

Township of Millburn
Minutes of the Planning Board
April 6, 2022

A regular meeting of the Township of Millburn Planning Board was held on **Wednesday, April 6, 2022** at 7:30 PM via Zoom webinar.

Chairwoman Beth Zall opened the meeting by reading Section 5 of the Open Public Meetings Act.

Board Attorney, Ed Buzak, administered the oaths of office to Debra Nevas and Alison Canfield.

The following members were present for the meeting:

Dianne Eglow
Gaston Haupert
Marc Matsil
Maggee Miggins
Craig Ploetner
Sujatha Shanmugasundaram
Debra Nevas
Srini Vijay, Alt. #1
Alison Canfield, Alt. #2
Daniel Baer, Vice Chairman
Beth Zall, Chairwoman

Also present:

Edward Buzak, Board Attorney
Eileen Davitt, Zoning Officer/Board Secretary

APPROVAL OF MINUTES

A motion to approve the minutes of March 2, was made by Beth Zall, seconded by Debra Nevas, and carried with a unanimous voice vote.

MEMORIALIZATIONS

App#21-008, Stone Mountain Associates, 830 Morris Turnpike

Upon a motion made by Dianne Eglow, seconded by Gaston Haupert, and with a roll-call vote as follows:

Dianne Eglow – yes

Gaston Hauptert – yes
Marc Matsil – yes
Maggee Miggins – yes
Debra Nevas – yes
Sugatha Shanmugasundaram – yes
Daniel Baer – yes
Beth Zall – yes

the following memorializing resolution was adopted:

**RESOLUTION
PLANNING BOARD
TOWNSHIP OF MILLBURN**

In the Matter of:

**Stone Mountain Associates, 830 LLC
Application #21-008
830 Morris Turnpike
Block 2002, Lot 24
Preliminary and Final Major Site Plan Approval
Variances, Waivers**

WHEREAS, Stone Mountain Associates, 830 LLC ("Applicant") has made application to the Township of Millburn Planning Board for preliminary and final major site plan approval, variance relief for an accessory use, impervious coverage, retaining wall heights, a buffer to a residential zone and the location of parking within a required buffer, as well as a waiver from the requirement for an EIS and certain design waivers as set forth in more detail below, in connection with the installation of solar panel arrays and various proposed improvements in and around the parking area at premises commonly known as 830 Morris Turnpike, Short Hills, New Jersey, and formally known as Block 2002, Lot 24 on the Official Tax Map of the Township of Millburn ("Property"); and

WHEREAS, the Applicant has submitted plans and designs entitled "Site Plan Application for 830 Morris and Essex Turnpike, Tax Lot 24, Block 2002, Township of Millburn, New Jersey", prepared by Michael T. Lanzafama, P.E., of Casey and Keller, Inc. dated 10/21/21, consisting of seven sheets (the "Plans"); and

WHEREAS, the Applicant has provided the requisite notice to property owners and published public notice in accordance with the notice requirements of the Municipal Land Use Law and Section 424 of the Development Regulations and Zoning Ordinance of the Township of Millburn as modified for the purposes of conducting the meeting remotely through the Zoom platform wherein members of the public were able to participate by joining the meeting utilizing

the invitational link set forth in the notice or by telephone using the invitational telephone number as set forth in the notice; and

WHEREAS, public hearings were held on the application on March 2, 2022; and

WHEREAS, at the hearing the Applicant was represented by Andrew B. Lane, Esq., and testimony in support of the application was provided by Anthony Facchino, P.E., P.P. (Site Plan Engineer/Planner) and Jeff Chavkin of Geoscape Solar; and

WHEREAS, the Board having heard and considered the testimony presented and reviewed the Exhibits related thereto, together with the application and Plans, hereby makes the following findings of fact:

1. The Property is approximately 3.29 acres commonly known as 830 Morris Turnpike, Short Hills, New Jersey, and formally as Block 2002, Tax Lot 24 on the Official Tax Map of the Township of Millburn, and located in the B-2 Highway Commercial Zone.

2. The Applicant's Engineer/Planner, Anthony Facchino, P.E., P.P., utilized the Plans and an aerial AirMap photo of the Property dated 7/22/21 which was marked as Exhibit A-8 to present an overview of the Property's existing conditions and surrounding areas. The site is roughly rectangular in shape with frontage along Morris Turnpike (State Route 124), commercial properties to the east and west, and a 3-story residential complex to the rear (north) that is also owned by a related entity to the Applicant. Mr. Facchino noted that the adjacent residential complex sits on higher elevation compared to the Property, with garage parking on the first-floor and living spaces on the second and third floors. The Property is accessible from Morris Turnpike; an eastern driveway provides both ingress and egress, while a western driveway is egress only. The site is not in a flood zone, nor impacted by any wetlands or streams.

The Property is improved with a 4-story office building with ground floor podium parking for 59 vehicles. The building is surrounded on all sides by asphalt surface parking that can accommodate 265 vehicles. All told, there are 324 parking spaces. Total lot coverage is 120,391 sq. ft., which accounts for approximately 84% of the entire site. The existing asphalt pavement is in marginal condition with evidence of cracking and extensive patching. Site drainage is provided by surface inlets and a system of underground concrete pipes in the parking areas with a trench drain in the eastern driveway. In the northwest corner of the parking lot is an uncontained and uncovered salt storage area.

Pervious surfaces are essentially limited to the edges of the site, including heavily wooded areas on steep slopes along the northern and western property lines, and partially along the eastern boundary. Mr. Facchino drew special attention to the steep slope encumbrances on the northern and western perimeters, stating that the northerly slopes rise 10' over a run of 15', and the westerly slopes 10' over a run of 28'. He introduced a photo board marked as Exhibit A-9 to show how the aforesaid slopes are delineated from the parking areas and supported by railroad tie walls. The railroad tie walls were shown to be deteriorating and completely failing in some places, with the northern wall being in poorer condition than the western wall. A chain

link fence and several large trees along the northern property boundary separate the Property from the residential complex to the north.

3. The Applicant's Engineer/Planner also utilized the Plans and various exhibits to present the details of the proposed project. Three solar panel arrays are sought to be positioned over parking spaces and drive aisles on the western and northern sides of the office building. Mr. Facchino testified that a site analysis was undertaken from which it was determined that locating the arrays as proposed, in the westerly and northerly areas of the parking lot, will allow for the maximum energy productivity of the arrays on the Property. He further stated that a minimum clearance of 14 ft. will be provided throughout the arrays, which will permit fire trucks and other emergency vehicles to pass unimpeded under same. The Engineer/Planner noted that in one area on the Plans a clearance of less than 14 ft. is specified, but that same will be corrected and revised to a minimum height of at 14 ft. Nineteen (19) light fixtures will be installed under the solar arrays at varying heights. Jeff Chavkin of Geoscape Solar stated that his company will be supplying and installing the solar arrays for the Applicant's project. He testified that the arrays will not cast a glare because they are designed to absorb sunlight. Mr. Chavkin also said that given the way the arrays will be pitched and the higher elevation of the residential zone to the north, the arrays will not really be visible to the residents of the adjacent rear complex who will only see "an edge".

With the exception of the westerly and northerly areas where the solar arrays will be located, the parking areas on the site are proposed to be re-striped. The re-striping will reduce total on-site parking from 324 spaces to 311 spaces, which the Applicant's Engineer/Planner noted still meets the minimum number of spaces required to be provided on the Property. Mr. Facchino stated that many of the existing parking spaces do not meet the 9' x 19' dimensional criteria of the Township Development Regulations and Zoning Ordinance ("DRZ"). The 28 spaces on the northern perimeter are particularly undersized with a length of only 14.28 ft. The proposed re-striping will increase the length of those undersized spaces to 17' so that the spaces will have a dimension of 9' x 17', with also a 2' overhang. Mr. Facchino opined that in light of the additional 2' overhang, the new parking spaces will effectively align with the Township's 9' x 19' standards.

Seven (7) dual electric vehicle (EV) charging stations that will provide charging facilities for a total of 14 parking spaces are also proposed to be installed on the westerly side of the office building and for the ADA accessible spaces in the podium parking area. Mr. Facchino stated the office building is served by public utilities, and the new EVs will be served in the same manner. Planning Board member Matsil asked if the Applicant could try to attain 10% EV stations, which would be an additional 17 EV stations. Mr. Facchino indicated that he would need to confer with the Applicant. The Applicant's counsel stated that the 10% goal would be considered if there is demand for a greater number of EV stations.

The railroad tie walls supporting the site's northerly and westerly steep slopes are proposed to be replaced with a two-tier modular block retaining wall, with a lower wall measuring 6' in height, and an upper wall varying in height between 1.5' and 5', for a total maximum height of 11'. The removal and replacement of the railroad tie walls does not

constitute a steep slope disturbance because the activity will occur in a previously developed area. However, a Hudson-Essex-Passaic Soil Conservation District permit is required since disturbance will be greater than 5,000 sq. ft. The Township Engineer noted that the proposed new wall construction is a gravity-type wall not requiring horizontal reinforcement which in her view is appropriate for the site to minimize disturbance of the existing steep slope areas. During the public hearing, the Applicant's Engineer/Planner asked that the proposed new retaining wall installation be permitted to be undertaken in two phases, with the northern railroad tie wall being replaced immediately, and then the western railroad tie wall. Mr. Facchino suggested that the Applicant be given up to three years to install the second (westerly) modular block wall. The Board, however, noted that the subject application did not include a phasing plan for the removal and replacement of the site's railroad tie walls or otherwise indicate a phased installation.

The Applicant also proposed a sequence for site improvements whereby the existing asphalt pavement would be milled and paved and potentially undergo other additional repair work prior to the aforesaid solar arrays being installed. However, the Board noted that a sequence for milling and paving of the parking areas was likewise not included with the subject application. The Applicant therefore will only be permitted to undertake milling and paving work only in accordance with a schedule approved by the Township Engineer.

Mr. Facchino also testified that the Applicant seeks to install a 12'x12' refuse enclosure in the western parking area, approximately 280 ft. away from Morris Turnpike to be screened by a 6' tall chain link fence with vinyl slats. The Board Planner commented that a solid fence such as board-on-board fencing would provide more effective screening. The Applicant agreed to install solid fencing except for the easterly side of the fence which will be a chain-link fence with vinyl slats for ease of maneuverability and access to the enclosed dumpster. With regard to lighting, two new wall-mounted light fixtures are proposed on the office building's front façade at a height of 10'. Three pole lights from the northerly and westerly areas of the parking lot will be relocated to the southwesterly corner, and two new pole lights installed at a height of 15'. The Board Planner noted that the Plans do not include details for the proposed new poles and that the Plans should be revised to add same. Mr. Facchino stated that external lights will be on full power until 10PM, then dimmed 50% until dawn. He also stated that the 4' high chain link fence separating the Property from the residential complex to the north is in poor condition and will be removed and replaced with a 6' high solid fence. The Applicant agreed to install a neutral taupe colored fence and per the Board Planner's request, revise the Plans to include construction details for same.

4. In summary, the Applicant therefore seeks preliminary and final major site plan approval for the following:

(i) installation of 3 solar panel arrays in the existing parking lot -- two panels to be located in the rear northerly parking area and one panel in the western side yard parking area;

(ii) re-striping of the parking area (except for the areas where the solar arrays will be located), which will result in the loss of 13 parking spaces thereby reducing the total spaces from 324 to 311 spaces;

(iii) installation of 7 dual electric vehicle (EV) charging stations, providing charging facilities for 14 spaces;

(iv) replacement of the existing railroad tie walls along the western and northern edges of the property line with a two-tier modular block retaining wall, the bottom wall being 6' in height and the top wall varying between 1.5' and 5' in height;

(v) installation of a 12'x12' refuse enclosure in the western parking area, to be screened by a 6' tall chain link fence with vinyl slats; and

(vi) installation of new lighting and on-site lighting adjustments (consisting of 19 light fixtures mounted under the solar arrays at varying mounted heights; 2 wall-mounted light fixtures on the front building façade at a 10' mounting height; and the relocation of 3 existing lot pole lights in the northerly and westerly edges of the parking area and the installation of 2 new pole lights in the parking area, for a total of 5 parking area pole lights).

5. The Applicant seeks a checklist waiver from the submission of an Environmental Impact Statement (EIS) report. The Applicant's Engineer/Planner testified that the Property is fully developed and unencumbered by flood zones, wetlands or streams. Mr. Facchino stated that the steep slopes will be disturbed only because the Applicant is replacing the railroad tie walls supporting same that are in poor and deteriorating condition. No other environmental conditions impact the site. Furthermore, tree removal will be limited to only three trees, which Mr. Facchino described as "*de minimis*". He also noted there will be no increase in stormwater runoff because the solar arrays will be erected over existing asphalt surfaces and the project involves only a minimal increase in impervious coverage. In light of all of the aforesaid, Mr. Facchino contended that an EIS is unnecessary. The Board agrees, and is of the view that the requested EIS checklist waiver is appropriate and hereby grants a waiver for same to permit the subject application to proceed.

6. The Applicant seeks variance relief from the Township Development Regulations and Zoning Ordinance for the various components of its project for the following items, which are delineated in the reports of the Board Planner, dated February 25, 2022 and of the Planning Board Engineer, dated February 28, 2022, and which can be summarized as follows:

(i) Permitted Accessory Use: Solar panel arrays are sought to be installed within existing parking areas, whereas DRZ Section 606.6(c) specifies only parking and loading areas as permitted accessory uses in the B-2 District; the proposed solar arrays thus constitute a nonpermitted accessory use;

(ii) Maximum Lot Coverage: Total existing lot coverage is sought to be increased from 84% to 84.5% for the proposed expansion of the rear northerly parking area (in

order to reconfigure and lengthen existing parking spaces to 9'x17' with a 2' overhang), whereas DRZ Section 606.e.2(c) limits maximum lot coverage to 65%;

(iii) Parking within 50' Buffer to Abutting Residential Zone: the proposed expansion of the rear northerly parking area (in order to reconfigure existing parking spaces to 9'x17' with a 2' overhang) locates parking within the 50' buffer to the abutting residential use/zone required by DRZ Section 609.3(a);

(iv) Buffer to Residential Zone: The installation and placement of solar arrays overhanging the rear northerly parking area will reduce the buffer to the abutting residential use/zone from 13.6' to 11', whereas under DRZ Section 609.3(a) a 50' buffer is required; and

(v) Wall Height: 2-tiered modular block retaining wall proposed to replace aging railroad tie walls will consist of a 6' high lower wall and an upper wall of up to 5' for a total height of 11', whereas under DRZ Section 609.6(b) walls/fences are limited to a maximum height of 6'.

7. The Applicant's Planner/Engineer opined that all of the afore-referenced variances warranted relief under the flexible "c" criteria of N.J.S.A. 40:55D-70c(2) because the purposes of the MLUL would be advanced by the subject application and the benefits of granting the requested deviations substantially outweigh any detriment. With regard to the positive criteria, Mr. Facchino testified that purposes of the MLUL, specifically N.J.S.A. 40:55D-2a which purpose is to encourage municipal action to guide the appropriate use of development of lands in a manner which promotes the public health, safety, morals and general welfare; and subsection -2i which purpose is to promote a desirable visual environment through creative development techniques and good civic design and arrangement, would be advanced.

With regard to the variance to allow for the solar arrays as a permitted accessory use on the Property which is in the B-2 District, Mr. Facchino testified that the solar arrays produce renewable clean power which reduces the carbon footprint, all of which indisputably is a public benefit and advances the general welfare.

With regard to the variance to allow impervious coverage at 84.5%, Mr. Facchino stated that the proposed 756 sq. ft. increase in impervious coverage is in his view nominal. Moreover, the slight increase results from lengthening undersized parking spaces along the site's northerly perimeter from 14.28' to 17' with a 2' overhang. The Engineer/Planner opined that the said lengthening promotes public safety because will allow the public to park in more typically sized parking spaces. Board members queried whether pervious pavers could be employed along the northern perimeter of the parking near the lengthened parking spaces to mitigate against the increased impervious coverage. Mr. Facchino offered to work with the Township Engineer to determine whether same could be utilized. Board Member Matsil asked if the project could employ bioswales. Mr. Facchino stated that same will be considered. When Mr. Matsil also inquired about the Property's soil permeability levels and whether geotechnical soil testing has been done on the site's slopes, Mr. Facchino responded that such studies have not been

performed. Mr. Matsil therefore asked that the Applicant conduct said permeability and geotechnical soil studies, and provide the results of same to the Board.

With regard to the variance to allow for the lengthened northerly perimeter parking spaces with 2' overhang to be partially located within the 50' buffer to the abutting residential zone to the north, Mr. Facchino stated that the encroachment would not be visible to off-site persons including the residents of the adjacent residential building as the residential building sits on higher elevation and the ground floor consists of garage parking and not living spaces. The Engineer/Planner for the Applicant also noted that the northern perimeter parking is a substantial distance from Morris Turnpike and therefore the proposed encroachment will not be noticeable to drivers on that road. Mr. Facchino opined that for the same reasons, the variance to allow the placement of the solar arrays to overhang the rear northerly parking area thereby reducing the buffer to the abutting residential zone to 11' should be granted. He emphasized that the buffer to the residential zone to the north is currently only 13.6'. Hence, the proposed 11' buffer would be only a modest reduction. Moreover, as previously testified, an analysis of the site determined that locating the solar arrays in the northerly and westerly areas of the parking lot as proposed was the best configuration for same to maximize the arrays' productivity. Mr. Facchino further stated that shifting the arrays to create a greater buffer to the residential zone would also adversely impact the available parking and spaces in the northern area of the site.

With regard to the variance to allow for the 2-tiered modular block retaining walls at a total maximum height of 11', Mr. Facchino again pointed to the fact that the existing railroad ties are deteriorating and/or collapsing. The new walls will not only stabilize the steep slopes, but will also be a significant visual improvement. In his opinion, the new walls would also not be really noticeable to drivers traveling at moderate speeds along Morris Turnpike.

With regard to the negative criteria, Mr. Facchino testified that there would be no substantial detriment to the public good nor any substantial impairment of the Zoning Ordinance or Zone Plan by virtue of granting all of the afore-referenced five variances. The proposed deviations are located in and involve areas of the Property that are not readily visible to the general public. Mr. Facchino further stated that residents of the residential building to the rear will no longer look down and see parking lights in the evening. Instead, the dark sides of the solar array panels will face upwards, with light illuminating only beneath the panels. The testimony of Mr. Chavkin also established that the arrays will not cast a glare during the day. Moreover, the Engineer/Planner for the Applicant reiterated that the solar arrays to be located on-site will produce clean renewable energy, which is inherently beneficial.

8. In addition, the Applicant seeks relief for several design waivers for its project, that are also delineated in the reports of the Board Planner, dated February 25, 2022 and of the Planning Board Engineer, dated February 28, 2022, and which can be summarized as follows:

(i) Lighting: An average footcandle level of 1.6 footcandle is proposed, whereas an average sustained footcandle level of 0.5 – 1.0 footcandles is required in the B-2 Zone under DRZ Section 512.1(a). Additionally, a maximum-to-minimum uniformity ratio of 11.8:1 is proposed, whereas a minimum ratio of 10:1 is permitted; and

(ii) Parking Space Dimension: 28 parking spaces along the northern edge of the parking area are proposed to be reconfigured to be 9' wide and 17' long, with a 2 ft. overhang, whereas a minimum dimension of 9' wide by 19' long is required under DRZ Section 516.5(a).

9. With regard to the two lighting design waivers from DRZ Section 512.1(a) to allow for a 1.6 footcandle and a maximum-to-minimum uniformity ratio of 11.8:1, Applicant's Engineer/Planner testified that it is difficult to provide illumination across the site within all required ranges without creating a significant deviation in one area. Mr. Facchino opined that the deviations sought and proposed are minor and insignificant, and will not be detectable. The Township Engineer was of the view that the waivers sought by the Applicant will result in only minimal spillover onto adjacent properties and will not present an issue as the sites to the east and west of the Property are commercial and the residential property to the north is significantly higher in elevation.

10. With regard to the parking space dimension waiver from DRZ Section 516.5(a) to allow the 28 parking spaces along the northern edge of the parking area to be 9' wide and 17' long, Mr. Facchino maintained that lengthening the spaces any further would present a hardship and be impractical given the proximity of the steep slopes which would then be disturbed. The Township Engineer was of the view that the proposed 2' overhang for the subject parking spaces mitigates the proposed dimensional deficiency.

11. With regard to tree removal, the Applicant's Engineer/Planner testified that three trees will be removed, only one of which has a diameter over 10". The Applicant does not intend to replace any of the three trees. Mr. Facchino stated the Township Forester indicated that the one tree over 10" in diameter slated for removal is in poor condition anyway. He also noted that the only plantable area on the Property is essentially limited to the steep slopes, and putting in new trees in those areas would risk disturbance to same. However, Board members raised the importance of replacing removed trees. Mr. Facchino, as well as Applicant's counsel, therefore agreed that the Applicant will work with the Township Forester to determine suitable replacement trees and feasible locations for same.

12. Board members, noting the adjacent residential zone to the north, asked that landscape buffering be added along the northerly property line after the rusting chain link fence is removed and replaced with the proposed new 6' high solid fence. The Engineer/Planner for the Applicant responded that installing landscaping would be difficult given the presence of mature trees that likely have deep roots and the low hanging electrical wires that run along said boundary. The Applicant's counsel, however, represented that the Applicant is cognizant of and sensitive to the nearby residents and was willing to take necessary steps to provide for an attractive site.

13. The application was reviewed by various professionals of the Township. The Township Engineer, by Memorandum dated February 28, 2022, had a variety of comments, concerns and requests with which the Applicant will comply. The Township Planner, by review

letter dated February 25, 2022, also had various comments or concerns on the application, with which the Applicant will comply. The Township Fire Marshal by Memorandum dated February 28, 2022 had comments and requests with which the Applicant shall comply. The Millburn Police Department, by Memorandum (undated), and the Township Forester, by Memorandum dated February 22, 2022, also had various comments.

14. After considering the testimony and exhibits of the Applicant and the recommendations of the Board's Professionals, the Board is of the view that preliminary and final major site plan approval; variances for an accessory use, maximum lot coverage, parking to be located within a 50' residential buffer, solar arrays to overhang into a 50' residential buffer; and a maximum total wall height of 11'; as well as an EIS waiver and certain site plan checklist waivers and design waivers as set forth in detail above, should be granted, all in accordance with the requirements set forth in this Resolution and subject to the conditions below.

NOW, THEREFORE, BE IT RESOLVED that this Resolution shall serve to memorialize the action of the Planning Board of the Township of Millburn on March 2, 2022, granting: (i) preliminary and final major site plan approval for the installation of 3 solar panel arrays in northerly and westerly parking areas; re-striping of parking areas where solar arrays will not be located; installation of 7 dual EV charging stations; replacement of railroad tie retaining walls with modular block walls not to exceed a total height of 11 ft.; installation of a 12' x 12' refuse enclosure in the westerly parking area screened by a 6' tall fence; installation of new lighting and on-site lighting adjustments (consisting of 19 light fixtures mounted under the solar arrays at varying mounted heights; 2 wall-mounted light fixtures on the front building façade at a 10' mounting height; and the relocation of 3 existing lot pole lights in the northerly and westerly edges of the parking area and the installation of 2 new pole lights in the parking area, for a total of 5 parking area pole lights); (ii) a variance to allow solar panels as an accessory use in northerly and westerly parking areas; (iii) a variance to allow for a maximum lot coverage of 84.5%; (iv) a variance to allow for parking to be located within the northerly 50' residential buffer; (v) a variance to allow solar arrays to overhang into the northerly 50' residential buffer; (vi) a variance to allow for a maximum total wall height of 11'; (vii) a waiver of the requirement for an EIS; (viii) design waivers for lighting to allow an average footcandle level of 1.6 footcandles and a maximum-to-minimum uniformity ratio of 11.8:1, and (ix) a design waiver to allow for 28 northerly parking spaces with a dimension of 9' x 17', in connection with premises commonly known as 830 Morris Turnpike, Short Hills, New Jersey, and formally known as Block 2002, Lot 24 on the Official Tax Map of the Township of Millburn ("Property"); subject to the following conditions:

1. The Applicant shall comply with all municipal ordinances and regulations, as well as all County, State and Federal Laws applicable to this development application.

2. The foregoing is subject to review of, approval by, and requirements imposed by such other Federal, State, County, and local bodies that shall have jurisdiction over the project.

3. The Applicant shall remit all outstanding escrow fees as requested by the Township of Millburn.

4. The Applicant shall be limited to an impervious coverage not to exceed 84.5%, any installation of which is not permitted until first reviewed and approved by the Township Engineer.
5. The trench drain in the eastern driveway shall be cleared of debris.
6. The salt storage area in the northwest corner of the parking lot shall be covered, contained and screened to the satisfaction of the Township Engineer.
7. The Applicant shall submit a retaining wall construction phasing plan and schedule to the Township Engineer for review and approval.
8. The Plans shall be revised to reflect a minimum 14 ft. clearance for the solar panels in all areas of installation, and submitted to the Board Planner and Township Engineer for review and approval.
9. The Applicant shall undertake the necessary steps to determine whether 17 more EV stations can be installed on the site in addition to the 7-dual EV stations being proposed, and shall report to the Township Engineer after such efforts are made.
10. The Applicant shall obtain the required permits from the Hudson-Essex-Passaic Soil Conservation District.
11. The Applicant shall provide a phasing plan that shall not extend beyond a maximum period of 3 years for the modular block retaining wall installation along the western and northern perimeters of the Property to the Township Engineer for review and approval.
12. The Applicant shall provide a phasing plan that shall not extend beyond a maximum period of 3 years for undertaking the milling and paving of asphalt areas to the Township Engineer for review and approval.
13. The 6' tall fence around the refuse enclosure in the westerly area of the parking lot shall be of solid material on the westerly side, but permitted to be chain-link with vinyl slats on the easterly side.
14. The Plans shall be revised to include details for the proposed new light poles in the parking areas.
15. The 6' tall solid fence to be installed along the northern property line shall be of a neutral taupe color and subject to the approval of the Board Planner, and the Plans shall be revised to include construction details for same.
16. The Applicant shall coordinate and work with the Township Engineer to determine whether pervious pavers can be installed along the northern perimeter of the parking lot to mitigate against the proposed increase in impervious coverage.

17. The Applicant shall undertake reasonable steps to the satisfaction of the Township Engineer to determine whether bioswales can be utilized in buffer areas and along the northerly parking lot perimeter.

18. The Applicant shall undertake geotechnical soil tests to determine the Property's soil permeability levels and shall provide the results of same to the Township Engineer for review.

19. The Applicant shall work with the Township Forester and the Township Engineer to determine suitable replacement trees for removed trees and appropriate locations for same.

20. The Applicant shall work with the Township Forester and the Township Engineer to determine if landscape buffering can be added along the northerly property line and shall install same at the direction of the Township Forester and the Township Engineer, all of which shall be subject to their review and approval.

21. The Applicant shall comply with the comments and recommendations of the Board's professionals and Township Officials as set forth in the following reports by: (i) the Township Engineer in her Memorandum dated February 28, 2022; (ii) the Township Planner in his review letter February 25, 2022; (iii) the Township Fire Marshal by Memorandum dated February 28, 2022; (iv) the Millburn Police Department by an undated Memorandum on the subject application; and (v) the Township Forester by Memorandum dated February 22, 2022.

22. The Applicant shall remit the residential developer fee in accordance with any Developer Fee Ordinance enacted by the Township of Millburn in accordance with its terms.

23. The Applicant shall be bound to comply with all representations made before this Board by the Applicant's Counsel on behalf of the Applicant and Applicant's witnesses during the course of the public hearing on the application held on March 2, 2022 as related to the application and the same are incorporated herein and are representations upon which this Board has relied in granting the approvals set forth herein and shall be enforceable as if those representations were made conditions of this approval.

24. This Resolution is a memorializing Resolution as set forth pursuant to N.J.S.A.40:55D-10g (2), memorializing action taken by the Board at its meeting on March 2, 2022.

I, EILEEN DAVITT, Secretary/Clerk to the Planning Board of the Township of Millburn in the County of Essex, do hereby certify that the foregoing is a true and correct copy of a Resolution duly adopted by the said Planning Board on the 6th day of April, 2022.

App#21-009, Beahive Properties, LLC, 397 Millburn Avenue/160 Spring Street, Millburn

Upon a motion made by Beth Zall, seconded by Daniel Baer, and with a roll-call vote as follows:

- Gaston Hauptert – yes
- Maggee Miggins – abstained on variance for balconies; yes on site plan
- Craig Ploetner – abstained on variance for balconies; yes on site plan
- Sujatha Shanmugasundaram – abstained on variance for balconies; yes on site plan
- Dianne Eglow – yes
- Srini Vijay – yes
- Daniel Baer – yes
- Beth Zall – yes

the following memorializing resolution was adopted:

**RESOLUTION
PLANNING BOARD
TOWNSHIP OF MILLBURN**

In the Matter of:

Beahive Properties, LLC
Site Plan #21-009
Block 1211, Lots 1 & 7
Amended Preliminary and Final Major Site Plan Approval
Design Waivers
Variances

WHEREAS, Beahive Properties, LLC (“Applicant”) has made application to the Township of Millburn Planning Board (“Board”) for amended preliminary and final major site plan approval, certain variances and design waivers in connection with property commonly known as 397 Millburn Avenue and 160 Spring Street, and formally known as Block 1211, Lots 1 and 7 on the Official Tax Map of the Township of Millburn (“Property”); and

WHEREAS, the Applicant has submitted plans, designs and reports entitled: (i) “*Preliminary and Final Site Plan, Retail and Multi-family Redevelopment, 397 Millburn Ave., Township of Millburn*”, prepared by Michael T. Lanzafama, PE, PLS, PP, of Casey & Keller, Inc., dated September 1, 2020, latest revision 11-12-2021, consisting of 8 sheets (and as supplemented by additional Exhibits as hereinafter referenced) (“Site Plan” set); (ii) “*Concept Architectural, Preliminary/Final Site Plan, 397 Millburn Avenue, Block:1211, Lots 1 & 7*” prepared by Minno Wasko Architects and Planners, dated December 6, 2021, consisting of a coversheet and Sheets A01, A02, A03, A04 and A05 (“Architectural Plans”); and (iii)

“Stormwater Management Report for 397 Millburn Avenue & 160 Spring Street, Township of Millburn, Essex County, New Jersey, Block 1211—Lots 1&7” prepared by Michael T. Lanzafama, PE, PLS, PP, of Casey & Keller, Inc., dated September 2020; amended December 2021; and

WHEREAS, the Applicant has provided the requisite notice to property owners and published public notice in accordance with the notice requirements of the Municipal Land Use Law and Section 424 of the Development Regulations and Zoning Ordinance of the Township of Millburn as modified for the purposes of conducting the meeting remotely through the Zoom platform wherein members of the public were able to participate by joining the meeting utilizing the invitational link set forth in the notice or by telephone using the invitational telephone number as set forth in the notice; and

WHEREAS, public hearings were held on the application on March 2, 2022 and March 16, 2022; and

WHEREAS, the Applicant was represented by Bartholomew A. Sheehan, Jr., Esq. and testimony in support of the application was provided by Mark Yeager, Applicant’s real estate developer; Michael T. Lanzafama, P.E., P.P., P.L.S. (Engineer, Planner, Land surveyor); Stuart Johnson, AIA (Architect); and Craig W. Peregoy, P.E. (Traffic Engineer); and

WHEREAS, the Board having heard and considered the testimony presented, and reviewed the Exhibits related thereto marked A-1 through A-16, together with the application, the Site Plan set, Architectural Plans, and the afore-referenced reports, hereby makes the following findings of fact:

1. The Property is located at 397 Millburn Avenue and 160 Spring Street, and is formally known as Block 1211, Lots 1 and 7 on the Official Tax Map of the Township of Millburn. The site consists of approximately 66,774 sq. ft., or 1.53 acres, is at the northeast corner of Millburn Avenue and Douglas Street, and slopes downhill from Essex Street to Millburn Avenue. The Property is located in the RMF-AH2 Residential Multi-Family Affordable Housing Zone, and currently developed with a former Wells Fargo bank building, a small garage and extensive surface parking. Surrounding development consists of municipal, institutional and retail uses, as well as single-family homes.

2. The Applicant received preliminary and final major site plan approval by Resolution adopted on March 31, 2021 under Application #20-012 (“Prior Approval”), to construct a mixed-use building consisting of a ground floor level 97-space parking garage, a 3,000 sq. ft. ground-floor retail space fronting on Millburn Avenue, and 53 rental apartment units located on the second and third floors above the parking garage and retail space. Forty-five (45) units were to be market housing units, and eight (8) were to be affordable housing units. There was also to be a residential second-floor rooftop courtyard. Because the site slopes uphill from Millburn Avenue, the height of the building relative to the adjacent grade varies from three stories along the Millburn frontage to two stories along the Essex Street frontage.

3. As an initial matter, the Board notes that the application reflected that a new Environmental Impact Statement was not being submitted because the original Statement entitled “*Environmental Impact Assessment Statement, Proposed Mixed-Use Building, Retail and Residential Apartments, 397 Millburn Avenue and 160 Spring Street*”, prepared by Michael T. Lanzafama, P.E., P.L.S., P.P. of Casey & Keller, Inc., dated August 20, 2021 remains unchanged as a result of the proposed amendment. The Board agreed that the prior Environmental Impact Assessment Statement submitted in conjunction with the prior Application #20-012 is acceptable as related to the current Application #21-009 and that a new Environmental Impact Assessment Statement need not be submitted.

4. The current proposed amendment continues to be governed by the “RMF-AH2” Residential Multi-Family Affordable Housing Zone, Subsection 606.4.2 of the Township’s Development Regulations and Zoning Ordinance. The RMF-AH2 zoning permits a multi-family inclusionary project with up to 53 units, including a minimum set-aside of eight (8) affordable units if the project is developed as rental apartments, and requires a minimum of 3,000 sq. ft. of ground-floor retail space along Millburn Avenue. Off-street structured parking within the proposed building is a permitted accessory use. The amended application maintains the essential elements of the Prior approval, including without limitation, an aggregate 53 residential rental units, consisting of 45 market units and 8 affordable units.

5. The amendments to the Prior approval were initially explained by Mark Yeager who testified that he is the Applicant’s joint venture real estate developer for the project and a prospective joint-owner of the Property. He indicated that the existing conditions on the site remain unchanged from the Prior Approval. He outlined the amendments to the Prior Approval being sought by the Applicant as follows:

- i. Removal of the vehicular ingress and egress from Millburn Avenue to the parking garage and continuing a pedestrian access approximately 7’ wide to the parking garage from Millburn Avenue;
- ii. Reconfiguration of Millburn Avenue on-street parking by adding three parallel spaces for a total of six parallel spaces;
- iii. Conversion of the loading area on Essex Street to a pick-up/drop-off area reduced in size by eliminating one parking space;
- iv. Relocation of residential loading area on-site along Spring Street and the proposed elimination of a minimum of three off-site parking spaces on Spring Street to accommodate vehicle maneuvers to and from the new location of the residential loading area;
- v. Reconfiguration of the parking garage to accommodate ingress/egress modifications resulting from the elimination of ingress and egress from and to Millburn Avenue and making the Spring Street access both an ingress and egress point;

- vi. Extending the retail space east along Millburn Avenue now made available as a result of the elimination of the Millburn Avenue ingress and egress by adding approximately 1,000 square feet, for a total of 4,000 square feet of retail space;
- vii. Addition of a third retail sign measuring 10' x 1.5' (15 square feet) identical to the two signs previously approved;
- viii. Reduction of an aggregate 832 square feet of impervious area consisting of a building size reduction of 284 square feet and other impervious area reduced of 548 square feet;
- ix. Increase in height due to site regrading since the Prior Approval (but still consistent with ordinance requirements);
- x. Reconfiguration of three market rate units on the second and third floors converting two one-bedroom units on the second floor to two two-bedroom units and converting a two- bedroom unit on the third floor to a one-bedroom unit;
- xi. Addition of six residential unit balconies facing the interior residential courtyard;
- xii. Relocation of residential storage area from the parking garage area to the second floor adjacent to the fitness room;
- xiii. Relocation of refuse/recycling room on second floor along Essex Street to within the parking garage area along Essex Street accessed via Spring Street;
- xiv. Relocation of the sub-surface detention system to a different location underneath the parking garage; and
- xv. Installation of emergency generator in southeast area of site.

6. Mr. Yeager agreed on behalf of the Applicant that they will comply with the electric vehicle charging station requirements under P.L.2021 c.171. He confirmed that the interior parking spaces were reserved for the residential tenants and the employees of the retail facilities and were not to be utilized by customers or guests. He noted that the bicycle storage area on Millburn Avenue was now relocated to the western area of the garage where bicycles can be stored. The Applicant agreed that they would install a bike rack on Millburn Avenue consistent with other bike racks on Millburn Avenue and as approved by the Township Engineer. He confirmed that the project would be LEED and Energy Star certified. On behalf of the Applicant, he agreed that any light poles installed would be consistent with the light poles on Millburn Avenue to maintain a symmetry. Finally, he agreed that any of the cherry trees removed would be made available for planting elsewhere by the Township staff.

7. The Applicant's Architect, Stuart Johnson, AIA from Minnow Wasco, testified on behalf of the Applicant as he had testified in the prior application. During the course of his testimony, he referred to twelve new Exhibits marked sequentially Exhibits A-1 through A-12 to

better explain existing conditions and the existing approval as compared to the amendments sought in this application. He noted that there would be seven “Juliet” balconies installed at various locations on the perimeter of the building, two on Millburn Avenue, three on Douglas Street and two on Essex Street. The Juliet balconies would be approximately 6’6” in width and would protrude from the building approximately 6” to 8”. Those balconies are not intended for any kind of occupancy or use, but merely for aesthetics. In addition, the Applicant proposed the installation of six actual balconies facing the interior courtyard. Those balconies would be of different sizes, one would be approximately 14’ wide and 6’ in depth; two would be 18’ wide and 6’ in depth; and three would be 13’ wide and 6’ in depth.

8. The Architect noted that the 93 of the 97 structured parking spaces would be allocated for residential use creating a ratio of 1.75 spaces per unit and four spaces would be allocated to the commercial tenants. Utilizing Exhibit A-5, the Architect noted the reduction in footprint by 832 square feet and pointed out the conversion of two one-bedroom units on the second floor to two two-bedroom units and the conversion of the one two-bedroom unit on the third floor to a one-bedroom unit. In total, there would be 36 two-bedroom market rate units (as opposed to 35 two-bedroom market rate units in the Prior Approval) and nine one-bedroom units (as opposed to ten one-bedroom market units in the Prior Approval). The remaining eight units would be restricted as affordable housing units and would consist of two three-bedroom units, two one-bedroom units and four two-bedroom units.

9. Exhibit A-7 depicted the western elevation and the southern elevation, while Exhibit A-8 depicted the northern elevation and the eastern elevation. Exhibit A-9, which was Sheet AO3 of the Architectural Plans, depicted the third floor and showed the location of the six internal balconies facing the internal courtyard.

10. The Applicant’s Engineer and Planner, Michael Lanzafama of Casey & Keller, utilized Exhibit A-13 to compare aspects of the Prior Approval which were proposed to be modified in the current application., starting with the proposed modifications along Millburn Avenue reflecting the elimination of the ingress and egress to and from Millburn Avenue and the increase of three spaces along Millburn Avenue, as well as the increase of 1,000 square feet of retail space which replaced the area previously occupied by the ingress and egress to the parking garage which is now eliminated. He also pointed out the creation of a 15’ x 48’ area off Spring Street for proposed loading and unloading and for garbage truck access for refuse collection. He pointed out that at least four angled parking spaces would have to be eliminated on Spring Street to allow truck maneuvers in and from the proposed new loading area. It was acknowledged that the elimination of any spaces on the public street of Spring Street would have to be approved by the Township Committee of the Township of Millburn and in the event that said approval were declined, the Applicant would have to return to the Board to provide an alternative for a loading space.

11. Mr. Lanzafama also testified that the short-term loading/unloading area on Essex Street was now reduced in size to 40’ x 7’ and sufficiently recessed to not encroach into the Essex Street right-of-way. He noted that the reduced size short-term loading/unloading area was approved by Essex County which has jurisdiction over Essex Street, a county road. He also

noted that approvals had been received from the New Jersey Department of Environmental Protection (“NJDEP”) for a treatment works approval (“TWA”), that there had been county approval, and that the project had received approval from the Hudson-Essex-Passaic Soil Conservation District.

12. Utilizing Exhibit A-15, he noted that the underground detention basin was increased in size and moved from under the ingress/egress on Millburn Avenue (now eliminated) to the underground parking garage under the utility room. He noted that the stormwater calculations resulted in a reduced peak run-off and greater groundwater discharge.

13. Exhibit A-16 reflected the intensive landscaping on-site and pointed out that lighting on Douglas Street would be revised to match the lighting fixtures currently on Millburn Avenue. He also testified as to the need for the third sign for the new third retail space to match the previous two approvals. He noted that the transformer and generator pads would be adequately screened by landscaping, but also that solid fencing would be provided along the eastern side of the mechanical pads to further screen them. The applicant agreed to comply with the recommendations set forth in the Township Engineer’s review memorandum, dated February 9, 2022.

14. In his role as a Professional Planner, Mr. Lanzafama testified in support of both the variances and the design waivers. He noted two design waivers being sought. The first involved a waiver from the requirement that there be no direct access from public streets to loading area. Here, the Applicant is proposing direct access to the loading area from Spring Street. Mr. Lanzafama noted that because the Property and building fronts on four streets, there is no practical way to access the loading area except through a public street and that to do otherwise would result in an undue hardship. The second design waiver was from the requirement that any loading area be at least 60’ in length, whereas the Applicant is proposing a 48’ long loading space. Mr. Lanzafama testified that the loading area proposed would be adequate for both the ingress and egress of a garbage truck that would utilize the area to collect solid waste refuse from the apartment building and that the proposed loading area would similarly accommodate moving trucks for move-ins and move-outs. Given the configuration of the parking garage and building, he contended that the Applicant would be unable to create a longer loading space and requiring the Applicant to do so would work an undue hardship.

15. Mr. Lanzafama, as the Planning expert, also testified with regard to the three variances that were sought as a result of the request in the amended application. The first variance involved the addition of one retail sign of channel-cut letters standing at the front of canopies mounted on the building façade where signage is not permitted under the Ordinance (See DRZ606.4.2. j 4). Because the Board had previously granted variance relief to permit two such retail signs for the two retail areas comprising the 3,000 square feet of retail space, granting this variance would result in consistency for the third retail space resulting from the elimination of the ingress/egress area on Millburn Avenue. Mr. Lanzafama testified under the “c (2)” criteria, the variance would advance the aesthetics by maintaining a consistency in signs on the building and that there would be no negative impacts whatsoever with no substantial detriment to the public good nor any substantial impairment to the Zoning Ordinance or Zoning Plan.

16. The second variance involved the prohibition in the Zoning Ordinance (See DRZ607.3. a) of maneuvering areas located in any street. The Applicant presently proposes to remove at least four angled parking spaces on Spring Street to accommodate loading area. Mr. Lanzafama testified that utilizing the street maneuvering areas would provide safe and appropriate access to and from the loading area without any substantial detriment to the public good or substantial impairment of the Zoning Ordinance or Zoning Plan.

17. The third and final variance involved the six interior balcony projections where the Applicant proposed six interior balconies for six market rate units that project from the façade of the building, while the Zoning Ordinance provides that any balconies should be recessed into the façade [See DRZ606.4.2.h.6(c)]. Again, Mr. Lanzafama relied upon the “c (2)” criteria, stating that the balconies would create additional outdoor space which would benefit the residents and advance an aesthetically pleasing plan. He opined that there would be no substantial detriment to the public good because these balconies were interior balconies and did not project onto any public area, nor would there be any substantial impairment to the Zoning Ordinance and Zoning Plan for the same reasons.

18. In general, in weighing the benefits from the deviations against the detriments, the Planner was of the opinion that the benefits outweighed the detriments because, in his view, there were no detriments created as a result of the granting of the requested variances.

19. The Applicant’s final witness was Craig W. Peregoy, their Professional Traffic Engineer, who had testified at the original application as well. He noted the changes in the Plans that would affect traffic, particularly the elimination of ingress and egress on Millburn Avenue and limiting ingress and egress to one location on Spring Street. In his view, there would be no substantial change in the level of service as a result of this modification. He also offered that if Spring Street became a two-way street, there would be no change in level of service and likewise, if Millburn Avenue became a two-way street, there would be no change in the level of services and that either of those changes could be well accommodated by the change of ingress and egress to a single point on Spring Street.

20. After considering the testimony, the reports and recommendations of the Board’s professionals on the application, and the advice of its counsel, the Board is of the view that amended preliminary and final major site plan approval should be granted and that the variances and the design waivers explained above and as outlined below should be granted, in accordance with the requirements as set forth in this Resolution and subject to the conditions set forth below.

NOW, THEREFORE, BE IT RESOLVED that this Resolution shall serve to memorialize the action of the Planning Board of the Township of Millburn on March 16, 2022, granting: (i) amended preliminary and final major site plan approval to construct a mixed-use building consisting of a 97-space ground level parking garage, 4,000 sq. ft. of ground-floor retail space fronting on Millburn Avenue, and 53 rental apartment units located above the parking garage and retail area consisting of 45 market units and 8 affordable housing units; (ii) a variance to allow for the installation of a third retail sign of channel-cut letters standing at the

front of canopies mounted on the building façade; (iii) a variance to allow for the installation of six interior balconies for private open space that project from the façade, facing the interior courtyard; (iv) a variance to allow loading maneuvering for the loading area to be located on a public space (Spring Street); (v) a design waiver to allow direct access from public streets to the loading area; and (vi) a design waiver to allow for a 48' long loading area along Spring Street, as set forth in the Finding of Facts of this Resolution and subject to the following conditions:

1. The Applicant shall comply with all municipal ordinances and regulations, as well as all County, State and Federal Laws applicable to this development application.
2. The foregoing approval is subject to review of, approval by, and requirements imposed by such other Federal, State, County, and local bodies that shall have jurisdiction over the project.
3. The Applicant shall remit all outstanding escrow fees as requested by the Township of Millburn.
4. The Applicant shall comply with all conditions of the Prior Approval, except where (i) the condition is specifically modified in this Resolution; or (ii) the condition is no longer applicable due to the Amended Approvals granted herein.
5. The Applicant shall comply with P.L. 2021, c 171 regarding the installation of electronic vehicle charging stations.
6. The Applicant shall install a bike rack on Millburn Avenue similar to the style of bike racks currently on Millburn Avenue as approved by the Township Engineer.
7. The Applicant shall obtain a minimum Silver rating level of LEED (Leadership in Energy and Environment Design) Certification, as well as Energy Star Certifications for the project.
8. When the existing trees are removed, the cherry trees shall be set aside and arranged for pick-up by the Township Department of Public Works so that they may be replanted elsewhere in the Township.
9. There shall be no storage of any item other than patio/outdoor furniture on the residential balconies.
10. The elimination of any angled parking spaces on Spring Street shall be subject to approval by the Township Committee. If the Township Committee declines to approve the elimination of the requisite angled parking spaces on Spring Street (which allows for maneuverability into, and out of, the loading area), the Applicant shall return to the Board with a revised proposal for loading area.

11. The Applicant shall provide solid fence screening along the eastern side of the mechanical equipment (generator and transformer).

12. The Applicant shall submit a Photometric Plan and Lighting Analysis to the Township Engineer with lighting levels and uniformity ratios calculated consistent with the Ordinance requirements.

13. Street lighting on Douglas Street and Essex Street shall be removed and replaced with the same street lighting poles and lighting fixtures that are currently located on Millburn Avenue, to provide consistency and symmetry.

14. The Applicant shall comply with all requests and recommendations set forth in the Memorandum of the Township Engineer, dated February 9, 2022, which requirement shall supersede any inconsistent provision in these conditions, except where specifically noted.

15. No trash or refuse collection shall take place outside of the garage area. Refuse collection shall take place through the use of the loading area with garbage trucks backing into the interior loading area and building personnel or others bringing the refuse containers to the garbage truck for disposal.

16. To the extent required, the Applicant shall submit revised Plans to reflect the changes to which the Applicant agreed and/or those modifications that are required by the Board in this resolution or by the Board's experts.

17. The elevator bulkheads and the mechanical equipment on roofs shall not be visible from the ground level.

18. The Applicant shall increase the width of access doors to the elevator in the elevator lobby and the parking garage to facilitate resident move-in and move-out.

19. The Applicant shall add three parallel parking spaces along Millburn Avenue for a total of six (6) parallel parking spaces along Millburn Avenue.

20. The Applicant shall include in all leases a provision that vehicles utilized for the purposes of tenant move-in or move-out shall be of a size to fit into the loading space area of 15' by 48' provided for the development.

21. The Applicant shall be bound to comply with all representations made before this Board by the Applicant and Applicant's witnesses during the course of the public hearings on the application held on March 2, 2022 and March 16, 2022, as related to the application and the same are incorporated herein and are representations upon which this Board has relied in granting the approvals set forth herein and shall be enforceable as if those representations were made conditions of this approval.

22. This Resolution is a memorializing Resolution as set forth pursuant to N.J.S.A.40:55D-10g (2), memorializing action taken by the Board at its meeting on March 16, 2022.

I, EILEEN DAVITT, Secretary/Clerk to the Planning Board of the Township of Millburn in the County of Essex, do hereby certify that the foregoing is a true and correct copy of a Resolution duly adopted by the said Planning Board on the 6th day of April, 2022.

APPLICATIONS

There were no applications scheduled.

BUSINESS

Marc Matsil asked for any follow-up on the proposed formation of a sub-group in order to discuss short, medium and long-term Master Plan goals. Beth Zall stated that she will coordinate with the Township Planner as to moving forward on this matter and topics for discussion. She directed the Board Secretary to send an e-mail to Board members to determine which members would be interested in being on the subcommittee.

ADJOURNMENT

A motion to adjourn was made by Maggee Miggins, seconded by Dianne Eglow, and carried with a unanimous voice vote. (8:05 PM)

Eileen Davitt
Board Secretary

Motion: BZ
Second: MMA
Date Adopted: 5/4/22