00. Based on the waiver calculation, a total of 238 trees would be required. The applicant is six trees short of that number, but a location for those trees will be found somewhere on the lot. The applicant would still require that the Board grant the waiver to account for the difference from the 734 trees calculated.

Mr. Decker addressed the lighting. He said the lighting is in accordance with the township's standards, however, there is a foot candle listed in the table that is listed as ".2". He said they will double check the numbers, and will comply with the ordinance requirements; no waiver is requested.

Mr. Decker said the property will be served by public water and public sewer. The sewer has been extended for the subdivision under construction on the western side of Sunnymead Road. The sewer line will be extended down to the property past the flag staff, and then run into the building.

Mr. Maski asked if the sewer will also service the front building.

Mr. Decker said General Tool wishes to continue using its septic system.

Mr. Decker stated 60% lot coverage is permitted by the ordinance; the proposed is for 54.32%. He said stormwater management will be in two locations. There will be an extended detention basin to the rear of the property that will discharge to the wetlands area. A permit from DEP has been submitted, by way of General Permit #11. That basin will only collect the roof drainage. Based on the current stormwater standards, DEP likes to keep roof drainage and paved drainage separate; the roof is considered "clean", whereas the road contains solids. All of the runoff from the road and driveway will be collected and stored in underground storage facilities, with stone and piping. Mr. Decker said they will work with Mr. White's office, to his satisfaction, regarding his comments on taking care of sediment before it enters the system.

The DRCC has issued a Staff Report that essentially approves the water quantity and water quality aspects of the stormwater from a groundwater recharge. Water testing has been provided. The soil testing does not support permeability. Mr. White commented in his memorandum that he is looking for additional testing in key areas, which will be provided.

Vice Chairman Julian asked Mr. Decker to address non-structural methods as well.

Mr. Decker said DRCC commented that they are looking for more non-structural water quality. He stated they will be reaching out to see how they can incorporate that into the site. Mr. Decker confirmed they will comply with DRCC's recommendations.

Mr. Decker addressed the parking. He said there are two waivers being requested: the parking stall size being 10 ft. by 18 ft. versus the 10 ft. by 20 ft. requirement. He said as long as there is a two foot overhang, as is the case; you effectively have a 10 ft. by 20 ft. space. The reduction helps to keep the impervious down, but also provides adequate parking. Mr. Decker said the other request is for aisle width in the parking area: 30 ft. is required, 25 ft. is proposed. He said 30 feet is generous since most roads are only 25 feet.

Mr. Decker said due to the narrowness of the flag staff, they cannot get a 30 ft. buffer along the driveway to the north. There is already a 50 ft. buffer and 28 ft. road, which leaves 11 ft. on either side. The drive narrows to 20 ft. in width to the rear of the property.

Mr. Decker said Mr. Maski brought up a question of the Airport Hazard Zone in his report. He entered in Exhibits A-2 and A-3. He showed the runway for the Airport as being located in the upper right-hand corner of Exhibit A-2. The dark lines outline the Airport Safety Zone; the hatched lines identify the New Jersey Clear Zone; the proposed building is shown in grey. He reviewed the calculations used to establish the vertical rise of 206.90 ft. versus the rise of the proposed building at 114.00 ft., which is 92 feet lower.

Committeeman DelCore asked if the calculation also applies to landing.

Mr. Decker said there is no differentiation; the ordinance only requires a 20 ft. minimum.

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Mr. Decker said they will comply with all comments in Fire Marshal Weniger's comments, with the exception of his request to provide an emergency access road providing a second access point. He said they are unable to do that since this property is a flag lot, as previously approved. Per the 2006 approval, the General Tool driveway onto Sunnymead Road is going to be eliminated. General Tool's driveway will tie into the flag staff. There is no possibility of putting it on the southern side due to the wetlands. Mr. Decker said he did not see anything in the Township's ordinance that requires a secondary access. He said when they (Van Cleef) are able to put in an emergency access they do; but in this case there is not enough room to comply with the request. However, all other comments will be complied with.

Mr. Maski asked the width of the pavement for the access drive.

Mr. Decker answered, 28 ft.; 14 ft. on each side. There will not be a gate so it will be accessible. Mr. Decker said Chief Weniger will be provided with the turning movements for fire trucks and for garbage pick-up. The site is designed to have truck deliveries, so there is ample room for truck maneuverability.

Mr. Maski asked about signage.

Mr. Decker said there is no signage proposed at this time. The applicant will comply with the sign ordinance. He said the applicant would not need to come back before the Board, as long as the signage was in full compliance with the ordinance.

Mr. White asked for testimony regarding the number of employees, trips, etc. Mr. Decker said the applicant will comply with the ordinance as to the lighting. He said the building is a warehouse with two small office spaces. Mr. Decker said they anticipate having ten employees for each space (half). There will be loading bays in the back. He said they are looking at 8am - 6pm for operating hours Monday through Friday.

Chairman Lipani asked if all of the loading of trucks will be done inside the building.

Mr. Decker confirmed loading will be done inside.

Mr. Maski said the tenant is not known at this time.

Mr. Decker agreed.

Mr. Maski said if one of those tenants comes in with a use that is not permitted, or somehow changes the dynamics of the site, the applicant would need to come back to the Board.

Mr. Decker agreed. He stated should a tenant come in that requires more parking or changes the site, they would have to come back to the Board. If it involves a use that is not permitted, they would need to go to the Board of Adjustment.

Committeeman DelCore said testimony provided was that the front half of the back slopes to the southwest. He asked where that runoff goes.

Mr. Decker explained, all of the runoff from the building gets collected through the roof drains, which gets piped to the rear. There is storm sewer piping at the rear of the building. A trench drain runs along the rear of the loading area, which gets collected in the storm sewer that gets piped to the front two underground basins. Those are collected and then discharged to the swale in the front. He said even though the back portion of the building drains to the wetlands; it is still going to be piped into the same system.

Committeeman DelCore asked even if you made the building smaller and made the buffer larger in the back, there would still be a need for a waiver in the front for the current situation. Mr. Decker said they are trying to provide as much landscaping along the northern property as possible, represented as green circles on the plan.

Mr. Decker said, as part of the solar panel approval for the front lot, Lot 35, there was an obligation for Mr. Domici to plant 37 Evergreen trees as a buffer between the solar and the northern property. Those trees are represented on the plan, but are not being taken into account as a credit to the tree clearing in the back. They stand independently from the prior approval.

Mr. Maski said right now the two properties are under common ownership.

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Mr. Decker agreed.

Mr. Maski asked about a cross-access easement for the driveway.

Mr. Decker said the back portion is under contract for sale. It is currently under common ownership but will be sold. He said his understanding is that there will be a cross-access agreement providing General Tool with the ability to tie into the common driveway.

Mr. Maski asked about common maintenance to maintain the driveway.

Mr. Decker said he imagined that would be the case but deferred to the applicant's attorney.

Mr. Maski noted Mr. O'Grodnick nodded in agreement.

Mr. O'Grodnick asked Mr. Decker about impacts related to the application.

Mr. Decker responded by saying the goal is always to try to minimize impervious coverage. He said by granting the waivers for the pavement, it would reduce impacts. He said with regards to the buffer to the north, there are some site constraints.

Secretary Hesthag asked, with the hours of 8am – 6pm, would the expected traffic during those hours be from the employees coming and going, or are large trucks expected as well.

Mr. Decker said he would anticipate trucks would be coming in during those time periods. He said any questions on traffic can be addressed with the traffic engineer. Mr. Decker said the traffic will largely be driven by the tenants.

Secretary asked if the number of loading docks is consistent with the zone.

Mr. Maski said there is a minimum number in the ordinance, but there is no maximum.

Mr. Decker said they satisfy the minimum. Having more helps facilitate loading and unloading of the trucks.

Open to the public.

**Gloria Kubiak – 301 Sunnymead Road**

- Ms. Kubiak said she has lived at her home for over sixty years. She asked if Sunnymead Road is going to be widened.

Mr. Decker said that is not part of the application.

- Ms. Kubiak asked how the trucks will be traveling and will be coming in and out of the driveway. Ms. Kubiak said her property is across the street from the subject property.

Mr. Decker showed the location of the driveway on the display. He said the trucks will be making a left or right onto Sunnymead Road. He said the curb returns for the driveway in and out, allow for the turning movements. The traffic engineer, Gary Dean, will be able to address how the trucks will travel once they leave the site. Mr. Dean has prepared a traffic analysis, which has been submitted as part of the application.

- Ms. Kubiak asked if the planes from the airport will be traveling over the (new) building or to the side of it. She said that the planes fly so low over her house, that she is able to see the people inside.

Mr. Decker said he could not comment as to how the airplanes will fly.

Committeeman DelCore asked how wide the driveway is at the opening flare-outs.

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Mr. Decker said the driveway is 28 ft. wide, and 35 ft. radius flares. He said there is close to 120 ft. at the width of the driveway, at the road itself.

- Ms. Kubiak expressed concern that the trucks will be going on her property.

Chairman Lipani said they should not have to.

- Ms. Kubiak disagreed.

Mr. Decker showed Exhibit A-4 to address truck turns. Mr. Decker said the driveway is more akin to a road intersection, where there are curved flares coming out; it is not a straight in-and-out. The curves are what give the ability for the trucks to turn in and out.

Mr. Peason asked if what was described is proposed or existing.

Mr. Decker clarified it is proposed.

Committeeman Suraci said the turn described is for going into the site. He asked if there would be a difference when going out of the site, particularly when making a right-hand turn out.

Mr. Decker said the turn is essentially mirrors the turn in. The trucks would not need to cross the median to make the turn.

**John Potynsky - 295 Sunnymead Road**

- Mr. Potynsky said he lives straight across from this property. He said they do not have sewers in the road, and have a stream on the opposite side. He said when they get torrential rains, it can barely be handled. Mr. Potynsky questioned where the runoff will go.

Mr. Decker described Exhibit A-1. He said there is drainage pipe in the southwest corner that goes under Sunnymead Road. The water from the site goes through the wetland area, and a ditch that drain to this (corner) area. There is also somewhat of a roadside drainage ditch that drains to the area (shown).

- Mr. Potynsky said the stream referenced runs exactly on the side of his property. He said the runoff right now cannot be handled.

Mr. Decker explained that as part of any major site development is that stormwater management has to be accessed.

He said as testified to earlier, the water from the parking / pavement areas will go to the underground detention basin.

Chairman Lipani reiterated the applicant will be building a detention basin underground.

Mr. White explained there are a series of pipes that temporarily store (runoff) in a controlled structure, that reduces the peak flow from the site, as per the Stormwater Control Ordinance. Therefore, they have to look at the impact downstream to make sure your stream is not being impacted. Mr. Decker has to reduce the peak flow coming from that site going downstream. That is a requirement of NJDEP; DRCC; and the Township. The plan gets reviewed to make sure it is in compliance with the requirement.

Mr. Decker said the requirement is not to meet what is there, but to reduce it down to 80% of the existing runoff. The water coming off of the subject property has to be held back to 50% of the two-year storm; 75% for the ten-year storm; and 80% for the 100-year storm.

- Mr. Potynsky questioned the truck traffic coming in and out of the property. He said the property was not zoned for trucking. He suggested the property in front is currently being used for truck storage.

Mr. Decker said both properties are zoned I-1, Light Industrial. A warehouse is a permitted use within that zone. As is typical with warehouses, trucks are involved.

- Mr. Potynsky again questioned the number of trucks to and from the site.

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Mr. Decker stated again that a traffic study had been done. Mr. Dean will testify as to the traffic.

- Mr. Potynsky continued by questioning whether or not Falcon Road and Sunnymead Road can sustain increased truck traffic.

**Anna Potynsky** – 295 Sunnymead Road

- Mrs. Potynsky asked if there is any plan to widen the roadway.

Mr. Decker said no.

- Mrs. Potynsky said right now the macadam is so deteriorated, there is not one inch of roadway beyond the white line. She said right now the culvert has bare concrete pipes with no guards around them.

Chairman Lipani said that is more of a comment than a question for the witness.

No more questions for this witness.

Mr. O'Grodnick called for testimony from the Traffic Engineer.

**Gary Dean, PE, of Dolan & Dean** was sworn in, accepted by the Board, and provided the following testimony:

Mr. Dean said he had been retained by the applicant to evaluate the projected traffic impacts associated with the use. As Mr. Decker explained, the property features a limited number of parking spaces, given the nature of the use. Being a warehouse facility, trucks are expected to be associated with the operation.

Mr. Dean said it is challenging to forecast exactly how many trucks would be involved on any given day, at any given hour, being that the tenants are not known at this time. He said there are certain tenants that will not use tractor trailers, but will use box trucks for delivery.

Mr. Dean said a Traffic Study, dated March 27, 2018 was submitted as part of the application. The report includes the traffic counts done along on Sunnymead Road and Falcon Road. Mr. Dean said the Board is aware that he served as the traffic engineer for the Sunnymead project, which is just to the west of Sunnymead and Falcon. That project is presently under construction. As part of the approval of that project, the Developer was obligated not only to design, but fund a traffic signal at Falcon Road and Sunnymead Road. Mr. Dean said working with Mr. White's office, they are now in the design phase and undergoing a series of revisions. He said he expects the revised plan for the traffic signal to be refiled to Maser Consulting for review and ideally approval, which would take it into the construction phase. Mr. Dean said that commitment is part of the off-tract mitigation that that Developer provided for that (Sunnymead) approval. It is not a matter of "if" but "when" that traffic signal is installed. He speculated that since that project is occupied, the implementation of the signal should be fairly short, probably installed before this warehouse facility is built. Sunnymead Road to Falcon Road is a commuter route. That intersection operates with some difficulty, which is why the signal is being installed.

Mr. Dean said as part of the study, they projected the amount of traffic associated with the (warehouse) use. He stated as is typical in traffic engineering, they tend to overestimate the impacts and take the most conservative evaluation. Mr. Dean said he expects this facility to generate about 15 vehicles in each of the peak hours for employees entering in the morning and leaving at the end of the work day. He said generally speaking, trucks do not come in during peak hours. The reason being is that most truck drivers try to avoid rush hour traffic. The ideal time for deliveries occurs after rush hour.

Mr. Dean said the traffic to and from the site will be tenant driven, but what he has seen from other warehouses is to expect one or two trucks at most during the peak hours. He said this is an industrial zone, where truck travel is part of the impact.

Mr. Dean said as Mr. Decker described, the mouth of the driveway will have very large radii to accommodate the biggest trucks they can anticipate, so that the trucks do not cross the centerline or interfere with thru-traffic on Sunnymead Road.

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Mr. Dean said as they looked at typical traffic patterns and estimated in the study that about one-quarter of the traffic exiting the site might travel to the south, to Hamilton Road; fifty-five percent could continue north on Sunnymead Road; and perhaps twenty-percent could travel west onto Falcon Road. Some of that traffic will be for the employees' travel, not truck travel, as determined by the current growth patterns.

Mr. Dean said when projecting future traffic, they included the full buildout of the Gateway at Sunnymead project, as well as background traffic growth. He explained the metric traffic engineers use to describe operations is known as "levels of service", with "A" being the best condition, and "F" being a congested or unfavorable condition. He stated the left-turn from Falcon Road going onto Sunnymead Road operates at a level of service "F", which is why the signal will be placed in operation. Mr. Dean said the site however, will operate with levels of service "A" during both peak hours. That is attributed to very low site traffic forecasted, and the traffic south of Sunnymead Road is a much lower volume.

Mr. Dean said he reviewed the overall circulation. The new driveway is wider than the existing to accommodate the truck traffic. A shared driveway runs along the northerly side of property. Parking stalls functionally meet the standard dimensions for a once a day type of employee parking.

Vice Chairman Julian asked for more information on the levels of service.

Mr. Dean said when making a left on Falcon, going east towards Route 287, there has been stacking of 8 or 10 vehicles, with delays in being able to make the turn. Today that turn is a level "F", but once the signal goes in, that level of service will change to a "C" or better for all approaches. The driveway for the subject site is a level of service "A".

Committeeman DelCore asked if there is a correlation as to the number of bays versus the number of trucks.

Mr. Dean said there is; it is the 1-2 trucks at peak hour. It may be a little higher later in the day, but again; it is tenant driven. There are 12 loading docks in the back so there is only room to accommodate twelve trucks. This warehouse is on the smaller side; it is not a large Wakefern type of facility. A higher percentage is for smaller box trucks.

Chairman Lipani asked if the study done includes the type of vehicles that currently travel that area, as far as truck traffic serving the Promenade.

Mr. Dean said the traffic counts were appended to the traffic study. The "Traffic Survey Sheet", numbers the counts. He described several of the entries. He said based on the data collected from 7am - 9am for the study, there could be 16 trucks an hour currently coming from Manville. He said this is an industrial use. The site will contribute, but it is not as if there is currently no truck traffic. There are other industrial uses on Sunnymead Road that may be included in the counts. Mr. Dean stated afternoon truck travel is lighter, dropping to about half of the volume.

Mr. Maski said the existing access will be closed and a new shared driveway constructed. He asked if that will have any impact on the circulation or parking on the front property.

Mr. Dean said it is a benefit to have a shared driveway, rather than create a new driveway. He said in theory, every new driveway on a public street presents another point of conflict or influence traffic stream. Sharing access is encouraged from an access management perspective.

Mr. Maski said the shared access was required by the original subdivision. He clarified that the question is more to do with the functionality, since the vehicles will be accessing the front site from a totally different angle. He asked if the new access would interfere with the circulation on the site or the parking, and that the radius of the curb is enough to make the turn.

Mr. Dean said this has been vetted with the property owner to ensure their needs continue to operate the front building were met. He said it is an identical design at each of the driveways to be equally functional.

Mr. Wagner asked Mr. Maski how the conditions of the roads factor in.

Mr. Maski said as mentioned previously, the Developer of the Gateway Development, because of the size of the project, is required to rebuild Falcon Road and install the traffic signal at the corner. The Township ordinances do not measure necessarily, the condition of the adjoining infrastructure. If the trucks could

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not make the turn either into or out of the site because of the condition of the road, then perhaps there could be a certain degree of off-tract improvement. Mr. Maski said if you accept the testimony that the driveway is being designed in such a fashion that trucks will not have to cross the center-line or a potential for them to run into a ditch, that is for the Board to decide. Sunnymead Road is an old road. It is not a question as to whether or not roads meet the zones they are in.

Mr. Wagner said he understands the design of the driveway. He said his concern is more with the condition of Sunnymead Road and if it can handle more tractor-trailer traffic. He asked if the Board should take that into consideration with this application knowing that this application will add more traffic with box-trucks and tractor-trailer traffic.

Mr. Maski said the application is a permitted use. If there were some indication that there is a safety issue involved; in other words, that the road is in such poor condition it cannot accommodate additional traffic that would be another story. He questioned whether or not the Board had that type of evidence before it.

Mr. Wagner said he understands Falcon Road will be fixed, but the condition of Sunnymead Road needs to be brought up.

Mr. Bernstein said if the Board feels there is a need for review of the road and the impact this application might have on it; the Board can either designate Mr. White's office, or Mr. Belanger's office, or a combination thereof, to provide guidance to this Board as to making that decision, and what if any obligations, they could then request of the applicant, relative to the impact this facility will have on that road.

Chairman Lipani asked if there could be a condition as to the direction of the turns.

Mr. Bernstein said Sunnymead is a municipal road so the Board can determine whether or not there should be a restriction on turns, such as a "no left turn". The NJDOT and County have no jurisdiction on municipal roadways.

Mr. Skobo spoke in favor with having a review of the condition of Sunnymead Road.

A motion to require a study of the roadway to be done was made by Mr. Skobo, seconded by Committeeman Suraci.

Mr. Bernstein noted the review would be for the viability of the road to handle the applicant's usage on the road going forward, and also as to ingress and egress from the site.

**Roll call:** Mr. Peason - yes; Mr. Wagner - yes; Mr. Hesthag - yes; Mr. Skobo - yes; Mr. Weinstein - yes; Committeeman Suraci - yes; Committeeman DelCore - yes, but questioned the action being tied to this application; Chairman Lipani - yes, and added the information allows the Board to decide what is best; Vice Chairman Julian - yes. Motion carries.

Mr. O'Grodnick asked that the study of the roadway be a condition of approval. He said if the Board's professionals are satisfied the road can handle it, specific to this site, rather than have to come back before the Board.

Committeeman Suraci said he respectfully disagreed. He said he would rather have that information up front before making a decision.

Mr. Bernstein said it is not just the issue of the road itself but also the related issues of ingress and egress that cannot be addressed as a condition of approval.

Vice Chairman Julian noted the Board has approved other applications recently that add to the truck traffic on Sunnymead Road.

Mr. Bernstein said it may come to the conclusion that there is not anything more the Township can require of the applicant relative to the condition of the thoroughfare. The issue may turn into concerns raised by the neighbors as to impacts to their properties with how the trucks will come into and out of the site. That may not change the condition of the road or require any more work on the road, but may have an impact as to how the trucks come in and go out of the site.

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Secretary Hesthag asked if Mr. White's report did not find any issues, if it would be possible to make the evaluation as a condition of approval.

Mr. Bernstein said he believed Mr. O'Grodnick is looking to finish the application tonight so that the application is not carried, making the review by Mr. White's office as a condition of approval.

Mr. O'Grodnick said Northeast Great Dane is located just down the street, for which there are hundreds of trailers that will generate truck traffic on Sunnymead Road. The application is a permitted use with no variances. He said the road may be old and narrow, but suggested the Board defer to the professionals, site specific, as to whether the conditions are suitable.

Committeeman Suraci said part of it is to make sure there is sufficient turning radius there.

Committeeman DelCore questioned the motion versus what is being discussed.

Mr. Wagner said the Board is aware of the condition of Falcon Road; what has transpired; the complaints that have come in; and that five years later, Falcon Road is still not fixed. Mr. Wagner said his opinion is that the condition of Sunnymead Road is poor. He said the purpose of raising the issue was to question how the road will be impacted if you are going to have additional truck traffic. He said he raised the issue as a resident of the Town, and member of the Board.

Mr. Bernstein said it is more for the possibility of off-tract improvements. The Board cannot unilaterally say an applicant must make a contribution of "x" dollars, without having a basis of the concept of what the "x" dollars will be. If the Board is not interested in an off-tract improvement for this site, relative to the impact on Sunnymead Road, then there needs to be a motion to rescind the last motion, and you can move on from there.

Secretary Hesthag said if Mr. White is able to answer the question as to whether the condition of the road would be considered "safe quality" with the additional truck traffic; then the Board could consider approving based on that.

Mr. White said it was not that easy. He asked Mr. Dean to share with the Board the average daily traffic coming out of the site, versus the traffic on the road right now.

Mr. Dean said he has not calculated the average daily traffic. He said the count from the peak hours is typically 8 to 10% of the daily traffic, and work back from there. Mr. Dean said he took the "am peak hour" and the "pm peak hour" in terms of traffic on Sunnymead Road, and the contribution to this site. He said depending on the peak hour, the traffic from this site is 4 to 2% of the traffic. That means 96 to 98% of the traffic on Sunnymead Road today is unrelated to this site.

Mr. Dean continued his explanation of his calculations, and said there is not an engineering standard out there that could tell you a road is acceptable right at this moment, but if you add one to two more trucks per hour, it will fail.

Mr. White agreed.

Mr. Dean said if the number of trucks were quadrupled, then there might be a consideration, but not for the numbers shared.

Mr. Bernstein asked Mr. Dean how he makes a determination as to truck traffic on or off the site, having no idea what the use of the property or who the tenants will be at this time.

Mr. Dean said the Board is familiar with ITE, the Institute of Transportation Engineers. That is the data used to come up with the projections of regular traffic. ITE has also developed projections for truck traffic for a variety of uses; light industrial, manufacturing, and warehousing. He said the data is broken down to box-trucks, tractor-trailers, and passenger vehicles. That information is used to derive the numbers for this use. Mr. Dean said he could not refine the numbers further beyond that.

Mr. Bernstein said some of the public tangentially raised the issue that the hours of operation are from 8am to 6pm, Monday through Friday. He asked Mr. Dean, if additional truck traffic came before or after those uses, or on the weekends, if the numbers would change.

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Mr. Dean said they would not change because his calculations are based on commuter weekday peak hours, which is when the system is most constrained. He said if a truck were to travel at 2am, it would be a good thing from a traffic engineer's perspective, but might not be so from a neighbor's perspective. Mr. Dean said he is sensitive to concerns where there might be more off-peak or weekend use, but typically that is better from his limited focus on traffic.

Mr. Wagner again expressed his concern with the condition of Sunnymead Road, but said he did not want to hold the applicant up.

Mr. Skobo suggested the traffic on Sunnymead has increased due to travelers wanting to avoid the construction on Route 206.

Committeeman Suraci said his concern was not with the passenger vehicle traffic but with the heavier truck traffic. He said to Mr. Wagner's point, it is heavy truck traffic that exasperated the issues with Falcon Road, not passenger vehicles.

Mr. Wagner pointed out heavy trucks will likely be involved with the construction of the building. He said he raised the issue as a point of concern.

Secretary Hesthag said the construction of the warehouse is nothing in comparison to the construction of the Gateway project.

Committeeman Suraci pointed out that the Developer of Gateway has had to repave Falcon Road twice already.

Mr. Bernstein asked the Board how it wished to proceed.

Mr. Wagner made a motion to rescind the prior motion for the study of Sunnymead Road. He reiterated that his point of raising the issue was to have the Board consider taking a look at it. The motion was seconded by Committeeman DelCore.

**Roll call:** Mr. Peason – yes; Mr. Wagner – yes; Mr. Hesthag – yes; Mr. Skobo – yes; Mr. Weinstein – yes. Committeeman Suraci asked Mr. White if he could do a determination of the adequacy of the turning radiuses coming in and out of the property to make sure the trucks have sufficient room so that they do not turn into oncoming traffic.

Mr. White said that was the purpose of requesting a truck turning template. He said the Board has not seen that exhibit yet; it has not been officially submitted.

Committeeman Suraci questioned if the determination could be made as to whether or not there is sufficient room, or if it should be a condition of approval.

Mr. White said he could take a look at the plan if a break is called, but the request is already covered in his memorandum, so it can be made a condition of approval.

Committeeman Suraci said if the flare was not sufficient, a recommendation would be made to increase it.

Mr. White agreed.

**Continuation of Roll Call:** Committeeman Suraci - yes; Vice Chairman Julian - yes; Chairman Lipani - yes. (*Committeeman DelCore was not called*). Motion carries.

Chairman Lipani called for questions from the public on Mr. Dean's testimony.

**John Potynsky** – 295 Sunnymead Road

- Mr. Potynsky said he would welcome the Board to sit on his front porch to see just how much traffic goes by his property. He said not much was said about the truck traffic from Great Dane. He said none of the trucks can make the turn on Falcon Road without going into the opposite lane. He said trucks coming out of "that building" right now cannot make the turn onto Sunnymead Road without going into two lanes. He said it takes ten minutes to get out of his driveway in the morning, going in either direction.

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- Mr. Potynsky said there was another problem added when they put a spur on the railroad track. He said that traffic backs up from the railroad track all the way to Falcon Road.

Chairman Lipani asked Mr. Potynsky if he had a question for the Traffic Engineer.

- Mr. Potynsky replied he already said what he had to say.

**Gloria Kubiak** - 301 Sunnymead Road

- Ms. Kubiak asked if the count took into consideration how many times the train comes throughout the day. She said there are 200 train cars on the train at night. That means the traffic on Sunnymead Road sits in front of her house for 30 minutes.

Chairman Lipani asked Mr. Dean to address the question.

Mr. Dean said he is aware of the train and the crossing. He said their study was for the site and for Falcon Road. He said he did not believe there was a train traveling during the time of the study.

- Ms. Kubiak asked how long he was there.

Mr. Dean said they were there two hours in the morning and two hours at night.

- Ms. Kubiak said Mr. Dean needed to come in the afternoon because it is a very big thing. She said she has counted 200 train cars at night, and about 65 during the day. The traffic sits on Sunnymead for long periods of time; some vehicles turn around in her driveway and go back to Falcon Road.

There were no more questions; Mr. Dean was excused.

Break 9:20 - 9:30

Mr. O'Grodnick called the Architect to testify.

**Arthur Henn, AIA**, was sworn in, reviewed his credentials, was accepted by the Board, and gave the following testimony:

Mr. Henn explained the design is for a one-story warehouse, which meets all of the requirements; there are no variances. The building will be 35 feet high; 77,725 sf.; a sprinklered building with tilt-up construction; concrete walls; metal frame roof; and will meet all of the Construction codes.

Using **Exhibit A-5**, Mr. Henn showed the loading docks will be to the back of the building, with a small support office for each side. Along with the warehouse area, there are a few mechanical areas as part of the first floor. There were comments in the review letter that the mechanical units are anticipated to be up on the roof, more to the center of the building, and not visible from the street.

Mr. Henn showed the elevations, using **Exhibit A-6**. He said the windows will be metal frame; the building will be concrete. The windows are placed up high to get natural light into the building.

Questions from the public.

No questions / comments.

Mr. O'Grodnick said he had no more witnesses.

Mr. Maski said the Environmental Commission recommended a Phase I Study be done. He asked to hear testimony on the results of the study.

Mr. Decker said a Phase I Assessment was performed by Partner Engineering and Science, Inc., not by Van Cleef Engineering. He stated the Assessment concluded there are no on-site environmental concerns.

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Mr. O'Grodnick asked Mr. Decker if it was his understanding that the subject area of the property had previously not been developed.

Mr. Decker agreed.

Vice Chairman Julian, Environmental Commission Liaison, said he reviewed the report. He said while he agreed there is no evidence of environmental concerns, there is a paragraph at the end of the report which reads: *"If development (School, child care center, residence, or playground) is planned for the subject property, Partner recommends sampling related to the agricultural use in accordance with the New Jersey Department of Environmental Protection Historically Applied Pesticide Site Technical Guidance."* Vice Chairman Julian said he wanted that to be on the record, should such uses ever come to fruition.

Chairman Lipani said the hours discussed were 8am - 6pm Monday through Friday. He asked if there will be access to the facility before and after, or will the facility be closed.

Mr. O'Grodnick said again that because there is not yet a tenant, it is hard to speculate, since the hours would be tenant driven. He stated the hours of operation will comply with the Township Ordinance; if not, they will be back before the Board.

Mr. Bernstein said there is no ordinance; that is why the Board is asking. He asked Mr. O'Grodnick if the applicant would agree to bring back the application, as a condition, once they have the tenants so the Board knows exactly what it is dealing with, before there is a commitment of hours. He said they do not want to see 2am, 3am, all day Saturday and Sunday truck traffic, with complaints going to the Township Committee. Mr. Bernstein said every time such applications come before the Planning Board or Zoning Board, the Board need to have these conversations to pin down the hours. What ends up happening is members of the public then go to the Committee, wanting to know that in spite of the fact the place is only open 9am - 5pm or 8am - 6pm; there is truck traffic at 3am, or trucks parked outside the facility at 2am on a Sunday, etc.

Mr. Bernstein said the suggestion of the Board is to either limit the traffic to only those hours, or to come back before the Board once there is a tenant(s) to see where we are.

Mr. O'Grodnick said he would offer a compromise; to agree to the 8am - 6pm; and if the tenant wants to increase the hours of operation, they will then be back before the Board with that specific use.

Mr. Bernstein said that is fair, with the request that no one is allowed to access the site, nor park on Sunnymead Road, waiting for access to the site, except during the proposed hours of operation.

Mr. O'Grodnick agreed.

Chairman Lipani called for a motion for the site plan, with the understandings and conditions agreed that the egress and turning template shall be per Mr. White's approval; the hours of operation being 8am - 6pm Monday through Friday; and that if there are any issues with the hours, the Tenant would need to come before the Board; and all other related conditions said prior.

Mr. Bernstein added, as well as any requests made by Mr. White, Mr. Maski, Mr. Weniger, and the Environmental Commission.

Committeeman Suraci noted, minus the second access driveway.

Mr. Bernstein asked Mr. White if the lighting had been resolved.

Mr. White said it had.

A motion was made by Mr. Skobo, seconded by Committeeman Suraci.

**Roll Call:** Mr. Peason - yes; Mr. Wagner - yes; Secretary Hesthag - yes; Mr. Skobo - yes; Mr. Weinstein - yes; Committeeman Suraci - yes; Committeeman DelCore - yes; Vice Chairman Julian - yes; Chairman Lipani - yes. Motion carries.

**CORRESPONDENCE**

- Ordinance 2018-05

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Mr. Maski noted the correspondence provided is a copy of the ordinance adopted by the Township Committee, for your reference.

Mr. Maski said the June 28 meeting, although a business meeting, has a regular agenda.

**ADJOURNMENT**

A motion to adjourn was made and seconded. All were in favor, none opposed; motion carries.

The meeting was adjourned at 9:42 pm.

*Submitted by:*  
*Debora Padgett, Administrative Assistant / Planning Board Clerk*

APPROVED