

WESTAMPTON TOWNSHIP LAND DEVELOPMENT BOARD

REGULAR MEETING

JULY 11, 2018 7:00 P.M.

MINUTES

The regularly scheduled meeting of the Westampton Township Land Development Board was held at the Municipal Building on Rancocas Road on July 11, 2018 at 7:00 P.M. The meeting was called to order by Chairman Gary Borger and the opening statement required by Sunshine Law was read. This meeting was advertised in the Burlington County Times on January 5, 2018 and posted in the Municipal Building. All guests were welcomed.

Everyone stood for the Pledge of Allegiance.

Roll Call: Present: Mr. Applegate, Mr. Barger, Mr. Blair, Mr. Borger, Mr. Freeman, Mr. Guerrero, Ms. Haas, Solicitor Robert Swartz, Engineer Jim Winckowski, Planner Tim Kaluhiokalani, Secretary Marion Karp
Absent: Mr. Henley, Mr. Myers, Mr. Mumbower, Mr. Wisniewski

The minutes of the June 6, 2018 meeting were approved with 2 minor changes.

Resolutions:

12-2018 SBC Laundromat, Inc., Block 301, Lot 2 (483 Woodlane Road) – preliminary and final major site plan – (construction of 11,780 sq. ft. retail building and 4,671 sq. ft. car wash facility) – continued until 7/11/2018 meeting – was memorialized.

13-2018 Rob Carter, Block 1002, Lot 2, (3 Gilbert Road) – variance (pole barn) – was memorialized.

14-2018 National DCP, LLC, Block 202, Lot 3 (20 East Park Drive) – site plan waiver (pre-fab guard shack & 40 x 60 open car port) – was memorialized.

15-2018 Dolan Group VII, LLC, 80 Stemmers Lane, Block 203, Lot 7.01 – request for 1-year extension – was memorialized.

16-2018 Dolan Contractors, Inc., 97 Stemmers Lane, Block 203, Lot 6.04 – request for 1-year extension – was memorialized.

APCO Petroleum Corporation, Block 904, Lot 2 (2036 Burl. -Mt. Holly Rd.) – request for 1-year extension. The applicant's attorney, Kevin Moore, asked Chairman Barger if they could be heard first on the agenda since it was a very simple matter. There was no objection by any other applicant, so it was granted. For the record, Board

member David Barger recused himself and would not vote since he has done work for this applicant. The original site plan approval had been granted back in 2012; they had come back before the Board twice and had secured 2 one-year approvals, the last of which had run out on 6/30/18. They have had some economic difficulties and they are recovering; they hope to start on the project this year. There are no changes to the site plan.

The meeting was opened to the public for comment. No comment was made and the meeting was closed. This would be the final extension available to the applicant.

Mr. Applegate made a motion to approve the extension; the motion was seconded by Ms. Haas. Mr. Applegate, Mr. Blair, Mr. Borger, Mr. Freeman, Ms. Haas and Mr. Guerrero all voted yes.

Old Business:

SBC Laundromat, Inc., Block 301, Lot 2 (483 Woodlane Road) – preliminary and final major site plan – (construction of 11,780 sq. ft. retail building and 4,671 sq. ft. car wash facility) – continued from 6/6/2018 meeting. Brian Cleary, engineer, Frank Lash, and architect Kim Lee were present, Nathan Mosley, traffic engineer was sworn in as he did not attend the prior meeting. Revised plans had been submitted since that time. Changes to the plan include a different color brick, reddish in color, instead of the black brick proposed at the June meeting. Dave Barger feels this is a much better color and adds commonality to the new structure. Mr. Lee had samples of the individual mounted letter signage that would be installed on top of the canopies of each of the stores. Dave Barger asked if the signage would be illuminated; the architect answered that they would be. He was concerned that if a tenant came in with a long name that it would not fit; the architect wasn't concerned and thought it would be able to fit. The space allowed for each tenant is 3 feet by 15 feet. They hoped for a clean, modern look for the signage. They would like to use black lettering for all tenants but aren't absolutely sure; Gene thought the black letters wouldn't "pop" but would blend into the background. The architect still wanted the black letters and they would be up-lit. They wanted consistency across the building. Mr. Freeman had concerns regarding the coming and going of tenants and wanted consistency maintained. Jim Winckowski explained that the code dictates that the signage must be uniform. If a chain came in that wanted a different type of sign, they would have to come back before the Board.

Brian Cleary, applicant's engineer testified regarding the site plan changes. They got rid of the vacuum canopies; they also propose to reduce the size of the menu boards from 32 feet to 24 feet in size; however, they still want 2 menu boards to ease operations. Gene had suggested they install only 1 menu board at the last meeting. The average lighting level proposed is 1.4-1.2 foot candles; maximum permitted by township ordinance is .5 foot candles. They agree to revise the directional sign to meet ordinance requirements. The height of the proposed monument sign is 15 feet, maximum allowed by ordinance is 8 feet; what is out there currently is 15 feet. They are not proposing a loading space. Vacuums will be pay vacuums and the canopies

proposed are not being constructed; there will be 16 vacs in total. Jim Winckowski asked how wide the vacuum apparatus was; they are 27 inches in width. There will be 4.5 feet of sidewalk left, which is wide enough. They could add bollards since the vacs are shown right at the edge of the curbing with nothing to protect them from vehicles. Jim suggested that they might lose a few vacuums due to space considerations. Parking spaces at the vacuums will be 11 feet in width.

Nathan Mosely, traffic engineer testified regarding stacking space at the carwash. There will be two pay kiosks for cars to line up; these express car wash facilities are designed to move vehicles through quickly; the tunnels are designed to process multiple vehicles at a time. The payment kiosks can process up to 70 vehicles per hour; they can process 120 vehicles an hour if they need to. They have stacking for 14 vehicles without affecting internal flow at the site. There is a site on Route 70 near Route 295 on the eastbound side, called Diamond; it is a very similar looking facility to what is proposed here. They went out there on a Friday and again on a Saturday to observe; there were about 27 vehicles per hour on Friday and on Saturday about 34 vehicles per hour. They also compared data from November to February and found that vehicles were processed quickly with no problems. This design is more than sufficient for even the busiest times. Most people will use this facility on a regular basis. The facility is very mechanized and runs pretty much by itself.

Ms. Haas asked the traffic engineer if they looked at the traffic that exists currently at the intersection; they are working on this right now for the County, it is a County requirement that they provide a traffic study. Jim Winckowski suggested a stop bar or cross hatched striping to prevent cars from entering the carwash from the vacuum area. Dave Guerrero asked what vehicles would do if they wanted to pull into the vacuum area and no spaces were available. They could provide a turn-around area if necessary. Jim said if it becomes a problem they could stripe a space for the turn-around.

Bill Freeman asked how the machinery is able to get rid of the salt in the water during the winter months. Mr. Lash explained that salt is the easiest thing to remove from a car. He said that any salt left in reclaim water is very minimal, it settles out. The systems are very carefully engineered.

What was going to be sold in the store was discussed; they would offer car related items like air fresheners, windshield wipers, etc. for sale. They would have some snacks and drinks available for sale. They stated that there will be no prepared foods sold. Hours are from 8 AM to 6 PM, later in the summer. Dave Barger remarked that it is a pretty large store just for selling things such as this. The convenience store would be open the same hours as the car wash. There would be an employee for the convenience store, for a total of four employees.

Dave Barger was concerned about noise from the daytime operation of the vacuums; he wondered how loud they were. Their engineer stated they have to meet regulations both for daytime and nighttime hours and cannot exceed these. These are general

noise pollution standards, not specific to this site, as stated by Jim Winckowski. They can provide decibel levels for the air dryers and they could add mufflers if needed. Jim said anything regarding noise levels would be complaint based; no one would be checking on it. Bill Freeman asked if anyone went into the adjacent neighborhood to check sound, Pat McAndrew stated that they had not.

There were concerns regarding ice buildup in the winter; the applicants explained that the entrance and exit pads were heated and a drain would be installed at the exit of the carwash as well. Vinyl fence would be installed in lieu of sidewalk; white vinyl is shown on the plan. Gene Blair stated that the adjoining subdivision does have white vinyl installed across the rear; Dave Barger wanted tan fencing but the Board wants it white to be consistent with the fencing already installed in the area.

The applicants have agreed to address all the engineer's remaining comments; the only issue was the sidewalk and the fence.

At this point, the meeting was opened to the public for comment.

Ed Maciorowski – owns the Westampton carwash; he bought a noise level meter and measured the sound levels of his carwash, it is 85 decibels and can be heard across Route 541 and on Orchard Lane. Eventually the neighbors will complain; it will be noisy. On busy days they will have way more than 14 cars in line; he has had as many as 52 cars in line at this carwash. The owner of this new carwash will have to put people out there directing traffic; he won't be able to run it with 3 people, it will be a big mess. They need a loading space as well. He doesn't think the convenience store is a good idea; if the customers need drinks; just install a couple of soda machines. He doesn't make any money from the car accessories he offers for sale in his store. This new owner will have a problem with ice out front; the cars won't come out dry and this is the reason he has people outside to dry the cars as they exit the carwash.

There being no further comment from the public; the meeting was closed.

Dave Barger still has concerns about the convenience store use; he has issues with this use. Mr. Borger agrees; he doesn't think the applicant was very clear about what he is going to be selling. They are concerned it will build into a 7/11 type of use in time. They are concerned because the space is over 2000 square feet; why such a big space. The applicants stated that the space is only 1078 square feet; however, the Board was still concerned with the size; 49 feet by 22 feet in size. Bill Freeman is concerned with foot traffic at the site.

Supplies like soap will be stored in the mechanical room according to the applicants. Jim Winckowski had concerns regarding the freezing of water at the exit of the carwash especially since there would be no employees to dry the vehicles off. The applicant will have to manage this.

The Board decided that they would like to see the size of the convenience store

decreased; most customers won't be getting out of their cars anyway. They think 1078 square feet is too large and don't feel comfortable with it. It would make more sense if it was a carwash where people got out and waited for their cars to be done, but it isn't, it is totally automated.

After discussion, there will be only 600 square feet of space in which to sell drinks and snacks (to-go items limited to no more than 300 square feet); the other space would be taken up by an office, service counter, bathrooms and the sales of car related items; they need to provide an updated floor plan. Gene Blair thinks a turning space is necessary and a designated loading zone as well. The turn-around would be a striped dedicated parking space. The 18-foot curbed area next to the retail store could be a space as suggested by Gene; however, the applicant's engineer has a better idea. They can stripe a 12-foot-wide area near the vacuums for a loading area which will most likely take place during off peak hours anyway. Applicants agree to provide a striped area; they will remove one vacuum space and will be down to 15 vacs. They would work it out with the engineer. Jim Winckowski wants revised floor plans from the applicant before any resolution is voted upon. The solicitor advised the Board that it was perfectly permissible to let the engineer and the applicant work things out.

The planner thinks that the size of the letters on the two 15-foot-high monument signs is too small, in his opinion, four inches presents a hazard, people won't be able to read the sign. The applicants stated that they don't think it's a hazard; it may be an ineffective sign, if nothing else. The Board discussed the signage at length; the applicants are happy to revise the sign and make the lettering larger; perhaps 6 inches in size. They will submit a revised detail to the Board engineer and planner.

The applicants agree to comply with the fire marshal's report.

Mr. Blair made a motion to approve the application; the motion was seconded by Mr. Freeman. Mr. Barger, Mr. Blair, Mr. Borger, Mr. Freeman, Ms. Haas and Mr. Guerrero voted yes. Mr. Applegate abstained from voting since he hadn't attended last month's meeting when much testimony had been given.

New Business:

Inductotherm, Block 403, Lot 1 (10 Indel Avenue) – site plan waiver (public water service hook up and associated improvements; foundation for future picnic use.

Dave Barger recused himself from the application since he had performed work for them before; Jim Suplee was present on behalf of the application and was sworn in by the Board solicitor. He is the facility and project manager for Inductotherm. They are seeking a site plan waiver for a water connection to NJ American Water; they currently service their business with two wells and want to connect to public water supply. They have their approval from DEP already. Three concrete foundations are to be installed, two are for the water project and the third is for a future picnic area. One is for the backflow preventer and the other is for the booster pump house which is needed for the fire suppression system to keep the pressure up. He believes the impact of the

concrete pads to be minimal taking into consideration the size of the property. No additional fire hydrants are to be installed. There are 11 fire hydrants on site currently. The whole lot is 900 acres. Gene Blair suggested that he submit plans to the Township fire marshal; the applicants agree to do so. The pavilion will just be for shade, there won't be any walls.

This was opened to the public for comment. No comment was made and the meeting was closed.

The applicants requested that the Board grant an at-risk permit since everything was in place and they were ready to go. The Board granted the at-risk permit.

Mr. Applegate made a motion to approve the application; the motion was seconded by Mr. Guerrero. Mr. Applegate, Mr. Blair, Mr. Borger, Mr. Freeman, Ms. Haas and Mr. Guerrero voted yes.

Shayona Donuts, LLC, Block 904, Lot 3.01 (Burl. -Mt. Holly Rd. & Western Drive)-amended preliminary & final major site plan (construction of a Dunkin Donuts).

David Chascowicz, attorney was present on behalf of the application. The property is 1.5 acres with two frontages, on Route 541 and Western Drive. The Board solicitor asked if the property owner had signed the application; only the applicant had signed. They agree to provide the signature of the property owner. A 832 square foot Dunkin Donuts store is proposed, with a drive through, 20 parking spaces are proposed, along with associated landscaping, etc. This is a next generation store for Dunkin Donuts; the closest one of its kind is located in Maryland. There is nothing like this in the area.

They think they can eliminate all but one waiver/variance after reviewing the planner's letter.

Mike Avila, engineer, Jeremy Danley, architect and Yogesh Patel were sworn in by the Board solicitor. The property is mostly paved and has two access points. Academy Bus is to the rear, the Valero gas station is on one side. The property had previously received an approval for a Dunkin Donuts store along with an associated strip mall. They are just constructing the Dunkin Donuts store in this application and have eliminated the strip mall. They have met with the County and have taken their comments into account in the plans presented to the Board. There is an access easement which will be provided on revised plans.

There is a dedicated drive though lane and right next to it another lane, termed a "mobile lane". There are two pick up windows at this store. There is also an 18-foot-wide bypass lane. There is quite a bit of room on the site for maneuvering.

The storm water management system is located along Route 541 and along the common property line with the Valero gas station. They will be tapping into this existing system. There is no current landscaping but they will be providing some. A 10 foot by 24-foot trash enclosure will be provided on the northeasterly side of the site. There is a

loading/unloading area 12 feet by 60 feet in size in the bypass lane. There will be sufficient maneuverability even while unloading. Deliveries will take place during the early morning hours and occurs once a week.

The planner asked for additional landscaping, the applicants agree to do this. The ordinance requires a 20-foot landscape buffer; they will enhance the landscaping but can't meet ordinance requirements by the parking stalls and the property line on Western Drive. They can meet it at all other areas. Proposed signs need to be set 20 feet from the property lines; they can meet this as well. They can provide 200 square feet of landscaping and also provide 10 foot by 20-foot parking spaces which eliminate that variance. They have adjusted the drive to eliminate another variance that had been requested. They will comply with the directional signs and won't need a variance for that as well. The free-standing sign also meets the ordinance requirements; they will remove the free-standing sign on Western Drive and replace it with a directional sign instead. They will eliminate the berm. Three façade signs are being requested; this is a corner lot and only 1 is permitted by ordinance. They believe the signs provide a desirable visual environment and are necessary. They are asking for the Board to grant the variance for these façade signs.

They received the fire marshals review letter and will make the necessary changes to address his comments.

Hours are 5 AM to 9 PM seven days a week; maximum employees are 5, in the morning. Everything is baked off site and is delivered in a box truck. Trash is picked up twice a week, recycling is collected once a week.

The applicant's architect testified on behalf of the application. Most stores are stucco; this is more of a masonry look, a panelized system to look like brick. Seating is reduced from that of conventional stores. HVAC will be located on the roof. Jim Winckowski needs the Board's direction on the berming and landscaping along Route 541. The Board is comfortable granting relief and allowing the applicant to work out details with the engineer.

The meeting was opened to the public for comment; no comment was made and the meeting was closed.

Mr. Barger made a motion to approve the application; the motion was seconded by Mr. Blair. Mr. Applegate, Mr. Barger, Mr. Blair, Mr. Borger, Mr. Freeman, Ms. Haas and Mr. Guerrero all voted yes.

Open Meeting for public comment

No comments were made.

There being no further business, the meeting was adjourned.

Respectfully submitted,

Marion Karp, Secretary
Westampton Township Land Development Board