

Florence, New Jersey 08518-2323
June 2, 2022

The Regular meeting of the Florence Township Zoning Board of Adjustment was held in-person and virtually via Zoom on the above date at the Municipal Complex, 711 Broad Street, Florence, NJ. Chairman Lutz called the meeting to order at 7:32 p.m. followed by a salute to the flag.

Board Clerk Federico read the following statement: "I would like to announce that this meeting is being held in accordance with the provisions of the Open Public Meetings Act. Adequate notice has been provided to the official newspapers and posted in the main hall of the Municipal Complex."

Upon roll call the following members were found to be present:

Brett Buddenbaum	Joseph Cartier
Larry Lutz	Anant Patel
Lou Sovak	Daniel Studzinski
Gina Sullivan	Kevin Minton

Absent: Dennis Puccio

Also Present: Solicitor David Frank
Engineer Hugh Dougherty
Planner Fegley

RESOLUTIONS

A. Resolution ZB-2022-09: Approval granted to Alex Kauriga & Christina Lynn for Impervious Coverage Variance to construct a 12' x 16' gazebo and 8' x 12' pool deck on property located at 325 E. Second Street, Florence; Block 74, Lot 3.02.

It was the Motion of Mr. Cartier, seconded by Vice Chair Buddenbaum to approve Resolution ZB-2022-09.

Upon roll call, the Board voted as follows:

YEAS:	Cartier, Buddenbaum, Patel, Sovak, Studzinski, Sullivan, Lutz	
NOES:	None	
ABSTAIN:	None	
ABSENT:	Puccio	Motion Carried

MINUTES

It was the Motion of Mr. Cartier, seconded by Mr. Studzinski to adopt the minutes from the Regular Meeting of May 2, 2022. Motion unanimously approved by all members present.

CORRESPONDENCE

There was no correspondence.

APPLICATIONS

A. Application ZB#2022-04: Application by Florence Plaza, LLC, for Preliminary & Final Site Plan with Use Variance and Minor Subdivision to construct a 5-story self-storage facility on property located at 2043 Route 130, Florence Township; Block 159, Lot 5.06.

James Burns of Dembo, Brown & Burns appeared on behalf of the application, Florence Plaza, LLC. He stated they are here for completeness review and have received Engineer Dougherty's letter.

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Engineer Dougherty stated his letter is dated 4/22/22 and is a completeness review only. Submitted with the application was a Variance Checklist, Major Site Plan Checklist and Minor Subdivision Checklist.

With regard to the Minor Subdivision Checklist, he does agree there are a lot of items not applicable for the minor subdivision of this application, so this portion can be considered complete.

With regard to the Major Site Plan Checklist, there are items that are already existing or are just not applicable to this application. He agrees with the items they state are not applicable (ex. proposed well & septic, free standing sign, buildings to remain and those to be removed, etc.) and no waivers are needed for these items.

He has no objection to granting waivers for the following required submission items:

- All structures, wooded areas within the tract and adjoining the tracts and all trees greater than or equal to six inches in diameter within the tract. The site is currently vacant with brush cover to be cleared.
- Half cross sections of every 50 feet and at critical points along the road and spot elevations at the center line, edge of pavement and proposed curb line along the road. Minor restoration required by driveway construction is proposed along Harkins Drive.

He has no objection to the following items being provided as a condition of approval:

- All required state and federal approvals.
- Preliminary Site Plan approval revised to show all conditions of preliminary approval.
- An executed sewer and water agreement.

He does not recommend a waiver for the following stormwater management report items:

- Updated calculations reflecting recent rainfall data and the most recent Stormwater Rules requirements shall be provided in regard to test borings to be done.
- The application proposes the use the existing stormwater basin in Lot 5.02 which was previously designed to include runoff from the proposed Lot 506. The Stormwater management Report, last revised July 2006, for Lot 5.02 was provided. Updated calculations shall be provided.

He stated no waivers are required for the following that were requested:

- Buffers in accordance with the standards of the ordinance and intended screening devices and buffers. No additional buffering is required between commercial uses.

He stated the application is incomplete; however, with the above deferrals/waivers, the application can be deemed complete.

Solicitor Frank asked the applicant if they were amenable to working with Engineer Dougherty on the stormwater management items. Mr. Burns stated yes. Solicitor Frank stated there is a complete stormwater design for the complete site that was developed in 2006; however, that is not grandfathered in place. The applicant will work with Engineer Dougherty to address their obligations to the DEP.

Mr. Burns stated they did provide full notice for tonight's meeting and asks that no further notice be required for next meeting's date and time.

Chairman Lutz stated that meeting is scheduled for Monday, July 11th at 7:30 p.m. and asked if the information required can be provided by then. Mr. Burns and Engineer Dougherty stated that it can.

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Solicitor Frank stated the motion would be to grant the waivers and deferrals recommended by Engineer Dougherty and adjourn this application for public hearing to the July 11th meeting to be held at 7:30 p.m. with no further notice required.

It was the Motion of Vice Chair Buddenbaum, seconded by Mr. Cartier to deem Application ZB#2022-04 complete by granting the waivers and deferrals recommended by Engineer Dougherty and to adjourn this application for public hearing to the Monday, July 11, 2022 meeting to be held at 7: 30 p.m. with no further notice required. Motion unanimously approved by all members present.

B. Application ZB#2021-16: Revised Application by ASA Investment & Management LLC for Amended Use Variance for property located at 18/20 W. Front Street, Florence; Block 48, Lot 7.

Dennis Talty appeared on behalf of the applicant. Jacob Wesel, project designer, was also present. They are here in continuation of last month's meeting. He stated they are not changing the use of the site, just the configuration of the bedrooms. After last month's testimony, there were some questions of how the units would be laid out, their dimensions, and how tenants will be able to remove trash from the upper units. Mr. Wesel has prepared 2 plans; A-100, floor layout and A-400, elevations showing the stairway on the back of the building.

Mr. Wesel still considered himself sworn in. He submitted the plans A-100 and A-400 to answer the Board's questions regarding the dimensions for the side yard and where the stairs would encroach. The stairs would encroach at 8.1', and 4.1' would still be open for the rear floor unit to exit the building to the rear.

He stated the dimensions of the bedrooms exceed the minimum required. The 2nd floor will consist of the living rooms and kitchens for 2 of the units, and the plans show the path of travel of how one can exit the units. The egress is out of the kitchen to a small deck, walking up a few stairs to a longer deck to another set of stairs going down to the rear yard. The 3rd floor will consist of the bedrooms for 2 units and will have ladders on the outside rear wall from the 3rd floor bedroom window to the deck for fire egress.

Mr. Wesel explained the reason you will have to go up a few steps when exiting the units from the 2nd floor is because of the existing roof line of the extension off of the first floor. It is not possible to go directly out onto the roof. That is why you have to walk up a few steps to go above that roofline onto the deck. The movement of going up before going down can be easily done by the tenants. The decking/platform they step out onto will allow enough room to move around.

Mr. Minton asked what is supporting the decking above the roof of the first floor extension on the back of the building. Mr. Wesel stated it will be supported by connecting to the existing roof rafters.

Vice Chair Buddenbaum stated on A-400 is looks like the 2nd floor windows are even with the floor of the deck and asked what is preventing items from smashing into the windows. Mr. Wesel stated they can provide railing if required. Solicitor Frank stated that is not our jurisdiction and should be left up to the Code Official as to what may be necessary.

Mr. Patel stated that he understands the bedroom dimensions may be over the minimum, but the smallest bedroom is awfully small at 9' x 8', especially with a closet on one wall, the door

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opening on the opposite wall, and the door into the bathroom on the third wall. Mr. Wesel stated one bed can fit in there, but he could rearrange the room if needed.

Mr. Wesel mentioned for the record that it was his testimony last month that the outside rear stairs would be metal. He has done research and found that the NJDCA does allow the stairs to be out of wood, so they will be constructed out of wood. Solicitor Frank thanked Mr. Wesel for the correction, but stated that is also not our jurisdiction and will be up to the code official.

In answer to Planner Fegley's questions regarding her review letter dated 12/20/21, Mr. Wesel stated the following:

- The building is 27' tall.
- There are separate entrances for 18 W. Front Street and 20 W. Front Street. 18 W. Front Street's mailbox will be outside their door and 20 W. Front Street will have a small lobby that will have mailboxes for the remaining 3 units.
- There will be no signs associated with this project and only addresses will be marked.

The meeting was opened for public comment and the Zoom moderator confirmed that we were muting no one.

Hearing no one wishing to speak, it was the Motion of Mr. Cartier, seconded by Mr. Studzinski to close public comment. Motion unanimously approved by all members present.

Solicitor Frank stated this application comes to us as an amended use variance because of the use variance that was previously granted. The new deviation from the bulk standards is somewhat narrowing of the side yard for the rear staircase. The Board's principal concern is that there be access to the back yard and alley for the removal of trash and recycling.

Chairman Lutz stated he's looking for a motion for amending the use variance and granting the bulk variance. Solicitor Frank added that all previous approvals are still in effect. Mr. Talty agreed.

It was the Motion of Mr. Cartier, seconded by Vice Chair Buddenbaum to approve Application ZB#2021-16 as stated above.

Upon roll call, the Board voted as follows:

YEAS: Cartier, Buddenbaum, Patel, Minton, Sovak, Studzinski, Lutz

NOES: None

ABSENT: Puccio

ABSTAIN: Sullivan

Motion Carried

C. Application ZB#2022-02: Application by 2039 Route 130 Florence LLC for a Use Variance and Minor Site Plan with Bulk Variances to expand the existing building on site and operate a truck repair facility on property located at 2039 Route 130, Florence Township; Block 159, lot 4.01.

This application was deemed complete at the 5/2/22 meeting.

David DeClement appeared on behalf of the application. With him tonight is Gennadi Aleksandrovski, owner; Shawn Limbert, Architect and Structural Engineer; Andrew Feranda, Traffic Consultant with Shropsire Consultants; James Miller, Planner; and Michael Textores, Professional Engineer with Van Clef Engineers.

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Solicitor Frank stated Mr. Feranda and Mr. Miller have appeared before us numerous times and have been accepted as expert witnesses.

Solicitor Frank stated before we get started this evening, we received a revised plan for this application late in the day today at 3:30 p.m. which the Board Members and Professionals have not had a chance to review. The statute states that plans are to be on hand at least 10 days prior to the meeting. He stated that the Board can hear the application for the Use Variance portion.

Engineer Dougherty stated he is okay with proceeding for the Use Variance. The concept plan received today shows that it can be done, but he did not have a chance to review the plan. He stated we can hear testimony on traffic tonight to help determine the use, but will have to deal with the site plan approval at another meeting.

Adam Faiella from Sills, Cummis & Gross law firm stated he was here representing the neighboring property, LOL Associates, 2041 Route 130, Block 159, Lot 5.03, whose tenant is Ready Pac. He stated that without seeing the concept plan, he does not feel it is fair to vote on the Use Variance tonight. Solicitor Frank stated it is okay to hear testimony, but not to vote on the use tonight and feels that is a very fair approach to the issue.

Mr. DeClement stated the facility is located on Route 130. Prior to the current owner, it was a rebar facility owned by Men of Steel and a lumber yard owned by 84 Lumber. The site is in disrepair, and the owner would like to refurbish the building and move his truck repair facility here from Newark.

Michael Textores stated he is a licensed engineer in the State of NJ since 1986 and has appeared before many boards throughout the state. He received his bachelor's degree in civil engineering from NJIT. Chairman Lutz accepted Mr. Textores as an expert witness.

Mr. Textores presented an enlarged version of the original Site Demolition Plan that was submitted with the application. He stated the only change from what was submitted is that the property border is highlighted. He explained the following:

- This property, Block 159, Lot 4.01, is located at 2039 Route 130 in the Highway Commercial (HC) zone with a Special Manufacturing Overlay (SMO).
- This site is 7.9 acres and is currently unoccupied.
- There is only one access to the site from Route 130; one way in and one way out.
- The site contains an existing building and has associated loading and parking.
- The northern portion is wooded and is adjacent to the Conrail train tracks. To the east in an industrial center, across the street is industrial, and to the south is a Dog Grooming business.
- The majority of the site is in the flood plain, but there are no other environmental restrictions.
- The site is served by public water and sewer.
- They will eventually be looking to expand the building for proposed additional office space.
- The plan shows 20 parking spaces for customers and employees, including 2 ADA spots. The revised plan he will present shows more spaces.
- The plan shows 46 parking spaces for trucks.
- The concept plan submitted today addresses comments from the professionals and Environmental Commission.
- They will also address the Police Chief's concern of people exiting the site making left hand turns (traveling north a short distance in the southbound lanes to cross to the

- northbound lanes) by proposing modifications to the entrance/exit to be sure this does not happen.
- This will be a truck repair facility; they are not in the business of leasing spaces to park and there will be no sanitary facilities for them the stay on site.
 - Business hours are 7 a.m. – 6 p.m., Monday – Friday and 7 a.m. – 3 p.m. on Saturday.
 - Trucks will have an access by key code to access the site 24 hours a day for those trucks that are being dropped off.
 - Repairs to trailers will come in one piece that is already painted, so there will be no painting on site.
 - Repairs will also be done to truck engines.
 - They service tractor trailers that are usually 72' long (tractor with sleeping cab plus trailer).
 - They will replace the fence along the front of the site and will have the sliding gate located so a truck can pull off of Route 130 to open the gate during non-business hours. Fencing will continue along the site and to the back.
 - Lighting is limited to the front (east) and rear (north) of the building. All lighting will be building mounted and vary from 12' to 18' high.

Ms. Sullivan expressed concern for the Dog Grooming business about the loudness and fumes of the trucks since the Dog Grooming business also runs a doggy day care. Mr. DeClement stated that they have purchased that property. Ms. Sullivan asked if that property would then be vacant. Mr. DeClement stated that as of now, they haven't thought that far ahead.

Mr. Textores presented Exhibit A-1, Site Demolition Plan (revised) dated 6/2/22 and stated the following:

- They had originally planned no landscaping, but are now proposing landscaping along Route 130 and along the Dog Grooming business side of the site.
- Sidewalk will now be provided along their Route 130 frontage, with modifications to the driveway and driveway intersection of Route 130 to stop the ability to make an illegal left turn onto Route 130.
- This revised plan shows 33 parking spaces for employees and customers.
- The pavement area to the south and east of the building will be repaved and expanded to allow for better circulation. They are not proposing to pave the rear truck parking lot.
- This revised plan now shows 2 dumpsters on location, one for metals and one for garbage. They will also have an area for used tires until the vendor comes to pick them up. They are not in the business to sell tires, but they have in certain circumstances.
- All coolants, brake fluids, etc. will be recycled and kept inside.
- All repairs will be done inside the building.

Planner Fegley asked who confirmed that there are no wetlands on site. Mr. Textores stated Environmental Technologies located in North Jersey. They stated there are no open waters. Their original plan shows the limits of the Bustleton Creek. Planner Fegley stated if this proceeds, a wetlands consultant's report is not good enough and that we will need something from the NJDEP. Mr. DeClement stated they will submit whatever is needed; however, he mentioned it currently takes about 1 ½ years to get a LOI (line delineation).

Planner Fegley asked if the site is accessible from any other place other than the front or if it is entirely fenced in. Mr. Textores stated it is not entirely fenced in and you can walk from the building to the railroad tracks.

James Miller, Planner, was accepted as an expert witness. He stated he reviewed the plans and consulted with the applicant and professionals. This site is in the HC zone with an SMO, which

is to provide a greater variety of commercial uses in the HC district. Because of the Use Variance they are requesting, they are required to provide the positive criteria to show this site is particularly suited for the use and provided the following:

- They believe this proposal advances 3 purposes as stated in the MLUL; A & G, which deal with the appropriateness of the site and M, this is a redevelopment of an existing site which will be a more efficient use of the land.
- This also advances the purposes of the Master Plan and its Reexamination Report, where the township always supports the repurposing of vacant properties.
- The site is suited for the proposed commercial use because of its location and is within a zone that allows for a variety of uses.
- This use will be a good fit with the current uses that are surrounding the property along Route 130 as it can provide a use to surrounding services.
- It is an adaptive reuse of the existing use and they are not doing a lot of site improvements; most of the site improvements are being done to the entrance.
- The rest of the improvements will be to the inside of the building as it has sat vacant for approximately 5 years and is in deteriorating condition.
- The site and building have more than enough capacity for the proposed use. The property is almost 8 acres in size, has a fenced yard, and can readily be adapted for the proposed use.
- There are some bulk standards they do not comply with; however, they are preexisting conditions.
- The employees and customers will park in front, and the trucks will park in the rear. The building will provide screening of the trucks.

As for the negative criteria, Mr. Miller stated they must also prove there will be no substantial detriment to public welfare and that it advances the public welfare by being suited for the site and provided the following:

- This use is a good fit for the neighborhood, as the uses that the site abuts are basically light industrial in character.
- This will be an improvement from what has previously been there as it will be a less intensive use. It will also be an improvement of the vacancy that is currently there.
- All their activity will be in the rear of the building, which will be the movement of vehicles back and forth to the inside of the building.
- There is a substantial separation to the structure to the east.
- There will be no detriment to public welfare.
- The proposed use is similar to other uses in the area.
- It is a unique use and not necessarily one you would anticipate when preparing a township ordinance.
- It has characteristics that are consistent with the zoning and objectives of the zone.
- It is low intensity in regard to trip generation.
- From an aesthetic standpoint, it will blend in and the area will be revitalized.
- The operational and functional characteristics are also consistent with the zone.

Mr. Miller stated he believes they have demonstrated that all amendments to the site will be positive.

Chairman Lutz stated we will take a 10-minute recess. Recess began at 9:00 p.m.

The meeting was back in session at 9:11 p.m.

Andrew Feranda , Traffic Engineer, stated he prepared the traffic report and entered that in as Exhibit A-2. He explained the report is only a few pages long and will be consistent with his testimony tonight.

He stated the driveway will be configured so that left hand turns cannot be made onto Route 130 North, as was a concern of the Police Chief. They will need to get a NJDOT access permit. Islands will be constructed so that trucks cannot turn left and to also deter employees/customers from turning left as well. They will have signage regarding no left turn, but they cannot guarantee people will not disobey the law. Their driveway will be right-in and right-out for trucks with no left turn movements. There may be passenger vehicles traveling north on Route 130 to use the left turn lane to make a U-turn to enter into the site, but trucks will not be able to do so and will have to travel to the jughandle on Cedar Lane to the traffic signal to then be able to travel south to the site.

He continued by stating traffic reports are done for the purpose of looking at trips that may be generated because of the use of this site, and they use the ITE trip generation calculations that are used nationwide. ITE does not have Truck Repair Facility as a category, so he used Auto Repair Facility instead. Auto Repair Facilities have many trips generated, so he feels the numbers in his report are very generous for this site. For this size facility, he calculated there to be 59 trips during the AM peak hours and 64 during the PM peak hours. This site will employ 15 mechanics and 4 other staff.

He next calculated trip generations for a Lumber Yard, which again are very conservative. These numbers would be 49 trips during the AM peak hours and 69 during the PM peak hours. He stated these are numbers that are fairly consistent with the former site use.

He also compared these numbers as if it was an Office Building Site, which would generate 76 trips during the AM peak hours and 79 trips during the PM peak hours. The Office Building Site numbers would certainly consist of more passenger vehicle trips and not trucks. With a Truck Repair Facility, numbers are expected to be less than any of the ones that were calculated as they don't anticipate a lot of movement in and out of the site.

Other benefits of this site will be sidewalk along the frontage, which will help with the pedestrians that do walk along Route 130. The sidewalk will not necessarily connect with other sidewalks, but can when other sites are developed.

The trucks traveling to and from the site will be those that are scheduled for repairs or being picked up. There may be some that come in other than during business hours, which will be those being dropped off overnight. This site is compatible for the use and is certainly an amenity for the warehouses in the area. The driveway being reconfigured will need to be approved by the NJDOT since that is their jurisdiction, and possibly the sidewalk too if that ends up in the NJDOT public right-of-way.

Solicitor Frank asked if it is known how many trucks will be traveling into the Route 130 Corridor to be repaired and how many are already within our realm for repair. Mr. Feranda stated they will most likely be from within our realm.

Engineer Dougherty asked if a trip generation was done for the existing facility in Newark to compare it to the numbers calculated for here. Mr. Feranda stated he did not look at that due to not a lot of warehousing near the Newark facility. He just used the ITE numbers for trip generations. Engineer Dougherty stated he agrees the Auto Repair Facility is more retail and would have the high numbers given.

Engineer Dougherty stated his concern for vehicles trying to make an illegal left hand turn out of the facility to short cut over to the northbound lanes of Route 130. Mr. Feranda stated they will be making adjustments to the existing driveway and have to prove to NJDOT that it will work. He is aware that trucks making the right-hand turn onto Route 130 South will have to have enough turning radius. Engineer Dougherty also confirmed that it will be constructed so there is a safe entrance into the facility and that proper signage for entering and exiting will be posted. Mr. Feranda confirmed that is correct.

The Zoom moderator brought up a Google Earth image of the site onto the screen for all to view. This was entered in as Exhibit B-1.

Chairman Lutz confirmed with Mr. Feranda that he used the best type of facility listed with ITE for establishing the trip generation counts. Mr. Feranda stated that is correct. When talking a specific use, such a Truck Repair Facility, it is not there. ITE is the Bible they all use for trip generation calculations. As a Traffic Engineer, it was in his best estimation to use the numbers for an Auto Repair Facility, and those numbers are conservative.

Shawn Limbert, architect and structural engineer, stated he is a professional engineer licensed in the State of PA; however, he has partners that are licensed in NJ. Chairman Lutz accepted him as an expert witness.

Mr. Limbert stated the following:

- They will be enclosing the existing canopy to make an office area. There is 1,600 sq. ft of canopy that is bad and they will be taking that away, as well as taking away roofing with unsafe status. The footprint of the roof will be getting smaller, but the footprint of the building will be getting larger.
- The existing building is plain and the side is damaged. They will be adding 20 windows and new siding. There will be storefront doors for customers and employees; there will be truck doors for the trucks.
- They will add more lighting, which will add to safety and be more visually appealing.
- They will take down the existing giant sign out front, which is falling down.
- They've corrected a typo on the first page of the plans with regard to a wrong building code cited.
- The Fire Marshal questioned why the 2 doors on the left side of the building were egress only. These 2 doors are not ADA exits. On the original plan, they have rail siding. They are not boarding them up or closing them in. They can be used for fire fighting or in an emergency. On the amended plan, the rail siding has been torn out and they will add steps for the doors.
- With a truck repair facility, you think of large trucks coming in, but the majority of their work is engine repair, so just the tractors will be in for repair and will be what is mostly moving around the site. However, if they do need trailer repair, they can back into the building from the rear.
- They will have a very small retail element with parts that will be available for sale. For a better flow, they will have 2 doors in the front for this; however, there is no separation internally.
- There will be a men's and women's restroom for anyone at the facility located in the front; one restroom located in the office area; and one located in the back for the shop employees.
- In the beginning, they were looking to bring their paint facility down to Florence Township as well, but the licensing is cost prohibitive.

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- To confirm Chairman Lutz's question, every piece of the outside façade of this building will be replaced or repaired because of structural deficiencies.

In answer to Engineer Dougherty's questions, Mr. Limbert stated:

- He is familiar with the facility in Newark.
- A significant percentage of the work done is by appointment, but there are some that are drop-in because they are in the area and are having an emergency. There will be emergency appointments.

Gennadi Aleksandrovski (better known as Gino), owner, came forward to answer the professionals' and board members' questions as follows:

- They do not offer a mobile repair service.
- They will not be washing vehicles.
- Their work is mostly by appointment. The customer calls, and they are told when to come in. Sometimes they can't take them right away because there is no room, so if it is work that needs to be done right away during those times, they'll be referred to another shop.
- About 5% - 10% of his business is emergency repairs. They do not store trucks on site; meaning, the truck is only allowed on-site for their appointment time.
- He has been in the business for 22 years. His lease in Newark is not being renewed so he is looking for a new site, and this one is suited for the use.
- His business is mostly on the same trucks; repeat customers.
- He currently has 15 mechanics. This site is a bit bigger than the one in Newark so he may be looking to higher a few more mechanics.
- Currently he averages between 5 – 10 trucks a day. He controls the numbers depending on the availability of appointments. They have to be sure to have the parts in house for the work scheduled to be done.
- They have a van and a runner that picks up the parts. Larger parts are delivered, but the majority is picked up.
- Trucks are never towed to them during the night; only during business hours.
- Customers are able to pick up, or drop off if they have an appointment, their truck after business hours and will given the key code to the gate. Those entering the facility to pick up or drop off will only be those he knows about and has given the code to. Basically, gate access is for fleet customers. They will not be able to sleep in their cab on the premises and will be referred to hotel, and even driven their if needed. They will not be allowed to remain on the premises overnight for safety and security purposes.
- There will be no access to the parking area when during non-business hours. The gate for the entrance will be at the back corner of the building so trucks will have enough room to be completely off of Route 130.
- There will be landscaping along the frontage to screen the facility.
- They will have 24/7 surveillance cameras inside and outside of the facility.
- All site lighting will be LED. On the top of the light fixture is a solid cone that will cast the light downward.
- The driveway will be illuminated, but not out onto Route 130 or onto adjoining properties.
- They do not store petroleum on site. The trucks come in with enough fuel.
- They do have a 500-gallon tank for oil and the same for antifreeze stored on site. These items are picked up when needed. The tanks are above ground.
- They do have 30-40 tires stored inside, if needed. They are not in the business to sell tires.

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Because of the late hour, it was decided this application would be continued at the Monday, July 11, 2022, 7:30 p.m. meeting. Mr. DeClement agreed and asked for the adjournment with no further noticing required.

Engineer Dougherty stated we have discussed the use variance this evening and still have to have the site plan. He asked the applicant to submit their revised plan in enough time for the professionals to review; at least 14 days prior to the next meeting. If so, then we should be able to finish the use variance and site plan at the next meeting.

The meeting was opened for public comment and the Zoom moderator confirmed that we were muting no one.

Adam Faiella from Sills, Cummis & Gross law firm stated that due to the current time, he would like to reserve comments and questions until the next meeting.

Hearing no one else wishing to speak, it was the Motion of Mr. Cartier, seconded by Mr. Studzinski to close public comment. Motion unanimously approved by all members present.

It was the Motion of Mr. Cartier, seconded by Vice Chair Buddenbaum to adjourn Application ZB#2022-02 to the July 11, 2022 meeting to be held at 7:30 p.m. with no further notice required. Motion unanimously approved by all members present.

OTHER BUSINESS

There was no other business.

PUBLIC COMMENT

The meeting was opened for public comment.

The Zoom moderator confirmed that no one was being muted by us.

Hearing no one wishing to speak, it was the Motion of Mr. Sovak, seconded by Mr. Cartier to close public comment. Motion unanimously approved by all members present.

ADJOURNMENT

It was the Motion of Vice Chair Buddenbaum, seconded by Mr. Cartier to adjourn the meeting at 10:21 p.m. Motion unanimously approved by all members present.

Dennis Puccio, Secretary

/kf