

## JACKSON TOWNSHIP PLANNING BOARD MEETING

Monday, November 7<sup>th</sup>, 2022

The November 7<sup>th</sup>, 2022 meeting of the Jackson Township Planning Board was called to order at 7:30 p.m. by Board Chairman Robert Hudak 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:** Dr. Campbell Mr. Canderozzi-Alt # 2  
Mr. Riker Mr. Wall-Municipal Representative  
Mr. Flemming, Councilman Mr. Haring, Board Vice Chairman  
Mr. Burnstein Mr. Hudak, Board Chairman  
Ms. Demarzo –Mayor’s Designee

Absent: Mr. Herman Alt #1

**Also Present:** Ryan Murphy, Planning Board Attorney, (Acting) Ernie Peters, Board Planner, Doug Klee, Board Engineer, Anthony Jacob, Township I.T. Representative, and Irina Darrar, Planning Board Recording Secretary, Laura Morrison Planning Board Secretary.

**Payment of Recording Secretary, Irina Darrar for the November 7th, 2022 meeting. Motioned by Dr. Campbell/Burnstein Yes:** All in favor among present.

### **Application Block 19403, Lot 4 MG Growtown, LLC**

**Mr. Klee** stated that the application is for Preliminary and Final Major Subdivision. The applicant is proposing to subdivide the subject priority into four single-family residential building lots, an individual lot for multi-family, 12 affordable units and 3 multi-story buildings, and one storm water management lot. The project is compliant with all the Zoning requirements of the RG2 with public sewer being provided. The applicant has to provide proof that several conditions are met, one is that is connected to the public sanitary sewer, its compliance with affordable housing set aside, a traffic impact assessment being provided, and pylons development credits. The applicant should confirm those conditions are being satisfied. The project is subject to the requirements of the residential site improvement standards. Curbs and sidewalks are provided on both roadways and 30 feet of pavement width, which will provide parking on both sides of the proposed roadway. The application proposes water and sewer facilities connected or public sewer and water facilities. Some testimony from the

applicant regarding the status of the MUA review. Some testimony about the drainage facility is needed. The site lighting is provided according to Ordinance standards.

**Mr. Peters** stated that they have a report dated October 7<sup>th</sup>, 2022. The project is located in RG2 Pinelands Regional growth zone, where single-family detached dwellings on lots of 10,000 sq. feet are permitted, as well as affordable housing units. Some testimony regarding the number of affordable housing units and the requirement to purchase Pineland development credits for the project. Mr. Klee indicated a design waiver for the affordable housing area, for parking packing out onto the streets. They would like to discuss this with the applicant. Mr. Peters wanted to discuss whether or not the Board needed to approve a site plan for the affordable housing units. 51 lots, 49 single-family lots, one affordable housing lot with several affordable housing units, and a stormwater management lot. Mr. Peters stated from a Land Use perspective the Board may be required to approve a site plan for the affordable housing units. Mr. Peters is looking forward to some testimony regarding that. Mr. Klee indicated that there is some connection to a property next store. Need some testimony as to whether or not that is approved, or not approved if it's required from a phasing perspective to develop this site. Some testimony regarding if there is a need for a buffer area for the affordable housing site. Also, testimony in regards to refuse pickup and mailbox locations for the affordable housing units.

**Attorney Mr. Pfeffer** on behalf of the applicant, states that the applicant has two witnesses for the Board. Mr. Gram McFarland for Engineering and Planning testimony and Mr. Scott Kennel for the traffic testimony.

**Mr. Gram McFarlane** was sworn in. Licensed Professional Planner, Certifies Municipal Engineer, and Licensed Engineer since 1992. Mr. McFarlane stated the application is located on Block 19403, Lot 4 along Grawtown road. Exhibit A -1 shows an aerial of the subject property and it shows the proposed development in yellow line work. The applicant is proposing a subdivision of the property in full compliance with ordinance requirements. The property is located in the RG2 zone, which allows 10,000 sq feet of lot sizes where the lots are served by public sewer. It proposed to construct 49 single-family market-rate units and also to construct 10 affordable housing units. In the affordable housing units, the applicant is proposing five at 2 bedrooms and five at 3 bedrooms, which satisfies the requirements for the breakdown of the affordable housing units. The property is located in the Pinelands. Pineland credits are required to obtain this zone's additional density or reduced lot size. The application will require a total of 15 PDCS. There are some Wetlands located on the property and shown on exhibit A1, the right of the exhibit. There is a Wetlands buffer that encroaches into 4 or 5 of the lots on the right-hand side or the east side of the property. There is no disturbance proposed within the buffer. Has been approved by the Wetlands. The buffer has been approved by the Pinelands. Exhibit A2 is

the overall developments plan that was submitted to the Board in support of the application, and is included in the package that the Board has. This plan shows the overall layout of the application, the connection to the RG2 Associates job, and the stormwater detention base, located in the Southeast portion of the track, adjacent to the Wetlands Corridor. The streets will be public, minimum of 30 feet wide with a curb and sidewalk. The streets will be dedicated to the Municipality. The detention basin would be owned by HOA, with no obligation of the Municipality to take care of the basin. The stormwater drainage collection system which is collecting runoff from the streets would be located in a right of way and that would be dedicated to the municipality. The arrangement for the affordable housing units, for now, shows a total of 3 buildings, it shows 2 four-unit buildings and 1 two-unit building. Mr. McFarland stated that the applicant wanted to have the driveways for those affordable units, just like those driveways for the single-family houses. A plan was put together that showed that arrangement; however, the applicant got feedback from the Boards professionals that made some good comments and another look will be taken at the arrangement for the affordable housing units. One item that the applicant has spent considerable time discussing with the board, over the last couple of years has been the need for off-street parking of the single-family units. The town had gotten a confirmation from DCA. RSIS and DCA give off-street parking requirements of up to 5 bedrooms. If a home has more than 5 bedrooms, RSIS stops there and said it is up to the Municipality to do what they thought was appropriate. There was a correspondence between DCA and the Town, some guidance was given for the number of parking spaces. For 5 bedrooms three parking spaces are required, for six bedrooms is 3.5 spaces, rounded up to 4 parking spaces for 6 bedrooms. Mr. McFarland said that the application is for subdivision so the exact type of homes has not been determined. Mr. McFarland said he is not sure if it will be built by the current applicant, if the homes will be built by individuals, or built by some other developer as one overall project, but under any of those circumstances, each individual would have to provide parking by that table which was just represented, by local and RSIS requirements. The affordable housing units, 5 two-bedroom units, and 5 three-bedroom units. The two bedrooms require 1.9 per, and three bedrooms require two spaces and when added up, this comes up with 20 parking spaces required for the affordable housing units. The plan submitted now shows 24 parking spaces. Those units would have curbside trash and recycling pickup. The application will likely change, have a satellite parking lot, and incorporate a refuse enclosure for trash and recycling. Mr. MacFarlane says if the board requires a separate site plan approval for the affordable housing lot, the applicant does not oppose it.

**Dr. Campbell** stated that it seems to be a very small lot backing up to lot 18. Is that an undersized lot?

**Mr. MacFarlane** said Lot 18 is along the Wetlands Corridor and is 29,000 sq. feet, and a significant portion of the lot is consumed by the Wetlands buffer. The Lot complies with the ordinance requirements.

**Mr. Hudak** asked if the applicant can show how large these homes will be.

**Mr. MacFarlane** stated at this point he didn't have any information as to the type of models homes are going to be built and how big the homes are going to be.

**Mr. Hudak** wanted to know what the Board is doing here then and what is the board approving.

**Mr. Pfeiffer** said the applicant is seeking subdivision for approval of lots in conformance with the Jackson Land Use Ordinance. As far as the size of the houses, Mr. Pfeiffer is not sure if they will be sold off to individual buyers to build their lots or will be track built by one builder with three or four models. The applicant is not seeking any bulk variances.

**Mr. Hudak** says he has a problem with all of this. He said he cannot approve without knowing what is going to be built.

**Dr. Campbell** stated that the applicant is going to have to come back to the Board with the changes to the affordable housing because that is not tenable the way it is now, and the Board does not know what will go on those lots. She thinks there are too many homes for this acreage.

**Mr. Felming** stated that the applicant has to redesign it for the mailboxes anyway, that's going to require parking by the mailboxes so that has to fit in. Looking at the aerial of the affordable housing lot, the lot line looks like it runs through the driveway of the house on Lot 5.

**Mr. McFarland** said the yellow line is for affordable housing and that area is about 42,000 sq. feet. Lot 5 is not part of this application.

**Mr. Murphy** said that the site plan will certainly be required for the affordable housing units, especially if they're being changed. This is something that the Board wants to see before approval is granted.

**Mr. Pfeiffer** said he has no objections. Wants to carry to December 12<sup>th</sup> solely for rescheduling.

#### **Open for Public Comments.**

**Resident Richard Jackson**, 254 Grawtown Road was sworn in. He asked if it is going to be public sewer and water and if they were going to be fire hydrants in the area. He said where the street comes out is on a blind corner. He thinks that there will be accidents constantly.

**Mr. Pfeffer** said yes to the public sewer, water, and fire hydrants.

**Resident Michael Brazinski**, 277 Grawtown Road was sworn in. He is concerned about the drainage.

**Public comments closed Motion by Riker/Burnsetin all in favor.**

Motion to carry the application to December 12, 2022, for the sole purpose of rescheduling for a date in 2023 with a waiver of time to the end of the year and no further notices necessary.

**Motion by Riker/Burnstein is all in favor.**

**Block 2701, Lot 32 and 33**, Jackson One LLC on West Commodore Boulevard

**Mr. Klee** that this is an application for the Preliminary and final Major site plan associated with the construction of a one-story office and warehouse building. 2,000 sq. feet of office and 154,700 sq. feet of warehouse. Additional testimony from the applicant is needed as far as the confirmation of the floor area that's proposed. There was a discrepancy between the architectural and the site plan drawings, so Mr. Klee wants to be clear about what he is looking at, some testimony is needed from the applicant as to the proposed floor area. The project is compliant with the Zoning requirements, there are two variances requested for the proposed site signage. The site is impacted by the conservation overlay zone. The applicant has provided a letter of interpretation verifying the location and the buffer area associated with the Wetlands. Water and sewer will be provided by a private system. Any Board approvals will be subject to review and approval from the MUA. Testimony is needed regarding the operation, specifically of a 24/7 operation. The applicant provides the traffic impact analysis and testimony regarding the findings of that study. The application requires 112 parking spaces, where 104 spaces are provided, some testimony regarding or supporting that design waiver request is needed. No curbing or sidewalk is proposed, some testimony is required from the applicant in support of that waiver request and that they are willing to contribute to Pedestrian safety fun.

**Mr. Peters** stated that they have a report date of October 31, 2022. The property is located in the LM-Commercial office light Industrial Zone. The use is permitted in the zone subject to testimony regarding compliance with certain standards. Mr. Peters wants to make sure the Board knows the correct number of parking for the site. Two sign variances were requested, and some testimony was required on that.

**Mr. Salvatore Alfieri**, on behalf of the applicant, stated the applicant has 3 witnesses. The engineer, architect, and traffic engineer. Going to start with the civil engineer.

**Mr. Tony Diggin** was sworn in. Employed by Kimberly Horn, located at 902 Carnegie Center Blvd., Suite 220, Princeton, NJ. A licensed professional engineer in NJ. Mr. Diggin stated that the square footage is 154,700, including the 2,000 sq. foot office space. The property is located

at the intersection of West Commodore Boulevard (Route 526) and Paterson Road (municipal roads) as shown in Exhibit A1. It consists of 2 lots. Block 2701, Lot 33 is the front portion and Lot 32 is the rear portion. 609 feet of frontage along Commodore Boulevard and 580-foot frontage along Paterson Road. Located in the LM zone. The Right of Way width on Commodore Blvd is 60 feet. The edge of the house, which is located here, is about 80 feet and the resident has a driveway in this area. Generally, the site drains east to south to the pocket of Wetlands, the subject of the LOI that was submitted. Lot 32 is not part of the LOI.

**Mr. Alfieri** asked Mr. Diggins to confirm that the applicant would agree to what the Board professional pointed out that an LOI would be required for that Lot before this was developed.

**Mr. Diggins** said that it is correct. It was been submitted to NJDEP. Mr. Diggins said Exhibit A2 shows the rendered site plan. Employee parking along the front of the building is accessed through two full-movement driveways from Commodore Blvd, spacing 270 feet from the intersection. There are 4 EV make-ready spaces. The total parking count for employee parking is 108 spaces. The rear of the property is where the truck cord is, that's accessed off of Patterson Road through a full movement driveway, 30-foot wide driveway. There are 60 feet deep truck court, 70 feet-wide drive aisle, and 55 feet wide trailer parking in this area. 100-foot diameter truck turn is shown, and the circulation plan is also submitted, showing circulation for a ladder truck that accesses emergency vehicle access. All the proposed off-site roadway improvements will be reviewed by the County. The applicant meets all the bulk requirements except for the variance request for the monument sign, which is for the size and the setback of the sign. The applicant is trying to do buffer planting. There are shrubs along the head in parking to contain the headlight glare.

**Mr. Alfieri** asked Mr. Digging for clarification of the Ordinance requirements that the applicant provides 100 feet buffer between the Residential property zone line and the applicant's improvements. Is that correct?

**Mr. Diggins** said yes.

**Mr. Alfieri** stated the improvement in that area is the driveway access.

**Mr. Diggins** that that improvement would be in that buffer. They are requesting a variance relief for that improvement in the buffer. The applicant is in the Conservation zoning overlay. The application is in front of NJDEP for the letter interpretation for lot 32. A field delineation was done. A healthy buffer was put around the outside of the Wetlands flags and then subtracted from that area out of the area to be used for impervious calculation and building coverage. On the plan it stated 27.1 % max building coverage, with this recalculation it is 30.29% which is under the 40% for the max impervious coverage, the applicant had 49.28%, with the new calculation it is 55.1% which is well under 75% permitted.

**Mr. Alfieri** said that no goods are sold retail from the premises, all items will be stored in an enclosed building and there will be no outside storage. The storing of Hazard chemicals shall be prohibited.

**Mr. Diggins** said that's correct. He stated that there will be 3 infiltration basins on the site. Mr. Klee made a technical comment on that and they will be addressed by the applicant about the provision of For Bay calculation demonstration of the two-and-a-half acres maximum receiving area. It is set up to comply with that. The applicant has approval for an online septic treatment back in this area, it was approved back in May 2022 by the county board of health. It is a 2000 Gallon system. For water, the applicant will be making an application to MUA. Gas is on Patterson road which is NJNG. As to JCP&L, the applicant looks to do a pole mount drop here for the connection point to the transformer located here. Adding landscaping and buffering for the variance request by the Township Ordinance. There will be a 30-yard container proposed for this area here. From a recycling and office waste standpoint, a trash enclosure may be needed. No sidewalks are proposed and payment in lieu is being offered to the town. All the technical comments will be addressed as a condition of the approval.

**Mr. Alfieri** stated that it is the applicant doesn't have a tenant. The applicant is asking for 3 shifts, 24/7. Maybe the tenant does not need it, but the applicant needs flexibility.

**Mr. Hudak** is concerned about the tractor-trailer going down the street 24/7 and that the applicant is almost directly across from the school.

**Mr. Diggins** said there is a sidewalk and a crosswalk on the Southern side, but not a lot of Residents on the North side.

**Mr. Klee** had a question what is the extent of the improvements for Paterson Road, specifically the condition of the pavement of Paterson to W. Commodore to the entrance of the applicant since it will be heavy truck traffic?

**Mr. Diggins** said only shoulder widening is proposed to accommodate the turning rations. The applicant can look into the additional pavement.

**Mr. Kyle Ferrier was sworn in.** Project Architect. Licensed Architect in Pennsylvania and New Jersey. Mr. Ferrier's office prepared the plans for the application.

**Mr. Alfieri** stated that A-3 Exhibit shows the architectural rendering of the proposed structure.

**Mr. Ferrier** said that was correct. He stated that South Eastern corner shows the entrance of the building. It is tilt-up concrete construction with architectural reveals, a neutral color scheme, and glazing at the main entrance with wood-look paneling. The next exhibit is an architectural floor plan. The building will be fully sprinkled. In the northeast corner of the building, there are two utility rooms. One is a fire pump room and the other is an electrical room. The loading docks are at the back of the building. The building's clear height is 40 feet and the building height at its

maximum is 48 feet at its highest point. No interior is being proposed at this time. There are egress doors around the perimeter of the building for emergency access and egress purposes. It is proposed as a shell building only. No solar panels are being proposed at this time, but for the New Jersey regulations to provide capacity for future solar the applicant will comply with that so the structure will be able to accommodate solar panels in the future. The building (façade) signage is fully in compliance with the Ordinance. The applicant will be seeking a variance for the monument sign.

**Mr. Adam Gibson** was sworn in. Traffic Engineer with Kimberly Horn. Active PE license in NJ. Mr. Gibson prepared a traffic impact memo for the project. He stated that back in January of this year there was a pre-application meeting with the County to talk about the project and site access. The project is approximately 155,000 sq. feet of the general warehouse so based upon the size and the land use type, a trip-generated estimate was developed and the industry standard for doing that is to use the Institute of Transportation of Engineers trip generation manual. Looking at the AM peak hour which is generally 7 AM to 9 AM, several trips of approximately 42 total trips, for the PM peak hour which is between 4 PM to 6 PM looking at 45 trips during that hour. Both of those times we have 2-3 truck trips per hour. The rest of the 40 trips will be for employees or other deliveries that may be coming to and from the site. The applicant has two access points for employees along W. Commodore and one access point for truck traffic along Paterson. NJDOT requirements are looked at for which intersections the applicant would study and their requirements have anything with 100 trips going through that intersection, the applicant would need to look at it. With less than 100 trips in this case and with multiple different points of ingress and egress, the applicant doesn't get to 100 trips at any other off-site intersections. Back in February while school was still in session, the applicant collected turning movement counts at the intersection of W. Commodore and Patterson from the 7 AM to 9 AM period and 4 PM to 6 PM period which generally represents the highest traffic volumes throughout the day during those commuter peak periods. Within that 2-hour window the applicant will figure out which consecutive 15 minutes periods generate the highest number of trips and that period is studied. For the truck trips, the applicant has an access to the east to 195 via Cedar Swamp interchange and access to 195 to the West via Monmouth Road interchange. The applicant assumed that there would be a 50 - 50 split in terms of where those four or five truck trips during the peak hours are going to go. For the employee, the applicant looks at what is called a gravity model. Using the gravity model they look at the population diversity of the surrounding municipalities the applicant assumes a 20-mile radius around the site. So the population density within those Municipalities and assumed a twenty-mile radius around the site, the population density within those municipalities, the formula is divided by the distance to those Municipalities squared, and percentages of how to get from the applicant's site to these different municipalities and based upon that and the routes that people would take to get to those municipalities, the applicant comes up with a general trip distribution for all of those trips. Based on the gravity model approximately 54% are expected to go to and from the East, 40% to and from the West towards Monmouth Road, and 5 to 6 % heading south on Patterson.



**Mr. Alfieri** asked Mr. Gibson his opinion from a traffic perspective about the 24/7 operation.

**Mr. Gibson** said that based on the volume that is out there during those peak periods, that we collected the data, and the number of trips that the site is expected to generate, Mr. Gibson thinks there would not be a significant negative impact on the surrounding roadway network.

**Mr. Wall** asked if the 24/7 is a right or if it is a decision of the Board.

**Mr. Peters** said he believes there is a restriction in the township code limiting business to less than 24/7 other than that noise ordinance. It would apply to the site.

**Mr. Hudak** asked Mr. Gibson what is his professional opinion about the Patterson Road along the side of this building, and the condition.

**Mr. Gibson** said he was not viewing it from the pavement management perspective in terms of an assessment, he did not come across any pushing up of the pavement.

Open up to public comment.

No comments

**Motion to close public comment motion by Burnstein/Flemming all in favor**

**Mr. Hudak** said there is some homework to do.

**Mr. Alfieri** stated that he made a list that must be addressed before the board approves. Shifting the Westernmost fire lane, emergency access lane, or fire lane, then providing one on the eastern section. The condition of Patterson Road will be looked at. Discuss potentially sidewalks, not sidewalks, improving the road, widening the road, etc. If the applicant is going to provide a refuse container, they'll show that location and how it's enclosed. Agreed to post a restoration bond. The applicant will look at the rear parking lot for the trucks and the overhangs. Look at the limitation of the right out of Patterson. Shift the driveway to the left. The 24-hour operation will be discussed with the developer.

**Mr. Hudak** said that a 24-hour operation is a no-go.

A motion to carry this application to December 12, 2022.

**Motion by Burnstein/Riker.** All in favor among present.

The meeting was adjourned Adjourn Burnstein/Riker all in favor among present.

Respectfully submitted by

Irina Darrar

Planning Board Recording Secretary

