

conservation easements and stream encroachment lines within two hundred feet (200') of the subject property (#30), providing the location of all existing structures and their uses within two hundred feet (200') of the subject property (#34) and providing the location of water and sewer mains, valves, hydrants, utility structures, gas transmission line and high tension power lines within two hundred feet (200') of the subject property (#35). This application does not affect these particular items on the submission checklist.

A motion to approve the submission waivers was made by Mr. Sarle and seconded by Mr. Wilson. The motion carried unanimously.

Thomas O'Shea, Van Note Harvey, was sworn in. Mr. O'Shea gave his qualifications and was accepted as an expert engineer. Mr. O'Shea referenced the Overall Site Plan Sheet CE-4. He described the subject site. The land-banked parking remains on the plan but will not be constructed as part of this application. The proposal is for a new drive and parking lot consisting of 250 parking spaces with another parking area of 18 spaces, totaling 268. The 18 spaces is currently a gravel area that is used as parking that will be paved and striped. Mr. O'Shea referenced the Overall Layout Plan Sheet CE-6. An existing drive is being widened and a new drive installed. The interior space of the building is being renovated which will create more working space. Parking will be closer to the building. The existing fenced in outdoor dining area will become one of the two main entrances to the building. A constructed wetland is on the south side of the building to provide water quality and water quantity for the parking lot as well as a portion of the site. Groundwater recharge does not have to be provided. The project meets the State, Township and DRCC requirements for stormwater management. Mr. O'Shea referenced the utility plan Sheet CE-8. The plan shows the proposed utilities to the building. The treatment facility is located south of the site. There is an existing 10" terracotta sewer line that will be replaced with a 10" PVC pipe. The constructed wetlands (0.7 acres) will be built in an area that will require filling a small sliver of wetlands (0.2 acres) created for drainage when the railroad tracks went up to the building. The existing fire line will be located and will remain serviceable during construction. All utilities will be located prior to construction.

Mr. O'Shea discussed the design waivers. The ordinance requires sidewalks between principal buildings and the parking area. Given the proximity to the entrance to the building there will not be a dedicated sidewalk in the area of the 18 parking spaces. The ordinance allows lighting levels at all intersections to be a minimum of an average 0.5 foot candles and the remainder of the site 0.3 footcandles and at no point over an average of 1.0 footcandles. Parking lot Area 1 will have an average of 1.02 footcandles and parking lot Area 2 will have an average of 1.05 footcandles. The existing lighting is 60 watt LED, 20' high mounted fixtures on timers. All the lights except a portion in the parking lot will turn off at 10:00 p.m. The remaining portion will go off at 11:00 p.m. During snow removal there is an override if needed. The ordinance requires sidewalks to be installed along the public roads along the frontage of the site. Route 601 and Grandview Road are not appropriate places to have sidewalk. The ordinance requires conservation easements or conservation deed restricted areas to be placed on critical areas. Since the constructed wetlands are being managed by Johnson & Johnson in accordance with DEP rules they do not want to put that area in a recorded easement.

Mr. O'Shea referenced the South Building Elevations Sheet A00.0 which shows the exterior of the South Building. A canopy is being added to the entry which extends out to provide shelter when coming into the building. The dimensions are 4.5' out from the building and the running dimension along the building face is approximately 28'.

Mr. O'Shea testified that as a condition of approval they will provide confirmation of the sewer flows. The wastewater treatment plant on the site has a daily capacity of approximately 62,000 gallons per day. Currently they are running about 30,000 gallons per day. The increase in population can easily be handled by the wastewater treatment facility. Certification will be provided to Township staff. A cut and fill analysis has been completed. The grade has been raised a little to allow for a cut and fill balance. If soil needs to be imported or exported they will come back to the Board. He requested he be allowed to work with Staff to make sure Mr. Cline's concerns are satisfied.

Robert Stryshak, 153 Washington Avenue, was sworn in. Mr. Stryshak is the Senior Manager of Consumer North America Space Management. The proposed renovation will bring additional employees into the site. The project will be completed in small phases so there will not be an impact to the interior.

Mr. Solomon noted that a revised landscape plan had been submitted. Rich Bartolone found it acceptable.

Carlito Holt, TRC Engineers, 7 Skyline Drive, was sworn in. Mr. Holt gave the Board his qualifications and was accepted as a traffic expert. A traffic and parking study was prepared and summarized in a technical memorandum dated June 19, 2015. The Study Locations Map was marked as Exhibit A-1. As part of the traffic

study three locations were analyzed; Fairview Rd. and Grandview Rd., the site driveways intersection with Grandview Road and Grandview Road and County Route 601. Traffic counts were done at each of the locations during the peak am and peak pm commuter periods to isolate the existing peak am and pm hours. Three days of counts were performed at the site driveway. Mr. Holt referenced the vehicular trip generation summary (Table 1). There were approximately 650 trips coming in the am and 530 trips leaving in the pm. The existing employee population on site is 1,800. The trip generation rate is approximately 0.362 trips per employee entering during the peak am hour and 0.296 per employee exiting during the peak pm hour. The future population will be 2,103 employees. There will be an increase of approximately 110 additional trips in the am peak hour and 90 additional exiting trips during the pm peak hour. The 2,100 employee level is below the historical peak at the facility which was 2,300 employees. Mr. Holt discussed the Level of Service Summary Tables from the traffic report. Overall the level of service are A's, B's and C's. At the site driveway during the am hour the current level of service is E which will be a level of service F with the proposed project. This is on the site driveway and will not impact any traffic travelling along Grandview Road. The intersection of Fairview Road and Grandview Road has level of service A. At Grandview Road and Route 601 there is level of service of F for the left turn out of Grandview Road onto Route 601. It currently exists and will continue to occur with the proposed project. It quickly dissipates after the peak hour and then there is good level of service throughout the rest of the day. This intersection does not meet the national criteria for installing a traffic light. Mr. Holt referenced the overall parking demand and supply (Table 5). Onsite parking surveys were performed at half hour intervals for two consecutive days from 10 am to 4 pm. With the construction of the additional parking spaces there will be a surplus of 102 spaces.

Mr. Cline discussed his memo dated October 15, 2015. Mr. O'Shea testified that the solar field will not create glare problems on campus. It is the applicant's intention to leave the fire line in service. If the line has to be dropped it will be done parallel and wet tap connections.

Mr. Sullivan indicated that everything in his memo has been addressed. The testimony on lighting indicated it is very minimal overage in terms of the illumination but is good in terms of uniformity. He supports the waiver requests.

Mr. Troutman referenced his review letter dated August 17, 2015. The intersection of Grandview and Route 601 has significant volume during the peak commuter hours. He recommends the applicant explore the possibility of expanding some pavement along northbound Route 601 to give the northbound motorists the ability to get around the northbound left onto Grandview Road.

Mr. Holt testified that the County has approved the site plan application and did not request additional pavement. The applicant agreed to discuss the issue again with the County. Mr. Holt noted that the applicant agreed to pay their fair share to the County for use toward future signalization or extending the pavement.

Chairman Conforti will discuss the issue at the County Transportation Subcommittee meeting.

Mr. Stryshak testified there are a few active Committees to help promote carpooling. There are also shuttles that run to Hoboken and Jersey City in the morning and in the afternoon to minimize traffic to the site. There are a whole series of opportunities employees have on when they drive to the property and when they chose not to.

Chairman Conforti opened the meeting to the public.

Peter Li, Grandview Road, was sworn in. Mr. Li asked what activities will take place in the renovated South Building and if it is permitted by zoning. Mr. Solomon replied that there have been no zoning violations and Mr. Stryshak said the building renovations are to office areas to increase the density of seating as well as improvements to the cafeteria, fitness center and conferencing space. There will be no manufacturing activities. Mr. Li testified that some days it takes 5-6 minutes to make a left turn from Grandview onto Route 601 because of the cars turning left from Route 601 onto Grandview. The traffic is impacted when the train passes across Route 601 during peak hours.

Mr. Wilson asked if the applicant could approach the County about installing a "Do Not Block Intersection" sign on the southbound side to leave the Grandview access available.

There being no further public comment, a motion to close the public hearing was made by Mr. Wilson, which was seconded by Ms. Davis. This was carried on the following voice call vote: Ayes (9) Nays (0) Abstentions (0)

Mr. Glockler noticed the driveway to get to the back parking lot has a sharp ninety degree turn in it. He asked if there is adequate access for emergency vehicles. He asked if the people using the 18 spaces that don't have a walkway have to walk on the access road.

Mr. O'Shea responded that large trucks will be able to make the movements. There is a string of parking that is being eliminated so there is no conflict with the road. The people using the 18 spaces will walk in the aisle to the entrance.

Chairman Conforti asked how many new employees are expected to be added. Mr. Stryshak said over the next few years there will be about 300 new employees.

Mr. Linnus summarized the application and the conditions.

A motion to approve the application subject to conditions was made by Mr. Wilson and seconded by Mr. Smith. This was carried on the following roll call vote:

Ayes: Davis, DeRochi, Madrid, Mani, Matthews, Sarle, Smith, Wilson and Conforti

Nays: None

C. Case PB-09-15 Applicant: James Utaski
Block 31005 Lot 5 and Block 31010 Lot 17
Submission Waivers and Minor Subdivision
Expiration Date – 45 Days from Submission Waiver Approval
Affidavit of Notification and Publication Not Required but Provided

James Utaski, 197 Rolling Hill Road, was sworn in. Mr. Utaski explained that when the Cherry Valley development was approved Southern Hills Drive connected to Rolling Hill Road. Mr. Utaski distributed photos that show the intersection. The photos were marked as Exhibit A-1. Southern Hills Drive was constructed through Lot 17 which left a strip of 20' along Mr. Utaski's lot. With the approval of the owners of Lot 17, he has been maintaining that strip. The subdivision will merge this strip into his lot (Lot 5).

Ms. Ruby Schmidt, 2 Eagle Creek Court, described the submission waivers. Ms. Schmidt works for Mr. Utaski. Six submission waivers are being requested. The items are - 1) information within 200' of the subject lot 2) all dimensions necessary to confirm conformity to the zoning and 205' circle 3) existing vegetation 4) delineation of flood plain and stream corridor 5) wetlands boundary 6) contours and steep slopes. The plan will be revised to reflect the correct frontage and width measurements. The existing frontage measured along Rolling Hill Road does not conform and will not conform even with the addition of the 20'.

Steven Parent, 2022 Hollin Brook Road, was sworn in. Mr. Parent gave the Board his qualifications and was accepted as an expert land surveyor. The existing frontage on Lot 5 is 116.12' and after the subdivision will be 135.70'. The ordinance requirement is 150'. The lot width at the setback line is 159.58' and is proposed to be 181.29'. The requirement is 150'.

The Board professionals had no concerns.

Chairman Conforti opened the meeting to the public. There being no public comment, a motion to close the public hearing was made by Mr. DeRochi and seconded by Mr. Wilson. This carried on the following voice call vote: Ayes (9) Nays (0) Abstentions (0)

A motion to approve the application was made by Mr. Wilson and seconded by Ms. Davis. This carried on the following roll call vote:

Ayes: Davis, DeRochi, Madrid, Mani, Matthews, Sarle, Smith, Wilson and Conforti

Nays: None

D. Case PB-10-15 Applicant: Sharmistha Ghosh
Block 37002 Lot 13
Amended Final Site Plan
Expiration Date – 10-31-15
Affidavit of Notification and Publication Not Required

Ms. Ghosh, 62 Scarlet Oak Drive, was sworn in. Ms. Ghosh explained that she purchased the townhouse in April and in the paperwork she received she saw there was an optional third bedroom in the floor plan. She would like to create a third bedroom over the 2-story living area. The extra bedroom would be for overnight

Mr. Staigar agreed with Mr. Fishinger that all the signage on the County road is subject to the review and approval of Somerset County. The applicant agreed to conform to whatever the County requirements are.

Mr. Bernard remains under oath. Mr. Simon questioned Mr. Bernard about the site plan that shows Belle Mead Plaza and the firehouse property. Mr. Bernard testified that he did not investigate the activities and operations of the fire company, the activities and operations are not relevant to his planning testimony, he did not ascertain the legal status of Covert Drive, based on the transcripts he has read he believes Covert Drive is a public right-of-way, he did not do an independent investigation on the appropriate number of parking spaces, he did not evaluate where users of the play lot will be parking, he did not investigate to determine the surrounding zones relative to the property proposed for development, he is not aware of the Environmental Commission's comment and recommendation regarding the location of the COAH housing, the Township historically has liked the idea of mixed use with housing above retail space, he did not take into consideration putting the affordable housing anywhere else on the site since it is a permitted use, the increase in the gross floor area of retail space was requested to provide quality units so the units and building needed to be a little bit bigger, the variances the applicant requested, the increase in Covert Drive cartway to 28' will not impact the variances requested since they are measured from the right-of-way, lot coverage could be reduced by reducing parking spaces but it is better to keep the additional spaces, as an inclusionary development Boards are expected to grant reasonable variances, the applicant has to provide proofs for the variance relief, the setback for an accessory building or structure on this lot is 15' in the rear yard, the lot is a corner lot and the sign variances for Belle Mead Plaza were for the height of the sign at the corner of Route 206 and Belle Mead-Griggstown Road.

Matthew Fedun, 107 Route 601, was sworn in. Mr. Fedun stated his occupation and affiliation and position with the fire company. Mr. Fedun testified the fire company covers the entire town. Their primary response area is half the town. Between meetings, calls, drills, work nights and other Committee meetings, the average member goes to the fire house 20-25 times a month. He described the hours of training and what the training entails. There are 60 members including associates and they all have access to the building. The Police Department also has access to use the weight room. He described the fire company apparatus. Every member is on call 24 hours a day 7 days a week. The building has garage doors on both the front and back. Vehicles enter and exit the building from both directions. Once this development is constructed the number of calls will increase. He described the rooms in the building and the meetings and activities that take place on site. The fire company has plowed Covert Drive since 1996. There was an agreement between the town and fire company that Covert Drive would not become a dedicated public road. Mr. Fedun reviewed the August 3, 1995 Township Committee meeting minutes which was marked as Exhibit O-2. Mr. Fedun reviewed the February 26, 1996 letter from Kent Scully to Michael Amorosa which was marked as Exhibit O-3. Both exhibits discuss how Covert Drive will not be a dedicated public road. Mr. Fedun reviewed a memorandum and attachments from Jeffrey Goldberg to Tom Karsay regarding invoices paid by the fire company for the construction of Covert Drive. The memo and attachments was marked as Exhibit O-4. Mr. Fedun is not aware that the Township spent money on the portion of Covert Drive next to the fire company. It could be that the money spent in Estimate 4 for Covert Drive overlay was for the portion adjacent to the Municipal Building. Mr. Fedun reviewed 11 photos which were marked as Exhibit O-5 and 7 photos which were marked as Exhibit O-6. The photos were taken in his presence or in the presence of a fire company member within the last couple of weeks. The photos accurately depict the circumstances that exist today in the vicinity of the fire company. Exhibit O-5 consists of the following photos: from the fire company driveway looking out to Belle Mead-Griggstown Road, from the driveway looking in an easterly direction down Belle Mead-Griggstown Road, from the driveway looking in a westerly direction down Belle Mead-Griggstown Road, the temporary construction curb cut on the other side of Belle Mead-Griggstown Road closer to the highway that the applicant is using to access the property, looking towards Route 206 across the street from the applicant's temporary construction curb cut, looking in a westerly direction from the curb cut, the tanker truck exiting the rear parking lot with the cone delineating 14' from the existing curb, the tape measure from the curb to the cone, the cone at the 14' measurement and 2 pictures of the water rescue truck exiting the rear parking lot with the cone delineating 14' from the existing curb. The pictures of the trucks exiting the rear parking area show that when they make the turn out they are crossing over the median line. Exhibit O-6 consists of the following photos: the ladder truck turning into the driveway as it is heading east on Belle Mead-Griggstown Road, the ladder truck turning into the driveway heading east on Belle Mead-Griggstown Road with a box truck parked at the corner at the stop sign, a different angle of the ladder truck turning into the driveway heading east on Belle Mead-Griggstown Road with a box truck parked at the corner at the stop sign, the rear of the truck stopped within Belle Mead-Griggstown travel lane, detailed view of the two trucks at the stop sign, the fire truck passing a box truck parked on one side of the driveway, the box truck to simulate a delivery on the side of the driveway and the clearance issues and a box truck parked on the side of the road, a tanker coming out and another vehicle entering the driveway. The boom that sticks out of the front of the aerial truck does not have enough room to make the turn without hitting the box truck at the stop sign.

Mr. Fishinger asked Mr. Fedun if he was aware of any ordinance or resolutions adopted by the Township Committee whereby the Township Committee released or extinguished any known rights the Township Committee might have in and to Covert Drive. Mr. Fedun said he is not aware of any. Mr. Fishinger referenced Exhibit O-5 where Mr. Fedun testified that the curbing shown was 28'. Mr. Fedun said he personally measured the distance.

In response to Mr. Simon, Mr. Fedun confirmed that he understands the driveway will be widened by 3' on the applicant's side and that the fire apparatus will still not have enough clearance.

Hal Simoff, 2 Shunpike Road, was sworn in. Mr. Simoff gave the Board his qualifications and was accepted as a traffic expert. The tax map does not show the portion of the right-of-way next to the firehouse as Covert Drive and according to testimony it has not been accepted as a public street. Therefore, it meets the definition of a private street. The Dynamic Engineering report shows the access off Belle Mead-Griggstown Road which is a much preferred location. The traffic report did not consider any of the impacts in the General Development Plan and any of the impacts of the continuation of Covert Drive. It just added traffic from this site to an intersection at a location along the frontage of the property at Belle Mead-Griggstown Road. Therefore, there was no queuing analysis done for Covert Drive. Based on the exhibits shown, the trucks will not be able to enter the driveway if a car is at the stop sign because of the turning templates of the trucks. Mr. Simoff suggested that the entrance be moved further to the west because of the constraints of site distance and access. There has been no discussion of or plotting of sight distance of Covert Drive. Mr. Simoff plotted the sight distance of Covert Drive on an aerial photo, marked as Exhibit O-7, and there is approximately 288' available to the west going toward Route 206. Exhibit O-8 is a table taken from the 2011 version of the American Association of State Highway and Transportation Officials (AASHTO) which talks about intersection stopping distance. The stopping sight distance at 50 miles per hour is 425' and the intersection sight distance is 555'. The available sight distance is about 288'. He recommends the entrance be moved further to the west to allow for better sight distance. Mr. Simoff commented on the PS&S template for the firetruck (Sheet C82). The template shows that in order for a truck to make the 188 degree turn and come back south on Covert Drive and make the right turn into the northern driveway it takes up the full width of the street and the full width of Belle Mead-Griggstown Road when it makes that move to go west. It would be a much safer maneuver if the entrance was moved to the west. If the entrance was moved across from the entrance to the commercial development on the other side it could warrant a traffic light and the light could be coordinated with the fire department for a fire preemption aspect. The signal plan that was presented earlier does not have the sight distance which constrains the ability to see the flashing lights. Once the traffic increases in front of the site, there needs to be a fire preemption traffic signal which stops the traffic on Belle Mead-Griggstown Road and on Covert and gives the right-of-way to the emergency vehicles. If the firetruck comes out of the south side of the building, makes a right onto Covert and goes to the intersection with Belle Mead-Griggstown Road, that truck is to the west of the flashing sign. The applicant submitted a garbage truck and firetruck as their circulation plan. Mr. Simoff referenced six sheets that he prepared which were marked as Exhibit O-9. Exhibit O-9 shows various truck maneuvering scenarios using a WB-50 truck.

There was technical difficulty with the recording equipment.

The application was continued to the November 2, 2015 Planning Board meeting. No further notice is required.

There being no further business to come before the Board, the meeting was adjourned at 11:30 p.m.