

MEETING MINUTES

TOWNSHIP OF OCEAN REDEVELOPMENT COMMITTEE

JANUARY 10, 2023

6:00 PM

1. FLAG SALUTE
2. CALL TO ORDER
 - ROLL CALL

Ben LoParo X Lydia Dodd X Ken Boulderstone X

OPEN PUBLIC MEETING ACT – PURSUANT TO THE PROVISIONS OF THE NEW JERSEY OPEN PUBLIC MEETING ACT, ADEQUATE NOTICE OF THIS MEETING WAS PROPERLY PROVIDED BY SENDING COPIES OF THE NOTICE OF MEETING TO TWO NEWSPAPERS, THE ASBURY PARK PRESS AND THE PRESS OF ATLANTIC CITY. THE NOTICE WAS POSTED AT THE OFFICE OF THE TOWNSHIP CLERK AND ON THE BULLETIN BOARD OF THE ADMINISTRATION BUILDING.

MEETING MINUTES

Motion to approve the Meeting Minutes September 21, 2020 and August 17, 2020 was moved by Deputy Mayor Dodd, seconded by Committeeman LoParo.

Roll Call: LoParo: Yes, Dodd: Yes, Boulderstone: Yes

REGULAR MEETING

3. New Business

Applicant Tom Petty - Petty Motorworks Minor Subdivision Block 192, Lots 3, 4, 5, 6, & 7 Route 9 & Chapel Street

Lot consolidation and minor subdivision - Commercial office space, existing garages to be removed and a new garage added, new parking area and landscaping to be installed

Jason Henbest, Attorney for the applicant, discussed Jason (Jake) Marciano, East Coast Engineering, is present tonight. He is the Planner and Engineer for the project. Malcolm Burton is the Architect for the project. Mr. Petty, the applicant, and his family are present tonight.

This property is at the corner of Route 9 and Chapel Street, at the Northeast quadrant of that intersection. The property is currently owned by Robert Lange. Mr. Petty is the contract purchaser of that property and is seeking these approvals to allow a change in use of the property from existing conditions to allow an auto repair facility to be constructed there as well as using some of the existing structures on the property for office and/or retail space.

Mr. Jason M. Marciano, Applicant Engineer, East Coast Engineering, Licensed Professional Engineer, Licensed Professional Planner is sworn in by Township Attorney Dasti.

Mr. Marciano discussed this property is on the North side of Chapel Street, East side of Route 9. It is a corner piece of property that has been developed for decades. The sign out front says "Glenn's Pump & Well". There are trucks parked there and multiple buildings. Specifically, it is Block 192, Lots 3, 5, 6, 7. There are a couple small parcels there that the applicant is looking to consolidate. It is a large piece of property with a single-family home towards the front. The lot goes all the way back. There are wetlands in the back to the North. It is a very large piece of property. It is currently 53,000 square feet with a single family home. The applicant would like to reduce 53,000 square feet to 17,000 square feet, which is still larger than the C-1 would require. That will remain a residential property to the East of the project. The bulk of the project is more towards the corner.

When surveyors prepare a survey, they refer to deeds. The deeds all call to Dam Street. The tax maps do not show Dam Street but in fact show Lot 3 as kind of a flag lot. We do not know what happened to Dam Street. The applicant would like to seek from the Township to vacate Dam Street, if it is in fact still there. It is a 20 foot right-of-way that goes from Chapel Street and runs into the wetlands at the North end. It does not go anywhere. All the lots have frontage on either Route 9 or Chapel Street. The purpose or benefit of it is unknown. The Township will probably not look to improve it. There are no known utilities in the right-of-way. It is a good candidate for a vacation. If it stays a right-of-way, then there are setbacks.

With all that being consolidated together and what the applicant is calling new Lot 3.01, the property in total is 2.6 acres. Lot 3.01 would be a commercial site the applicant is trying to develop, which is 2.2 acres. There is frontage on Route 9 and frontage on Chapel Street. Right now there is a total of five structures on this remaining piece of Lot 3.01. There is a house that faces Chapel Street. There is a structure that is close to Route 9. The applicant wants to keep those two structures for the time being. The structure that is on Route 9 is an existing masonry building used for storage. Currently, there is a shed to the North and there is a detached garage behind the house. There is gravel all around the structures. There is 150 feet of frontage on Route 9 but no defying driveway there or on Chapel Street.

The applicant is proposing to clean up that corner, take down the detached garage, take down the masonry storage building and eventually take down the residential structure. Lot 7.01 is just a rectangular lot with the existing house. No changes to structure on Lot 7.01. Lot 3.01 is just a primary commercial development. The existing structure near Route 9 would remain and then the existing shed in the back would remain. The Eastern portion of the property on the plans is showing a red garage construction, which is Phase I, 40 feet by 40 feet. The expansion of that garage is 60 feet by 40 feet. When the project is complete, Phase I and II, the applicant has 40 feet by 100 feet for a new garage. This would be used by Petty Motorworks to do repairs. The project is in phases to be able to keep the front of the garage residence on Chapel for a time while construction is beginning on that front structure. It gives a little bit of income to the property. Then at some point that residence would go and the applicant would go into Phase II, which is the blue portion of the building as shown.

Shaded in green creates a new parking lot. Any access along Route 9 was eliminated. There is one driveway on Chapel Street. The parking lot contains 19 spaces. It is an odd-shaped parking lot. The idea is to have a wider area in front of the garages. A tow truck could pull in and turn around. The blue is Phase II of the garage. It has a new driveway going out to Chapel Street. There are bay doors on that South side of the building. That is all in Phase II once the residence comes down.

There is a current driveway for the house on Lot 7.01. One small change to Lot 7.01 would be a new driveway. Currently the driveway is a little bit further West than what is shown in brown on the plan. The applicant is proposing a driveway that is two cars wide and two cars deep, which is enough for off-street parking. That is to ensure new Lot 7.01, with the existing single-family home, has ample off-street parking.

That is the generally description of the project. The applicant will eliminate a few buildings. The new garage building is 40 feet by 100 feet or 40,000 square feet. If the applicant takes down the existing single family home, the detached garage, the storage building and the small shed, the applicant has eliminated 2,360 square feet of structures and putting in 4,000 square feet. The increase is about 1,600 square feet. It is not really that large of an increase. The whole site is covered by gravel. Ultimately, the parking lot would be asphalt. Phase I would be gravel. At the conclusion of the full building, then the gravel gets paved over with asphalt.

The area at the North end of the parking lot and around the shed is where the applicant envisions some drainage basins to meet all the Township's green infrastructure and current storm water regulations.

Committeeman LoParo inquired if the proposed driveways coming off Chapel Street to the house and proposed Phase II garage will be paved.

Mr. Marciano discussed, the light brown in Phase II would be paved. The materials were not discussed for the driveway to Lot 7.01. It is a residential driveway. The applicant is thinking gravel, as an improvement over the dirt driveway that is there. The business driveway would be paved and the residential driveway would be gravel.

The outparcel is indenting into the Northwestern portion of the property. Its only access is to Route 9 but is very close to Route 9. The applicant gave it access through the parking lot. If that is not favorable, the cross-access can be eliminated.

Scott Taylor, Township Landscape Architect, discussed due to Petty Motorworks and tow trucks and vehicles off loading, to have a resident driving through there may not be ideal. There could be a little subdivision off that little wedge that is just green space. That could give that resident a ten-foot strip. They would have access and their own driveway and the applicant could pick up four parking spaces and if there was ever a need for vehicle stacking on the site, the applicant would not have this residential driveway coming through the parking lot.

Mayor Baulderstone discussed it would make that lot more attractive in the future. It would look cleaner.

Mr. Marciano discussed it provides the same intent and provides additional parking for that house without having the driveway there. As Mr. Taylor pointed out, that is easily more room for 3-4 parking spaces. The parking could be reconfigured and pick up a couple more spaces where that driveway is currently coming into.

Jason Work, Township Engineer, inquired if the applicant was proposing to build the rear driveway for them as originally shown.

Mr. Marciano discussed, not necessarily, just provide the curb cut and the access. It would need a cross access easement. It was just a second means, as that particular structure was so close to the common lot line.

Township Attorney Dasti inquired what the applicant envisions in terms of the intensity of the use and how many spots the applicant is saying they need.

Mr. Worth discussed that speaks to the potential use of what will be the office or retail space. It's vague as far as what it could potentially be.

Mr. Marciano discussed it is an unknown use there. It is commercial, retail or office. Retail is the more intent use when it comes to a parking calculation. It is only a difference of one parking space whether retail or office. The retail would trigger a need for 3.6 or 4 parking spaces for that front building. The ultimate full buildout of the garage is five phase. Five phase, by the ordinance, says 25 parking spaces. Twenty-five and four is twenty-nine. The applicant is currently proposing 19. There is a shortage on parking. With the change in the driveway, the applicant could pick up three more so there are 22 parking spaces total. If 4 parking spaces are dedicated to the front building that leaves 18 for the garage. Divide 18 by the 5 bays is a little more than 3 spaces per bay. That is enough for how Mr. Petty operates his business.

What is unique here is customers will report to the current Petty Motorworks building. This lot is not inviting the public to park and leave their car there all day. Mr. Petty will make the appointments and need 3 parking spots per bay, plus the bays themselves, plus the staging area in front of each door does give 5 spaces per bay. By ordinance, there is a shortage on parking but the way the bays operate the site will function and have 18 parking spaces dedicated to the garage.

Mr. Taylor discussed the applicant can potentially stack them.

Mr. Marciano discussed they can be stacked in front of the two bays that face Chapel. The driveway is 44 feet in depth. That is enough to stack two cars in front of the bays. Look at it as three doors in front of the building. It is a 100 foot wide building. That is enough room for close to 10 cars in front of the building in a staging area.

Mr. Taylor discussed that one green driveway, is really close to Route 9 and the NJ Department of Transportation may not allow that. There are two more in-and-out, the gray driveway with overhead doors on Chapel Street. The applicant shifted and did one driveway in. The applicant may be able to pick up some more car stacking.

Mr. Marciano discussed there is a fire hydrant immediately to the right of the current driveway. The reason why there is a split driveway to the Southside is there is a utility pole there. Moving utility poles can be overly difficult. The idea was to not move the fire hydrant, not move the utility pole and try to work around them. All the traffic is going between the fire hydrant. There are some wood ties on the corner. Perhaps if the main driveway is taken off Chapel Street and in Phase II, move it over to the other side of the fire hydrant. It cannot be done in Phase I because the existing dwelling is right there.

Mr. Worth inquired if the applicant would need the double driveway for the garage edition as part of Phase II or could they have an entrance that would almost be an island where the pole is and cars could come in and turn.

Mr. Marciano discussed the applicant could do the one side and the driveway may be able to double and straddle it along the Westside part of the building. Cars could come into the driveway and veer off into the bay or direct the traffic into the left. The hydrant is still a good distance from the West wall of the house.

Mr. Taylor inquired if the applicant thought of having the other two overhead doors that face Chapel Street, face Route 9.

Mr. Marciano discussed no. One reason being looking directly across the street from the building is the property line that straddles between the current First Aid building and the current Petty Motorworks. The applicant is not really across the street.

Mr. Taylor discussed it would open up that whole paved area for just stacking vehicles, if the two doors were moved to the front façade. That whole gray area could have one driveway in and there wouldn't be the cost of those extra driveways and that large gray area could stack 6 vehicles.

Mr. Worth discussed it could even be a screened vehicle storage area.

Mr. Taylor discussed it is a lot less expensive and easier to move a hydrant than it is to move a utility pole.

Mr. Worth discussed the Township does not want to see vehicles stacked everywhere because there is open asphalt space. The site should look clean, neat and organized. There will not be an office for the garage business on this site. The office will still be across the street.

Mr. Marciano discussed that is correct. Employees will be bringing cars to this site. The applicant can utilize one driveway. If there are no doors there then head-on driving is not needed. It could just be parking on that side.

Mr. Marciano consulted with the applicant. The applicant likes the idea. The two South overhead doors will be moved to the West facades. Now all doors are only on the West facade. The driveway is coming all the way up Chapel. There will be some parking there, at least three-cars wide. Cars will now be facing East/West, three-cars wide and two-cars deep. There could be landscaping around that South and East side of parking, to screen it from residences. That driveway will move East further from Chapel Street to the other side of the hydrant.

Mr. Worth inquired how is the site to function during Phase I with a residential property on the site, which is not to be torn down until Phase II.

Mr. Marciano discussed with the green driveway location the applicant currently has, that resident can come in and park more towards the back of the house. The applicant can leave them a back yard.

Mr. Taylor mentioned future plans will detail all the grading, drainage and also separate Phase I and Phase II so the remaining yard can be shown. The green parking will not need to be parking at first.

If the applicant has the ability to start Phase I and go right to Phase II, he will. The project is not intended to be Phase I for ten years. It is up to logistics, economics and funding. It could be a possibility to go right to Phase II after Phase I, and the house never stays.

Mr. Taylor discussed the Redevelopment Plan permitted uses are going to have to contemplate. There is a chance the house could be there for years. The applicant has to sketch that it can function well and gets written in as a permitted use.

Mr. Marciano discussed some of the plans came from the existing site conditions. The subdivision map shows the existing detached garage. There is a fenced in yard and a detached garage behind the

residence. The idea was Phase I would replace that garage, as it is too small for commercial use. Phase I is driven by the location of that existing detached garage. There is some yard between and would allow that residence to function as a residence. That can be detailed more on the plan to show this yard stays residential until Phase II should take effect.

Mr. Worth discussed timing of the Phases is not set in stone.

Mr. Marciano discussed, unfortunately, no. Nothing concrete.

Mr. Worth discussed the parking lot is "Regulated Motor Vehicle Service". Phase I would have to include all the stormwater infrastructure. Mr. Worth inquired if there is a way to pave the gravel. That way there is not an issue if Phase II never gets built 10 years from now.

Mr. Marciano discussed that is difficult with the cost of the asphalt. Phase I would include curbing so the applicant had to find parking and put down the subbase.

Mr. Worth discussed, if the applicant has stormwater inlets, piping and basins, all that dirt and gravel will wash off in storms, get into the system and render it ineffective.

Mr. Taylor discussed the applicant's finished floor would be based on the final asphalt. Six or eight extra inches of dense grade aggregate (DGA's) would have to be put in and then come back in and scrape that all out. The grades are going to be off.

Mr. Marciano discussed obviously you cannot have handicap on gravel so those would be concrete. It's easy to blend asphalt with a concrete pad. That is the intent of making two distinct Phases. If the driveway is moved, that asphalt would have to change. That can be detailed on the Phasing Plan.

Mr. Taylor discussed the basin would be in the top right.

Mr. Marciano discussed, yes, around the shed area. Right now it is all gravel surface. The trucks are traveling and driving around the shed. It needs some remediation and could make a good drainage area. The North of the property is wetlands. It is all downhill. The Chapel Street survey shows topography but elevation of 11, 12 at 9. It goes to about 15 at the East property line then it starts to drop towards the wetlands, where just behind the shed it is down to elevation 7. The parking lot would grade in that fashion and put drainage in that disturbed area. The wooded areas are all in the wetlands and moving ahead, the applicant will have to apply to the NJ Department of Environmental Protection (NJDEP) and possible permits for the disturbance in the basin construction.

Mr. Worth discussed the applicant is showing construction within the 150 foot buffer.

Mr. Marciano discussed the back first Phase of the garage is where the current garage is a little bit bigger so there is expansion in the estimated buffer areas that would have to all be permitted by NJDEP.

Mayor Boulderstone discussed the existing shed is going to remain yet there is going to be curb there.

Mr. Marciano discussed it is just a utility shed. It is not for vehicles. The shed will house site maintenance equipment, lawnmower, etc. It's in good shape and has a new roof. The idea is to leave it where it has been for decades. The applicant would like to work around it for stormwater infrastructure. When designing actual basins around it, maybe move it East or South might benefit.

Mr. Taylor discussed the applicant should at least show a potential relocation or new shed, in case the basin has to be there.

Mr. Worth discussed there is a waiver request for curb and sidewalk along Chapel Street and Route 9. Typically, these are required to be put in along all the Route 9 frontages in the Township. The Township would recommend unless the Committee felt the applicant gave a good reason for a waiver. It depends on the area. The creek is right there.

Mayor Baulderstone discussed the sidewalk is going nowhere and it would look strange.

Mr. Worth discussed any sites that are wooded, it creates a future potential linkage.

Mayor Baulderstone discussed even on the other side of the bridge there still isn't sidewalk.

Mr. Taylor discussed, long term, one of the goals was at least one side or the other of Route 9 for residents that walk or ride bikes.

Mayor Baulderstone discussed the Rail Trail satisfies that.

Mr. Worth discussed a sidewalk starting and stopping is a good reason for a waiver, if you cannot pick up the sidewalk after that. It appears utilities are all available off Chapel Street.

Mr. Marciano discussed the applicant has a letter from Remington & Vernick and the Utility Department stating there is capacity to connect to water and sewer on Chapel Street. The residence is connected to water and sewer. The residence is being taken down and putting in a single bathroom and garage so there is no huge demand from the site.

Mr. Taylor discussed the applicant is showing there is a house in the 10 foot Eastern buffer, with the pole barn built right next to that. The water and sewer will impact trying to get any kind of evergreens. If those can be relocated, that might be helpful and less expensive.

Mayor Baulderstone inquired how parking fits in with the newly introduce Electric Vehicle (EV) requirements.

Mr. Taylor discussed this site is less than 25 spaces, which is exempt from EV. For both uses, it is important to show which parking spaces are employee and which are customer and then vehicle stacking or cars that are waiting to be repaired.

Mr. Worth discussed there is going to be a need for spaces available for this office or retail use that is to remain. Indicate if the company vehicles or tow trucks will park on the other site only or to remain.

Mr. Marciano discussed Mr. Petty can respond to that better.

Mr. Taylor discussed in the top right corner, if the applicant had to do some oversize spaces, the applicant can do 10 foot by 30 foot in there. Those spaces could be extended if the applicant needed a few longer.

Mr. Taylor discussed there was a laundry list on the plan that stated lumber yard for sales and storage and 15 or so potential uses. That needs to be clarified. This project is very site specific. There is good

flexibility for the front building that could be office, retail or even personal service like a nail shop or barber shop. It would be difficult to anticipate boat building and boat yards here.

Mr. Marciano discussed the applicant looked at C1, C2 and Town Center Zones along Route 9, which have a long list of permitted uses. The applicant did not know what would go in that front unit. The large garage bay is dedicated to Petty Motorworks today but could be something a little different one day. The applicant tried to be varied in the use so that would be permitted in the future.

Mr. Taylor discussed the applicant does not have employee parking. There is no office and the principle use is across the street. Converting some of this to another use, where there may be tow trucks and stacked parking, there is flexibility with the front building but anything new or different would have to come back. Revisions would have to be crafted.

Mayor Boulderstone discussed the automotive detailing would be okay but a lumber yard would not be appropriate.

Committeeman LoParo discussed a salvage yard would be off limits.

Mr. Taylor discussed it would make sense to refine and clean up any issues that may not work on this site.

Mr. Worth discussed it would make sense for the automotive related uses to be part of a site-specific Redevelopment Plan. A roadside market, landscape nursery, outdoor storage or lumber yard would have to come back and seek use approval.

Township Attorney Dasti inquired if there will be automotive materials delivered to this site or the main site.

Mr. Marciano checked with the applicant and discussed deliveries for the automotive repair would go to the current building across the street, which is usually small vehicles delivering auto parts. It is not tractor trailer deliveries. The hours of operation would be 8:00 am to 6:00 pm, seven days a week.

Township Administrator/Clerk Ambrosio discussed Sundays in a residential area is 9:00 am to start.

Thomas E. Petty III is sworn in by Township Attorney Dasti.

Mr. Petty discussed the main office is the contact for customers. It is a valet type parking. The business is not asking a customer to pick up or deliver cars at the site across the street. All contact happens at the main building. The service advisory will check the vehicles in and then park them.

Mr. Taylor inquired if there are any other anticipated changes on the current site or anything that is moving to the new site. Any changes to the current site should be addressed now.

Mr. Petty discussed, no, he is just trying to expand the service area. The work cannot get done out of a three-bay shop. Mr. Petty discussed he would like to put in technology-related equipment, an oversized-stall for doing advanced driver-assist systems. All of those things are extremely critical for technology and calibration. A specific space is needed for it. The plans have that space designed on them.

Mr. Taylor discussed if there is anything on the existing site that will inextricably intertwine with the new site, Mr. Petty will have to get a use variance from the Zoning Board, which is difficult. It would make sense to identify those items now. It doesn't have to be tonight.

Mr. Worth discussed it is still the same zone.

Mr. Taylor discussed aside from general items, buffers, screenings and other minor things are needed.

Malcolm C. Burton, Architect for the applicant, is sworn in by Township Attorney Dasti.

Mr. Burton discussed Mr. Petty's building is a 4,000 square foot building that services motor vehicles. What is shown is the Phase II buildout is the full 40 foot by 100 foot building. There is an 18 foot ceiling that allows the vehicles to be lifted and a large bay that requires 12-14 feet around the vehicle to check all the different sensors. The two bays will be rotated in the other direction so there will be five bays all along the West side of the building. In the back of the building will be a bathroom, administrative office and tool storage area with a storage mezzanine above.

The proposed materials are provided on a color rendering. There are canopies over the personnel doors. The bathroom will be in Phase I. The storage and office will be Phase II.

Mr. Worth discussed the large garage bay is Phase I. The other four will in Phase II.

Mr. Burton discussed Phase I might have two bays. There will be a little bit of remodeling to Phase I.

Committeeman LoParo discussed Phase I has a walk-through door and an overhead door on our plan.

Mr. Burton discussed this plan that is shown is the Phase II buildout. There is no Phase I buildout being shown tonight. Some of the bay doors are larger than others to accommodate larger vehicles. The two bays that are currently on the side street are 12 foot by 12 foot overhead doors. Two of the doors are 10 foot by 10 foot.

Mr. Taylor inquired if the paint is a different color at the base or is it a concrete masonry unit (CMU).

Mr. Burton discussed as proposed, it is a different color paint.

Mr. Worth discussed that is a pretty common Township standard.

Mr. Taylor discussed some of these blues can stick out tremendously. Maybe blue can be used as an accent color with some grays. This is going to be one of the largest buildings on Route 9, mass-wise. Whatever the applicant can do to keep the visual mass. The building should have more maritime grays with blue accents.

Mr. Petty discussed the colors are by choice. Petty Motorworks is a NAPA AutoCare Center and pays for national recognition, warrantee standards and quality of parts. Petty Motorworks is also the first NAPA AutoCare Center to receive Gold Status in the state of New Jersey and still only the second, as the quality standards for that are extremely high. The colors you are looking at are the NAPA colors or similar. That is the tin that comes from the pole barn that is really close. If the Committee wants a muted color, that is okay as that is an auxiliary place but Mr. Petty would prefer it tie into the NAPA standard because he is proud of it.

Mayor Baulderstone discussed the new building should be muted.

Mr. Taylor discussed there are ways to introduce some of the NAPA colors.

Township Administrator/Clerk Ambrosio discussed the applicant could place a sign on the building.

Mr. Petty discussed the pole barn companies have a whole pallet. They are enameled, not painted. A more neutral color could be used. The stone is a big issue due to the linear footage. That is a \$100,000 price tag. That will put the project so over budget and he will not be able to obtain financing.

Mr. Taylor discussed this building is set back a little further. It is not open to the public. There is a good chance there will be cars stacked in front of it quite often. The applicant can work on a two-tone color scheme with a deeper gray at the bottom so it looks like a stone water table and another gray above. There should be a fence or hedge along Chapel Street to screen the cars parked in that side area. Then the base of that façade will not be visible.

Mayor Baulderstone discussed the landscaping on Route 9 will shield that as well.

Mr. Petty discussed he is presenting Phase II tonight because he would like to go directly to Phase II. Where the project is right now, there are so many open ends that he can't even go to the bank with a budget and get financing. If Phase I or Phase II is unattainable by financing, it will have to be done in two steps. Mr. Petty discussed he would like to go right into Phase II. He has the car count for it. He has the staff for it.

Mr. Henbest discussed parking, trash, circulation, the shed, bays, the building and curb and sidewalks were all talked about tonight. The parking would definitely have to be concrete upfront.

Mr. Taylor discussed even if the applicant is not paving in Phase I, there should be some kind of apron.

Mr. Henbest discussed we talked about access to Lot 4 and how to resolve that driveway with the dedication in lieu of the cross access. NJDEP permits are a necessity. More detailed landscaping plans will be provided, full site plans with grading, drainage, landscaping and lighting.

Mr. Taylor discussed if the Township is agreeable to conveying Dam Street under straight vacation, half of it would have to go to the owner of Lot 4 only for that cross section, but if the Township does it for Redevelopment, that entire area could be conveyed as part of Redevelopment.

Township Attorney Dasti discussed he will look at the deeds for Dam Street, to see if it actually exists.

Mr. Henbest discussed in certain parts of every town there are file maps that create right-of-ways and blocks but there is no file map for these lots. They are all old deeds and all call to Dam Street, which does not even show on the tax map. It is a very strange thing but when you have a deed calling to it and you have deeds on both sides of it calling to it, you show it on a survey map. Mr. Henbest does not see it serving any purpose to the municipality but it does need to be addressed by this Committee or through vacation process.

Township Attorney Dasti discussed the Redevelopment Plan is adopted by ordinance and the Township could incorporate a street vacation in the ordinance.

Mr. Taylor discussed the entire confines to this Redevelopment Plan.

Mr. Worth discussed a site-specific Redevelopment Plan would be written relative to a Phase I and a Phase II. When you get to the point of a site plan application at the Planning Board, they already have that figured out and know you are submitting the whole thing. It provides for that allowance.

Mayor Baulderstone discussed if Mr. Petty has considered providing electric vehicle (EV) charging capability.

Mr. Petty discussed on a commercial level, no. For Petty Motorworks services, yes. Being a technology related business, there will absolutely be charging stations. There are three levels of charging. Level one, which can be done at your home through a wall outlet. Level two can be done in most places that have 220. If you want fast-charging, it requires 443 phase. There are no provisions in that area for that. Fast-charging would have to be in a newly redesigned industrial area. Petty Motorworks will probably have at least one level, one charging station.

Mr. Taylor discussed the applicant should identify the charging stations on the plan.

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

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

No comment from the public.

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

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

Mr. Taylor discussed the next step would be Jason Worth and Scott Taylor coordinate the parameters as clean as possible and eliminate the uses that are not appropriate. After the Redevelopment Plan is prepared there will be more discussion.

Township Attorney Dasti discussed the Committee has heard the testimony and the plan of the concessions. If the Committee were to approve the plan subject to these other technical requirements, it would still need the approval of the Township Engineer and Township Planner then would be formalized into a formal Redevelopment Agreement that would be adopted by ordinance. This is the first step. This is the smallest step. The applicant agrees to the final technical comments being submitted to the Township Planner and Township Engineer for approval.

Mr. Henbest discussed, yes.

Township Attorney Dasti discussed the intent is for the Committee to formally act upon the plan tonight, that you generally agree with the testimony heard. That will give Jason and Scott the approval to start preparing the Redevelopment Plan and speak with the applicant's engineer to fine-tune the issues of uses, colors, etc. The issue of vacating Dam Street would come back before the Governing Body at a Township Meeting to act upon the introduction of the

Redevelopment Plan by ordinance, two readings. The plan would be introduced, go to the Planning Board then come back to the Township Committee for a second reading. Once the ordinance goes into effect, that is the Redevelopment Plan. From there, the applicant can make application to the Planning Board for site plan approval.

Mr. Worth discussed tonight the Committee would be authorizing the preparation of a site-specific Redevelopment Plan based on the testimony provided tonight by the applicant.

Motion to preliminarily approve this application, which will include the change in the driveway that was discussed, addressing the issue of the access to Lot 4, the sidewalk waiver, subject of vacating Dam Street, site-specific Redevelopment Plan to be prepared including details to be worked out with the engineers, waiver of stone on the lower side of the building with a muted type color at the bottom, the color of the building will be further revised subject to the Township Engineer and Planner reviewed at a muted, maritime type color, other proposed uses at the site, 18 + 3 parking spaces and an addition 3 parking spaces on the side, 24-26 parking spaces, 6 staging area spots along the front of the building, the gravel driveway, show trucks, identify a Phase I sketch, breakdown of Phase I/Phase II, relocating a driveway, eliminating additional driveway off Chapel Street to the side of the building creating additional parking, moving the two doors, show shed relocation and all other conditions set forth in Mr. Worth and Mr. Taylor's review memos have been accepted was moved by Deputy Mayor Dodd, seconded by Committeeman LoParo.

Roll Call: LoParo: Yes, Dodd: Yes, Boulderstone: Yes

Mr. Worth discussed, next the Committee will hear the Redevelopment Plan, which will specify everything that has to be done and then the plans can be updated and then the Redevelopment Plan will go to the Planning Board.

Mr. Taylor discussed he would prefer having a building diagram sketch with the updated colors inserted into the Redevelopment Plan.

Mr. Worth discussed there should be a concept of both Phase I and Phase II incorporated in the Redevelopment Plan.

Township Attorney Dasti discussed pictures as an exhibit is a very good idea.

Adjournment

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

Roll Call: LoParo: Yes, Dodd: Yes, Boulderstone: Yes

Signed and Submitted:

Diane B. Ambrosio, RMC
Municipal Clerk

Date