

**JACKSON TOWNSHIP PLANNING BOARD MEETING  
MONDAY, NOVEMBER 2, 2020**

The November 2, 2020 meeting of the Jackson Township Board was called to order at 7:35 p.m. by Planning Board Secretary, Denise Buono with a salute to the flag by all present. Attorney Sean Gertner read the Open Public Meetings Act Statement noting that adequate notice has been provided and advertised in the manner prescribed by law.

**ROLL CALL:** Tim Dolan Terence Wall, Township Representative  
Jeffrey Riker Martin Flemming, Councilman  
Joseph Riccardi, Mayor's Designee  
Len Haring, Board Vice Chairman  
Robert Hudak, Board Chairman

**Absent:** *Dr. Michele Campbell, Andrew Jozwicki - Alt #1*

**Also Present:** Planning Board Attorney Sean Gertner, Mr. Peters, Board Planner, Doug Klee, Board Engineer, Denise Buono, Planning Board Secretary, and Danielle Sinowitz, Planning Board Recording Secretary.

**Payment of Recording Secretary, Danielle Sinowitz, for 11/2/2020 motioned by RIKER/ Flemming. Yes:** All in favor among those present.

**Approval of regular and executive meeting minutes of October 19, 2020 by RIKER/ Flemming. Yes:** All in favor among those present.

**Resolutions: 2020-19: RG2 Associates, Block 19403, Lots 2, 6, 7, 10, 12, 19-20 & 30, Grawtown Road- Motion to approve by HARING/ Flemming. Yes:** Dolan, Riker, Wall, Flemming, Riccardi, Haring, Hudak.

**2020-20: RG2 Associates, LLC, Block 19403, Lots 2, 6, 7, 10, 12, 19-20 & 30, Grawtown Road- Motion to approve by FLEMMING/ Riker. Yes:** Dolan, Riker, Wall, Flemming, Riccardi, Haring, Hudak.

Mr. Hudak advised there are purposed 2021 scheduled meeting dates, and asked the Board's thoughts for January as January 11, 2021 is the reorganization meeting, and it's un sure if January 25th is necessary however it might be as there is only one meeting in February however they are close together. Ms. Buono noted that January 11th and 25th are the 2nd and 4th Monday, however if the professionals are not available then the meeting cannot take place. Mr. Peters and Mr. Klee indicated there are no issues with either date. Mr. Hudak stated both meetings will be kept on the schedule.

**Motion for 7:30 p.m. as the official meeting time and the following dates for 2021: January 11th (Re-organization), January 25th, February 1st, March 1st & 15th, April 5th & 19th, May 3rd & 17th, June 7th & 21st, July 19th, August 2nd & 16th, September 20th, October 4th & 18th, November 1st & 15th, December 6th & 20th by DOLAN/ Haring. Yes:** Dolan, Riker, Wall, Flemming, Riccardi, Haring, Hudak.

*Mr. Hudak announced that application 1. Cedar Swamp Plaza, LLC, Block 4201, Lot 3, Cedar Swamp Road has asked to be carried to the February 1, 2021 meeting. Mr. Gertner stated this application will be carried with further notice required.*

**Motion to carry application 1. Cedar Swamp Plaza, LLC, Block 4201, Lot 3, Cedar Swamp Road to February 1, 2021 by RIKER/ Flemming. Yes:** All in favor among those present.

**Applications: 2. Mr. Berkowitz Holdings, Block 22010, Lot 2 & 6, Seameadow/ Faraday Avenue-** Mr. Klee stated this is continuation of an application, there was testimony heard on October 19, 2020 for a purposed 12,000SF warehouse, and 1,200SF storage garage and the last meeting the applicant was requested to look at the extended landscaping and provide additional green area and there was question of the slope of the driveway to the rear portion of the site and the applicant has submitted revised plans. Mr. Peters noted there wasn't much to add, Mr. Klee did introduce some waiver requests to removed and there.

**Adam Pfeffer- attorney for the applicant-** stated it was indicted, and there was submission of the plans revised to show some tweaks made, and there was a 3-D color rendering provided to show what will be purposed, and it was suggested to remove some parking spaces and add landscape, and there was waivers removed for the side and rear setbacks, and it made sense to remove parking from the right hand side to apply landscape and to remove those waivers, and the site is below the 75% impervious coverage, and it has been lowered even more, there is landscaping added and there was **Exhibit A-3 dated November 2, 2020**. Additionally there was question regarding the fire truck access and there was testimony where the trucks can get in and out and there was additional clarification done and calculations as well.

**Williams Stevens- vice Prescient of PDS, professional engineer and planner licensed in New Jersey, and has been appearing in that capacity for any decades- credentials accepted- sworn-** Mr. Pfeffer asked Mr. Stevens to walk through the resubmittal and walk through the image being shown. Mr. Stevens mentioned as stated PDS took the comments from this Board seriously and revisions were made to address the concerns raised and it was previously requested to have waivers to the landscape buffers, and that has been revised to provide the 10' buffers to the rear and side of the site, and there was too much parking on the site and there were revisions made to the parking, there were 19 spaces removed from the phase 2 portion of the plan and there are parking stalls banked and there was landscape islands added in the center of the project. Mr. Gertner asked if PDS prepared this rendering. Mr. Stevens stated this was prepared by the applicants architect, and this does show the parking stalls that are now removed that are along the back of the site, those stalls have been removed and this is to show what the project will look like, and as indicate the impervious coverage was reduced from the 75% which is allowed and 71% is being purposed and it's important for the Board to understand that phase 1 and 2 will be combined, and the lots will be combined, this is not 2 properties and 2 projects, and lastly there was some talk about access by fire equipment from one site the other, and looking at the rendering there is a driveway going from phase 1 to phase 2 and that is a little over 9% slope, and there are residential slopes that are at a higher percentage, a fire truck can easily access the sight with this slope, and what the concern is the hangnails, the transition grade is the concern, and the transitions need to be looked at and with looking at the fire department data, there can't be more than a 6% transition to be thought of as a good transition, and it is believed that trucks in Jackson have a 10' clearance and that was looked at and this slope will be

acceptable. Mr. Flemming stated there is still concerns, it's not the center of the truck that is the issue, it's the sides, and there is only 24' being provided to make a turn, both axels will not be on that slope at the same time, however it would have to be seen. Mr. Stevens mentioned that circulation drawings have been provided. Mr. Flemming advised that those drawings show it doesn't work, see page 5, it shows a truck driving over the curb, and the spaces are 9x18 however this applicant has equipment vehicles and one transit van will take more space then what is provided, and these stalls are usually all filled, this applicant has good business and that cuts the radius down even further. Mr. Stevens stated the concerns are seen, and it would be tight however the diagram does show it will fit, and the concerns really spoke to the slope of the drive isle and that is what is being addressed, and some of these drive isles can be worked on. Mr. Flemming asked if the spaces can be angled to meet the north side drive path. Mr. Stevens mentioned that the transition can be taken into consideration and the impervious would be slightly more but there would be no waivers or variances required for those possible adjustments. Mr. Hudak asked if Mr. Klee agreed with the modifications suggested. Mr. Klee stated the plans should be seen, however what was mentioned would work. Mr. Flemming asked if the emergency access can be worked on as well to, its 12' gravel, there is space on the smaller radius of the parking lot. Mr. Stevens stated that could of course be done, and 18' can be done is that is requested, and it was discussed that it was gravel, and it can be paved with a breakaway chain for emergency access only. Mr. Gertner asked for clarification. Mr. Stevens stated there is emergency access off Seameadow and what was asked is if that the 12' access be negotiated, and it can be 18' wide and it will be paved on site, that way people don't use it, and there will be breakaway chains. Mr. Riker noted the emergency access is on Edison, not Seameadow. Mr. Stevens confirmed that was correct. Mr. Dolan asked when those changes are made, can the landscape be adjusted so the landscape will remain. Mr. Stevens stated when the radius is adjusted the landscaping will be relocated to make it fit the turn pattern. Mr. Riker mentioned the Board is to look at phase 1 and phase 2 as a combined project, and there is question as to why there is a curb cut on Seameadow for phase 1 as it was stated that Seameadow was vacated. Mr. Stevens stated that portions of Seameadow are vacated, from Faraday to phase 1 is vacated. Mr. Riker mentioned going to see the street and it's being improved, and it's impervious and there is question how it went from vacant to construction. Mr. Pfeffer stated that is the neighbor's property, which is a private street, and when the retaining wall was installed the street was damaged and the road was repaired. Mr. Riker noted there was a significant amount of road work done, so there is a disagreeance with the statement made, and there is question as to how can the street can go from vacant to a street where parked vehicles are on that surface. Mr. Gertner mentioned that the client should testify, and there can be questions answered directly from the applicant.

**Israel Berkowitz- property owner- affirmed-** Mr. Pfeffer advised the questions have been heard, and asked that clarification please be provided. Mr. Berkowitz stated with regards to the vacation of Seameadow to Edison, the property was purchased and that road was already vacated and when the retaining wall along Seameadow was installed, it was above and below ground, and when the dirt was put back, the street was cleaned up because it did not look nice, and that was done about 2-3 years ago, and there was discussion made as there were vehicles driving up the new paved area, and when the gas station was being worked on site, the retaining wall needed to be removed and the road was destroyed again so to be a good neighbor the road was cleaned again. Mr. Riker stated this is talking about impervious surfaces and there is a struggle of green space, and it's UN sure how this got here today, and when the projects were re merged and that street vacated, that would be the ideal buffer. Mr. Gertner asked that the current use be addressed, of that UN improved property, and why not ask that a further portion be vacated. Mr. Riker mentioned it was assumed it was vacated 100%, up to the phase 2 fire access, that would be the ideal buffer, the green space and impervious has not been utilized, and the road has been looked at it's a road. Mr. Berkowitz stated unfortunately he does not own that street, there is only 1 foot and a half that is his. Mr. Riker asked why those trucks are being parked there. Mr. Berkowitz mentioned that there are signs posted and the employees are addressed if the vehicles are parked where they do not belong. Mr. Riker stated if the road is vacated it should be blocked off. Mr. Pfeffer stated it's not the applicant property, however if additional landscaping is the concern it can be done and as far as impervious coverage the max is 75% and 71% is being provided and the concerns are heard however it's out of the applicants control, it's not the applicants property. Mr. Hudak stated it appears there was damage done that was corrected.

**Scott Kennel- traffic expert with McDunna and Rea in Manasquan, been a partner with over 35 years of traffic experience, been qualified in New Jersey superior as traffic an expert- credentials accepted- sworn-** advised the traffic study is dated May 8, 2020 and traffic study was done in April however there was no traffic counts able to be done at this site, however the end of the street at Houston and Faraday was done and there was traffic comparisons done from phase 1 to what is being purposed, and this is servicing at a level A and during peak hours there is approximately 200 vehicles, and where the site is located there is no concern, and the site has been done to accommodate the vehicles on site.

*Opened public comment; seeing no one use the "Raise Hand" function, motion to close public comment by DOLAN/ Haring/ Yes:* All in favor among those present.

Mr. Hudak stated the rendering was appreciated, and perhaps if that effort would have been made earlier, the back and forth wouldn't have had to happen.

**Motion to approve with the stipulations placed on the record by HARING/ Flemming. Yes:** Dolan, Riker, Wall, Flemming, Riccardi, Haring, Hudak.

**Motion to adjourn at 8:17 p.m. by HARING/ Dolan. Yes:** All in favor among those present.

Respectfully submitted,

Danielle Sinowitz,  
Planning Board Recording Secretary