

# Township of Manalapan

## Department of Planning & Zoning

120 Route 522 & Taylors Mills Road

Manalapan, NJ 07726

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## Planning Board Minutes

### October 24, 2019

The meeting was called to order with the reading of the Open Public Meetings Act by Chairwoman Kathryn Kwaak at 7:30 p.m. followed by the salute to the flag.

**Roll Call:** Acting Secretary, Lisa Urso-Nosseir

In attendance at the meeting: John Castronovo, Todd Brown, David Kane, Alan Ginsberg, Kathryn Kwaak, Jack McNaboe, Barry Jacobson, Richard Hogan, Barry Fisher, Steven Kastell

Absent from the meeting: Daria D'Agostino

Also present: Ronald Cucchiaro, Planning Board Attorney  
Brian Boccanfuso, Planning Board Engineer  
Jennifer Beahm, Planning Board Planner  
Lisa Urso-Nosseir, Recording Secretary

Mr. Cucchiaro swore in Jennifer Beahm, Professional Planner and Brian Boccanfuso, Professional Engineer.

### **Minutes:**

A Motion was made by Mr. Castronovo, Seconded by Mr. Fisher to approve the Minutes of October 10, 2019 as written.

Yes: Castronovo, Brown, Kane, Ginsberg, Kwaak, McNaboe, Jacobson, Fisher, Kastell

No: None

Absent: D'Agostino

Abstain: None

Not Eligible: Hogan

**Resolutions:** PPM1441 ~ K. Hovnanian Shore Acquisitions  
Four Seasons at Manalapan Brook  
Route 33 ~ Block 72 / Lot 6.01  
Final Major Subdivision and Final Site Plan

A Motion was made by Mr. Fisher, Seconded by Mr. McNaboe to approve Resolution PPM1441 as written.

Yes: Castronovo, Brown, Ginsberg, Kwaak, McNaboe, Jacobson, Hogan, Fisher  
No: None  
Absent: D'Agostino  
Abstain: None  
Not Eligible: Kane, Kastell

PAS1902A ~ Target Corporation  
55 HWY 9 ~ Block 22 / Lot 14.04  
Amended Final Site Plan

A Motion was made by Mr. Brown, Seconded by Mr. Castronovo to approve Resolution PAS1902A as written.

Yes: Castronovo, Brown, Kane, Ginsberg, Kwaak, McNaboe, Jacobson, Fisher  
No: None  
Absent: D'Agostino  
Abstain: None  
Not Eligible: Hogan, Kastell

PFS1325 ~ 149 Freehold Road, LLC,  
"Olde Silver Tavern"  
149 Freehold Road ~ Block 27 / Lot 39  
Amended Preliminary and Final Site Plan

A Motion was made by Chief Hogan, Seconded by Mr. Fisher to approve Resolution PFS1325 as written.

Yes: Castronovo, Brown, Kane, Kwaak, McNaboe, Jacobson, Hogan, Fisher, Kastell  
No: None  
Absent: D'Agostino  
Abstain: None  
Not Eligible: Ginsberg

PMS1931 ~ Cardinale and Associates, LLC  
162 HWY 33 ~ Minor Subdivision; and  
PFM1724 ~ Cardinale and Associates, LLC,  
"Manalapan Crossing"  
162 HWY 33 ~ Block 66 / Lot 8.01  
Final Major Subdivision and Site Plan

Chair Kwaak announced that the above-mentioned Resolution will be carried to the next meeting, November 14, 2019.

**Application:**        **PMS1933 ~ Charles Viviani**  
                                 **103 Millhurst Road ~ Block 67 / Lot 28**  
                                 **Minor Subdivision**

Chair Kwaak announced that application PMS1933 will not be heard this evening. It is being carried to a future date. The engineer for the project, Mr. Ploskonka, is available to meet in the conference room if anyone has any questions regarding this application. Mark Vincent, Esq. represented the applicant this evening. Mr. Cucchiaro stated a new notice will be mailed to members of the public alerting them of the new hearing date.

**PPM1823 ~ Countryside Developers, Inc.**  
**Manalapan Logistics Center**  
**203 HWY 33 ~ Block 78 / Lot 12.02**  
**Preliminary and Final Major Site Plan**  
**Carried from August 22, 2019**

Mr. Cucchiaro gave an overview of the application to members of the public about how the process is going to operate tonight. He stated that we are governed by the Municipal Land Use Law. There are a specific set of rules that we have to abide by. This is a video-taped proceeding and the MLUL requires that we have a verbatim record of the hearing. Therefore it is very important that the room is quiet for recording. MLUL requires this. The MLUL requires that the applicant can finish their application before testimony from members of the public. If anyone wants to address the Board, you are going to have that opportunity, however you have to wait until after the case is over and then you talk about anything having to do with the case or witnesses. There will be opportunities to cross-examine the witnesses that are testifying. That will not be tonight, but there will be an opportunity for it. The law requires that interested parties who are represented by an attorney, the attorney will have to ask the questions. You will be able to testify at the end, but your attorney is required under the law to be the person who is going to ask the questions. The applicant is not presenting their entire case tonight, so there is not going to be a vote tonight. The applicant and Mr. Alfieri will explain that he has

three witnesses tonight. They all will be coming back with additional witnesses and we will discuss when they are coming back at the end.

Mr. Alfieri appeared this evening on behalf of the applicant.

Michael Lipari, Esq. of the Cutolo Barros appeared this evening on behalf of The Village Grande at Battleground Neighborhood Association.

Mr. Alfieri stated there are a limited number of witnesses tonight and we will bring them all back so they are available for cross-examination at a subsequent meeting. Our architect Mr. Pratt has submitted revised plans and he will speak first.

Mr. McNaboe wanted to repeat to the public that they will not be speaking tonight. Mr. Cucchiaro said to the audience they will be able to make statements after the entire case is over. No matter when we end tonight, the entire case will not be over. Mr. McNaboe told the audience that he welcomes them and encourages them to stay, but you won't be talking tonight. If you rather, you can watch the hearing on MTTN, you are welcome to do that.

Rick Pratt, a licensed architect, has redesigned and resubmitted his plans. The exhibit board is an enlarged version of the plans submitted to the Board. Mr. Pratt stated the building is cast concrete and it will have a textured painted finish. He redesigned the paint scheme so it was fully in conformance with the ordinance. We took away the stripe and bright colors and included more muted colors. There are blue and gray accents and at the entrances there is a reddish brown. Mr. Pratt submitted a color chart of the paint colors. This is now entered into the record as Exhibit A5 - color samples. Mr. Pratt stated the height of the building is 50'. The very top of the peaks is 50'. The bulk of the building is less than 50'. The mechanicals will be on the roof behind the parapet walls, and they will not exceed 50'.

Ron Gasiorowski, Esq. entered the courtroom and stated he represented David Kleyn and a group of concerned citizens. Mr. Kleyn resides at 15 Astor Drive.

Terry Sherman, Principal of Countryside Developers spoke next, he was sworn in at the initial meeting and he remains under oath. Mr. Alfieri stated that at a prior hearing, the question was raised as to whether you could, or have made an effort to acquire The Turkish American property, which is two properties to the west. Mr. Alfieri asked Mr. Sherman to summarize the events as they happened. Mr. Sherman stated The Turkish American property is adjacent to our property and they were emailed to see the possibility of directing traffic from the site to use the jughandle on Route 33 at that area. Mr. Sherman hired the services of Market Makers Realty, Mr. Frank Gatta, who had acquired the sanitary sewer easement for them from the Turkish American Center and had a working relationship with the

Chairman of the Turkish American Center. Mr. Gatta contacted the Chairman numerous times via email and phone calls and tried to convince the Center to sell us the property and we very aggressively pursued it. Mr. Sherman has a series of emails and a letter of denial from The Turkish American Center. It was an unanimous decision by the Turkish American Board that they are not interested in selling the property. Mr. Alfieri asked Mr. Sherman if he has a print-out of the emails? Mr. Sherman said he does and Mr. Alfieri said they should be marked in as an exhibit; we do not need to read them right now, but Mr. Sherman has summarized the outcome for the Planning Board. Mr. Sherman said he has a series of emails in terms of us trying to procure the property; some are from Mr. Sherman, some are Mr. Gatta, some from the Chairman of The Turkish American Center and letter of unanimous denial from the Board of Trustees of The Turkish American Center.

Mr. Cucchiaro asked for confirmation that the print-out is of that email chain? Mr. Sherman said yes it is. The print-outs were marked as Exhibit A6, email correspondence with The Turkish American Center.

The next witness was John Rea, Traffic Engineer who was previously sworn in and remains under oath. Mr. Alfieri said that since the last testimony, you did submit a report to the Board, correct? Mr. Rea said yes, it is a supplemental report that is a GAP study that was performed. He went out to the site and for the 7:00-9:00 am period in the morning, and the 4:00-6:00 pm period in the afternoon. We actually sat at the site and we measured the gaps that were available in the right lane of eastbound Route 33 to see whether there would be adequate gaps for the truck traffic to get out of the warehouse site. The American Association of State Highway and Transportation Officials publishes a guide called the AASHTO guide, and according to the guide, a semi truck needs a 10 ½ second gap in order to safely enter the highway. The 10 ½ second gap is what we need in order to get a truck safely onto Route 33. The results of the gap study showed that from 7:00-8:00 am, there were 83 gaps in excess. He took a very conservative look at this and there were 83 gaps in excess of 12 seconds, including 66 gaps in excess of 15 seconds. From 8:00-9:00 am, there were 73 gaps in excess of 12 seconds, including 53 gaps in excess of 15 seconds. During the afternoon when the eastbound traffic flow is even heavier on Route 33, from 4:00-5:00 pm, there were 67 gaps in excess of 12 seconds, including 43 gaps of 15 seconds or more. From 5:00-6:00 pm, there were 69 gaps in excess of 12 seconds, including 50 gaps of 15 seconds or longer. What this indicates is that there are adequate gaps in the Route 33 traffic flow. Mr. Rea personally went out to the site and when he saw the results of the gap study, he was surprised how many gaps there were and the length of the gaps that were available. What he noticed between 5:00-5:30 pm is that the signal at Route 33 and Woodward Road is the reason why these gaps are being created.

Mr. Rea referred to Exhibit A7, a copy of the striping plan that has been submitted to the NJ DOT for the DOT Access Permit Application. There was some discussion at the last meeting as to how we should stripe the widened shoulder along the property frontage, which is approximately 600' long. As he indicated at the previous meeting, they are going to widen that shoulder to 15'. Mr. Rea referred to the manual on uniform traffic control devices and we know we are going to use this lane as a deceleration lane into the easterly curb cut. There was a question as to whether or not we want to use it as an acceleration lane as well. It was Mr. Rea's testimony, and it remains his testimony, that because of the gaps that are available and because of the westerly driveway is an exit only, and it has a stop sign, that we really want the traffic at that driveway, trucks and passenger cars, to wait for a gap in the eastbound right lane of Route 33 before they enter the highway. We don't want them trying to accelerate the highway speed, and then merging into traffic. The way we have striped this, the first 300' of the widened shoulder is going to have a white skip line, and that is going to allow traffic to move back and forth between the travel lane into that lane for deceleration or for traffic that is in the first 300' of the lane for them to move into the right lane of Route 33, and the last 300' is a formal deceleration lane into the easterly driveway. This striping has been prepared in accordance with the manual that traffic engineers use. He believes this is proper way to stripe that widened section of the shoulder. It is in for DOT review and the Board's professionals can review it as well. We are willing to listen to any other suggestions, but he believes this is appropriate and this is what DOT will approve. Mr. Alfieri asked whether he believes that the ingress and egress that we are proposing operates safely and efficiently? Mr. Rea said it meets all engineering standards and it will operate safely and efficiently in his opinion. The access situation depicted on the Exhibit board that we are proposing was basically agreed to with DOT. They have jurisdiction in this matter.

Mr. Cucchiaro stated that some of the emails that Mr. Sherman provided have some redactions on them. At some point, he'd like to know what the redactions are. There also seems to be handwriting supplementing the emails. Mr. Alfieri is unaware of this situation. Mr. Cucchiaro said one of the emails references a second letter from a different property owner that was going to be submitted as well. Mr. Sherman stated that just as a clarification, nothing was redacted. Mr. Cucchiaro stated one of the emails has no name/addresses on it. There were addresses on several of them that are incomplete. Mr. Sherman said he would be happy at the next meeting to provide you cleaner copies. Mr. Cucchiaro said there is missing information on the emails. Mr. Sherman stated he has taken an oath and nothing was redacted on these emails. Mr. Alfieri said we will make sure there is a full set at the next meeting.

Mr. Cucchiaro swore in John Kainer. He is involved in the potential development of this matter along with Mr. Sherman. Mr. Kainer has worked in warehouses, set them up, moved them, shut them down and has been an industrial real estate

broker for 15 years and also owns his own company. He is familiar with how a warehouse project such as this by either managing the properties, owning the properties and working with tenants. Mr. Alfieri asked if he has attempted to identify any tenants for this project? Mr. Kainer said he has been marketing the property and there are some interested parties, but without having the Planning Board approval, no one has taken the plunge to sign on. Mr. Alfieri said without naming names, can you give the Board of an example of the types of uses that would come to a facility such as this. Mr. Kainer said most of the people that we are talking to are general distribution people. The really high volume users that churn through a lot of space and trucks do not really want to come to this location, because it is 7-8 miles off of the Turnpike. Most of the goods that come to this area come through Port Newark and Port Elizabeth. Mr. Alfieri stated at the first meeting, we did stipulate that this would not be a fulfillment center or an Amazon type facility, correct? Mr. Kainer said we believe that is correct. The testimony Mr. Kainer is giving this evening is a general overview of how different types of companies occupy warehouses work. For example, a distribution company is different from a fulfillment center. A distribution center generally receives a truck load of pallets; they take the pallets off the truck and bring them into the warehouse and store them. Eventually either a full pallet gets shipped out to let's say, to Home Depot. So a case, quantity or full pallet gets shipped out. However, a fulfillment center might receive a full pallet of goods, but it usually ships things out in a parcel. You might have a pallet of books in, and they sell one book at a time and then it is sent out by UPS, like an Amazon type facility. Fulfillment centers usually have a lot of employees to manage all the handling of breaking down the pallets, putting things in stock and then retrieving them for the orders when they are shipped. The distribution center ships things in pallet quantity or case quantity, they do not do the labor inside the building; it is a quicker in and out and therefore have less employees.

Mr. Alfieri said the plans as originally presented had a large area for trailers to be stored on the western most portion. It has since been reconsidered how much volume of trailer storage you need. Mr. Kainer said he heard the feedback from the public and the Board, and we are downsizing that lot. We intend to maintain somewhere between 20-24 spots and further away from the highway so that anything that is more visible would be maintained with landscaping and more of its natural condition. Ms. Beahm asked are we going to see these plans? Mr. Alfieri said before the next hearing, we are going to submit revised engineering plans not only to make that change, but to address many of the other technical comments that have been raised.

Mr. Alfieri stated that questions were raised about when a truck enters this facility, how would they know where to go, because you may have multiple tenants and how would they circulate through the site to make sure they get to the right spot. Mr. Kainer said there are three main ways how the traffic is directed. When a

shipping person calls a trucking company to come and pick up a load of merchandise, or drop it off, they can pre-assign a door to go. All the loading docks are numbered. On the order it may say to go to a specific door. As they enter the site, they can look for the doors that are generally very well labeled. They can then back into that loading dock and be all set. The driver would go inside and let them know that they are there. The shipping office that we are proposing is generally located in the middle of the loading dock wall, so it's an easy walk from either direction. The second method is they can call the distribution center and tell them they will be there at a certain time and what door should they go to. The third method is they pull in and if they don't have anything predetermined or preassigned, they could just pull up and they go into the shipping office and find out what loading dock they should go to. They are only in the shipping office for a minute or two, and then they move their truck. Mr. Alfieri said for the third example, where would the truck be when the driver goes into the office? Mr. Kainer said it would be sitting in the loading area.

Mr. Alfieri asked Mr. Kainer to go over the potential number of tenants for this property. Mr. Kainer said so far, the interest that he has received has been for single tenants to occupy an entire building. The industrial market is good right now and there are a lot of businesses looking for the larger spaces. Obviously the market goes up and down, and it is not unusual for a building like this to be split into two to possibly three tenants. Three is usually not the norm, because no one likes to be a middle tenant in the building. Ms. Beahm said would it be a maximum of three tenants per building? Mr. Kainer said yes, beyond that, it doesn't really work when you cut it up too small. Ms. Beahm said if this Board were to place a condition on any approval of a maximum of three tenants, that would be acceptable? Mr. Kainer said he doesn't see why you would need to do that. Mr. Cucchiaro said if you are going to say that is going to be case, and then you are going to say that it cannot be a condition, don't you think could impact on the credibility of the statement? Mr. Kainer said well I also told you that this is a 90-95% probability of what could happen; there are exceptions. Ms. Beahm said this Board needs to understand what they are trying to approve, so we are asking you what you are looking for. You are saying to me that in most conditions, it would be a single tenant, most likely two tenants because they both want ends, no one wants a middle, so I am asking you - give us a maximum, the Board is going to want to know. Mr. Cucchiaro said I think he just refused to. Mr. Kainer said ok, a maximum of four. It cannot be cut up feasibly smaller than that. Mr. Alfieri said to Mr. Kainer, so you would stipulate that there will be no more than four tenants per building, if this is approved? Mr. Kainer said ok, yes. Mr. Beahm said the question comes in, you have someone coming into the facility and let's say loading dock 5 is where they have been told where to go, but there is someone there. Now what happens? Mr. Kainer said they would either have to call back to the office or walk over there and say there is somebody in the spot. Ms. Beahm asked what happens on the physical site in the interim; how is the site going to physically



function. Mr. Kainer said it would sit in the yard. Ms. Beahm said where? We don't have tractor trailer spaces in the yard. Mr. Kainer said they usually pull up near the shipping office and they go inside. Ms. Beahm advised Mr. Alfieri that before they come back, we probably need to know that answer. Mr. Cucchiaro asked would it take a couple of minutes if the truck that is in the bay hasn't been unloaded yet? Mr. Kainer said it would take a few minutes for the driver to go to the office and get a new door. Ms. Beahm said but what if they next door is also occupied? Mr. Kainer said well he has to assume that the people know how to run their building and where the trucks are. It does happen, but for the most part, they are going to know where the trucks are and these buildings are not going to be super high volume users like on the Turnpike. There is not going to be a truck at every dock. Ms. Beahm said this is 600,000 sq ft; this is not a 20,000 sq ft warehouse. We are anticipating, as has been the testimony, that there is going to be activity on this site. The question becomes, how the site operates and that is well within the jurisdiction of the Board to figure this out. She understand that they do not have a tenant, which give us pause as to how this is going to function and affect all these people sitting in the audience. She does not think it is an unreasonable question to understand if there is actually a physical structure in the bay that someone is assigned to come in, which you said is one of the ways that this operates. Again, if there is someone there, where do they wait? Based on the site plan, it is car parking; it is not tractor trailer parking. If you are planning on just have tractor trailers hanging out wherever, that is a problem. Mr. Kainer said we have designed these buildings with approximately double the amount of loading docks that most buildings have. Mr. Kainer pointed to Exhibit A1. He said trucks would come in and if they were going to this building, they could come in if they didn't have a pre-assigned door they could check with the shipping office. They would go in, get their assignment come back out and move the truck. If the door they were assigned was occupied, they would either have to come back to the shipping office. The reason they are assigning doors because the goods that are going to go on that truck are stored closed to that loading dock. Mr. Kainer said these buildings are not going to have 25 trucks moving around at the same time. At a busy time, maybe there are 3-4 moving around. There are plenty of loading docks.

Mr. Cucchiaro asked Mr. Kainer what is his experience with other warehouses of this size? Where are they and what have you observed? Mr. Kainer said the bulk of his business happens between Exit 7 and Exit 10 on the Turnpike, including Cranbury, South Brunswick, Monroe, East and North Brunswick, Edison, etc. Mr. Cucchiaro asked are there particular locations with facilities of this scope that you were thinking about that it was not a likely scenario? Mr. Kainer said certainly extreme things can happen, but in general operation, under normal circumstances, there is not a lot of traffic moving at the same time. Mr. Cucchiaro said but what did you base your testimony off of? Which facilities? Mr. Kainer said 15 years of observations on the buildings between Edison and Cranbury. Mr. Cucchiaro said

you can't give me a specific location? Mr. Kainer we built the building, Project Terra, in East Windsor which is 635,000 sq ft. Mr. Cucchiaro said you didn't reference East Windsor before. Mr. Kainer said it is at Exit 8 and it about the same size. There isn't much activity at this location. If you go up to Port Newark, those goods are turning around much more quickly and that's where you'll see much more traffic. Warehouses in our area carry large bulky items, such as clothing or furniture. Ms. Beahm said respectfully though, you have no tenants correct? Mr. Kainer said currently we do not. Ms. Beahm said she wants the Board to be aware that it may not be a furniture storage place. The Board needs to understand the worst case scenario associated with this development. It is going to affect their day to day existence and while those warehouses that are on the Turnpike, that's all well and good. But this warehouse has an impact associated this type of use in this community, on the eastbound side of Route 33, which has to travel one mile before it turns around, impacting residents and she doesn't think it's fair to say that it is going to be furniture or clothing when you don't have the slightest idea who the user is going to be, or you do, but we're not aware of it. Ms. Beahm doesn't want the Board to be influenced by the fact that it could be furniture, because it might not be furniture, we just don't know and it's 600,000 sq ft on the eastbound side of Route 33 that we have concerns about how the site is going to function and she's not 100% convinced that just because there is a site in East Windsor that is within one mile of the Turnpike that this site is going to function in the same way. You do not have a tenant. You said you could have four tenants per building. Eight tenants on the site, each of them could operate 100% differently, so you cannot make a statement that there is not going to be 25 trucks on site when you have no idea what is going to happen on the site. That is not a fair thing to tell this Board when you have no idea. Mr. Kainer said his testimony is based on 15 years of observations on a daily basis. I can tell you how these buildings function. Could there be an outlier that operates different, yes. The general cases are not extreme.

Mr. Alfieri said there is one other issue that he heard rumors circulating around that there are DEP problems. Our engineer is here if you want her to give you an update on what the potential issue is. Julia Algeo, the engineer for the project, remains under oath from the previous hearing. Ms. Algeo said that since the last meeting, we have been working on our Flood Hazard Area Wetland and Soil Conservation District Permits. As of today, we have received our Flood Hazard Permit. One of the issues for the Flood Hazard Permit is that we working out low impact development requirements and so based upon that, as well as working with the Wetlands group at the DEP, we have come up with a plan where there will be extensive conservation easements surrounding the stream corridor and the areas of agricultural within that easement will be re-vegetated. When we do resubmit the plan, you'll see a much more extensive deed restricted stream corridor conservation area. Ms. Algeo said it is her understanding that there are no endangered species on the site. This would be established by the NJ DEP prior to

any permits being issued. Mr. Alfieri asked Ms. Algeo if she will have the plan further refined for resubmission. Ms. Algeo said she will resubmit the plan as well as addressing the comments from the professionals reports.

Mr. Cucchiaro asked Ms. Algeo why is it your understanding that there are no endangered species or related buffers that are on the site? Ms. Algeo said we have been working with the DEP on a conservation easement and revegetating the agricultural areas within the conservation easement that we would be deed restricting on the property around the stream corridor. Ms. Algeo said she is not prepared to answer that question tonight, but she can have an answer for the next hearing. Mr. Cucchiaro said we don't have the Flood Hazard Permit yet. Ms. Algeo said we just received it today and we will submit it. Mr. Cucchiaro said please also submit anything that is forming the basis of your belief that there is not an endangered species issue, as well as anything that raised the issue in the first place that there was an endangered species issue.

Mr. Alfieri stated he will bring all the witnesses back for questions. Mr. Cucchiaro asked about the revised plans if they were done yet. Mr. Alfieri said they aren't done yet. Two of our professionals will not be available for the December meeting. Mr. Cucchiaro stated we would carry this to our reorganization meeting at this point. Mr. Alfieri said they would be willing to pay for a special meeting if possible. Mr. Cucchiaro said December is difficult between holidays and other meetings. Mr. Alfieri stated we hired a sound expert, he did prepare a report and we will submit the report prior to the next hearing.

Mr. Cucchiaro asked Mr. Lipari and Mr. Gasiorowski if they had an issues with their availability for January 9, 2020? Both said they would make themselves available. Mr. Cucchiaro stated that application PPM1823, Countryside Developers, Inc., 203 HWY 33, Block 78 Lot 12.02 will be carried to the Board's January 9, 2020 meeting. There will be no further notice to property owners. If there is anyone from the public who wants to view the materials, they can reach out to Ms. Nosseir in the Planning Office. Mr. Alfieri will have a few more witnesses. Concluding that, the attorneys Mr. Lipari and Mr. Gasiorowski will have their opportunity to cross examine. Any member of the public not represented by these attorneys will also have the opportunity to speak.

**Ordinance Number 2019-19  
An Ordinance Amending and Supplementing Chapter 95,  
"Development Regulations", Article V, "Zoning District  
Regulations", Section 95-5.6I, "Special Economic  
Development/Affordable Housing Zone (SED/AH)**

Ms. Beahm stated that this is an Ordinance that has been found to be consistent with the Master Plan. This is an amendment to some of the bulk standards

given some of the site constraints, etc. Overall, the Ordinance is consistent with the Master Plan and the Settlement Agreement that the Township is entering into with respect to its Affordable Housing Plan.

A Motion was made that Ordinance 2019-19 is substantially consistent with the Municipal Master Plan by Chief Hogan, Seconded by Mr. Fisher.

Yes: Castronovo, Brown, Kane, Ginsberg, Kwaak, McNaboe, Jacobson, Hogan, Fisher, Kastell

No: None

Absent: D'Agostino

Abstain: None

Not Eligible: None

Chair Kwaak opened the floor to the public for any non agenda items. Seeing none, public was closed. The next meeting is November 14, 2019.

Mr. McNaboe said December 1, 2019 is the volunteer breakfast, please send your RSVP to Ms. Nosseir.

### Adjournment

A Motion to adjourn the meeting was made by Chief Hogan and agreed to by all.

Respectfully submitted,



Lisa Urso-Nosseir  
Recording Secretary

A recorded CD or DVD of the meeting is available for purchase by contacting the Planning Board Office.