

**Heritage Minerals Working Group
MEETING NOTES
September 3, 2015
Manchester Civic Center
3:00 PM**

Call to Order 3:12pm

1. Roll Call of Working Group Members:
 - Mayor Ken Palmer
 - Donna Markulic, Business Administrator
 - Craig Wallis, Councilman*
 - Jim Vaccaro, Councilman*
 - Todd Malland, Police Captain in for Lisa Parker, Chief of Police
 - Al Yodakis, Director of Public Works (absent)
 - Don Somerset, Director of Utilities
 - Felicia Finn, Zoning Board
 - Michele Zolezi, Planning Board
 - Dave Trethaway, School Superintendent
 - Blanche Doran, Senior Advisory Committee (absent)
 - Marge Camposano, Secretary to Mayor Palmer

*Council members Wallis, Vaccaro and Fusaro will alternate

2. Redeveloper Representatives Attending:

- John Pagenkopf
- Susan Doctorian Kyrillos (absent)
- John Rea PE, MRA Assoc.

3. Staff Attending

- David Roberts, Township Planner (Maser)
- John Jahr, Traffic Expert (Maser)
- Zachary Zeilman, Planner (Maser)

Approval of Minutes:

1. Comments on meeting notes of August 20th meeting
2. Approval of Corrected meeting notes of July 16th Meeting (Tabled pending edits of Zach's notes from John regarding his presentation)
 - a. Last month tabled approval of minutes for past 3 meetings. The minutes contain a detailed summary of presentations and comments – Zach has been taking the notes and before sending them out, John has then been making corrections since he has been doing most of the talking.
 - b. Going to wait until next meeting before approval of August 20th minutes so that everyone can finish reading through all of them.

Presentations:

1. Discussion of internal Town Center & overall Site Layout – John Pagenkopf
 - a. Master Plan
 - i. Neighborhoods are identified alphabetically
 - ii. Orientation
 1. Route 70 is located out to the west, Route 37 to the east, and the 5 mile corridor is running through the middle.
 2. On the far western side there is an upland component we would like to use for light industry.
 - a. There was some interest in big box -warehouse for that site, but still pursuing that.
 3. The Wilenta 20+-acre parcel is located to the east, outside of Heritage.
 4. Route 37 and Colonial Blvd have an existing intersection – cross railroad tracks into school site; Conrail tracks run parallel to 37; Bone Hill road just to the west
 - iii. Phase One
 1. Build the boulevard into the town center from Route 37, which is the best position for marketing to bring folks into the town center.
 2. Land bays H, G, F, N, O, P, Q, R – these may be the first neighborhoods we'd want to build with first section of road.
 3. Build eastern half first – buyers buying based on town center concept, as well as the builders who are building – we are going to work hard to get tenants as soon as possible to make it viable.
 4. Talked about some temporary uses and amenities that will be an early draw to the Town Center
 - a. A sales center for the residential builders.
 - b. Bicycle and canoe/Kayak rentals, boardwalk, an amphitheater near the lake
 - c. Improvements to the lake – guardrails, plantings, etc. to control access
 5. The Town Center could grow/extend up our Main Street towards Colonial Blvd.
 - iv. Potential uses/Land Bays
 1. Land bays further away would be larger and less dense
 2. Land Bay H – larger land bay 45 acres- garden apartment neighborhood
 3. Land Bay R – single-family residential lots
 4. Land Bay Q – larger townhomes, 2 car garage
 5. Land Bay P – smaller townhomes 20ft wide, higher density
 6. Land Bays M & O – Village product, like the variety of single-family, town and twin homes directly adjacent to Washington Town Center core

7. Land Bays E, L, M – more Village product.
 8. Land Bays B, D – flexible - larger medical complex, recreation, civic, etc.
 9. Could open right away selling to 4-5 different target markets in Phase 1.
 10. There are obvious school impacts with certain land bays that will need to be analyzed.
- v. Buffers, Wetlands, and Lakes:
1. MZ: Are those wetlands? (on south side)
 - a. JP: Wetland fingers and buffers are shown on the map – wetland delineation and buffers from the State
 2. A proposed separation/buffer from the railroad tracks is 300ft – could be less or more after we work with the State
 3. Lakes are independent – from old mining operations
 - a. No outfall; ground-fed
 - b. The lakes are not connected
 - c. The lakes would not be used for stormwater management
- vi. Accessibility:
1. Eastern side of the Town Center is where we focus our initial phase and get a variety of homes started in that area
 2. Don: How are the bays to the south of the lake accessed?
 - a. Bays south of main lake would be accessed from loop road around the lake (proposed), which abuts the lake in the eastern portion.
 - b. All bays will be connected with a main artery road
 3. Boulevard road –
 - a. Residential sight improvement standards would dictate the residential streets.
 - b. The first phase of the boulevard would need to be designed to provide access to get through for emergency purposes
 - c. Expand Main Street access to Colonial Blvd and up near high school so that we have two points of access would follow the first eastern phase of the Boulevard.
 - d. The Town Center will be 2 miles from Route 37 – and another 3 miles to Route 70
 4. The western Water service will be coming in from Route 70. The boulevard from the west will connect folks from Whiting to the Town Center.
 - a. We may only need two lanes of road on one side of the boulevard initially.

- b. Michelle: Is there some thought about construction impacting people who are currently living in the newly constructed neighborhoods (of the Town Center)?
 - i. JP – Would like to get the construction of roads and infrastructure done first, ideally. Contractors will have to adhere to the local hours of operation for construction, whether it's for the commercial Town Center or any residential construction.
 - ii. The folks who are buying higher density are anxious for that type of housing and Town Center. These residents will want to be near the Town Center.
 - iii. Builders will need to follow Township regulations for construction schedules, noise, etc.
 - iv. DR: The Phasing Plan will be negotiated as part of the Development Agreement, so perhaps the Agreement would have some residential and some commercial built at the same time, so long as there are leases for the tenants.
- 5. JP: Do we want to have all of the density in the center or should we have some higher density in other areas, as well?
 - a. Felicia: I think the more dense homes should be near the center
 - b. JP: I think there may be a need for some conventional, larger townhomes could be found in other areas further from TC. We don't want the outer areas to be "vanilla" neighborhoods all built with the same types of homes.
 - c. JP: Some land bays may change – need flexibility for projections on the school-aged kids
 - d. Al agree we want highest density near Town Center and less impervious away from Town Center.
 - e. DR: May be opportunities outside of the center for a little bit higher density – maximizing value with townhomes in certain areas where there is water views, etc. – high-end townhouses – fiscal study will help us understand the value versus the costs
 - f. Mayor: What are the dimensions of the Washington Town Center versus this one?
 - i. JP: 800-900 homes on ~400 acres in Washington Town Center, more or less
 - ii. ~275 acres would be land bays within our core Town Center and Village areas (A, B, D, E, F, G, I, L, M, N, O, P and the TC areas)
 - iii. Robbinsville had townhomes reaching pretty far from town center

6. Road phasing would first loop from Route 37 to the Town Center, then up Main Street to Colonial Blvd. Next would extend from the Town Center west to Route 70
 - a. As we generate school-aged kids we want to get them up Main Street to the school without putting them on Route 37
 - b. John Rea suggested we build only 2 lanes out to Route 70 within the Pinelands area west of the railroad as most of the community traffic will head east toward Rt. 37.
 - c. Lower land bays would finish building road to Route 70 and build the lower access road below the lake.

2. Discussion of Traffic Issues – John Pagenkopf, John Rea and John Jahr

- i. John Rea (McDonough & Rea Associates) – Traffic Counts, Types of Homes
- ii. JP: Met with JJ, JR – recommendation not to look at traffic count too closely – be aggressive and beef it up so that we don't have to come back and look at it again
 1. We had discussed an estimated 5800 homes or 6200 homes, but don't want to talk about an exact number yet. We want to take an aggressive, overall approach then reduce as necessary depending on traffic and school impacts
- iii. HHov and JR will run traffic studies by John Jahr
- iv. JR and JJ will work together to make sure internal traffic works safely and that it connects to Routes 37 & 70 safely and effectively – we will have to work with NJDOT and Ocean County Engineering, as well.
- v. JR collected summertime traffic volumes; JR will go back out and conduct another round now that school is in session.
- vi. JR findings:
 1. ~30,000 trips/day on Rt 37 (both ways, summertime)
 2. ~20,000 trips/day on Rt 70 (both ways, summertime)
 3. JR was not surprised by these traffic volumes, except a little bit more traffic on Route 70 than expected. Likely because Ocean County has been growing very quickly – more direct access on Route 70 to Garden State Parkway; but traffic backs up in Brick with lights.
 4. Route 70 is reaching traffic levels where portions may need to become four lanes, but the study and input from NJDOT will determine final improvements.
- vii. JR. Overall circulation system with the boulevard will be 5 miles long – going to be a boulevard with a nice-looking landscaped median; a design speed of 40 mph; keep aesthetic, but carry traffic of 4-lane road.
- viii. JR. Some induced traffic that is currently using Route 70 may utilize the Boulevard, not sure how much, but some commercial uses will also attract more traffic.

- ix. JR. Most of the residential traffic we expect will be traveling to the east along Route 37 and Route 70 to Garden State Parkway and Route 9.
 - 1. On Rt 37, we are looking into signalized traffic – high capacity that can support the traffic that it will generate
- x. JR. Colonial Drive access – need to be very sensitive to impacts to the high school – want connection, but not high-speed, maybe 2 lanes, low-speed
 - 1. Traffic signal or some type of gateway that limits traffic at certain times to limit impact to high school
- xi. JR. Route 70 east of Lakehurst is becoming more of an active corridor – expect people who work further north will gravitate towards that road.
 - 1. Route 37 has more capacity, but Route 70 gets you to the Parkway further north
 - 2. Route 70 access to the Town Center will be high-capacity and signalized with a left turn lane onto the Boulevard from the east.
 - 3. John Rea will take a close look at the intersection design at Route 37 with DOT.
 - 4. ~~Will~~ The full intersection at Route 37 will give us a good connection to the state highway system connection to the Garden State Parkway)
 - 5. Making sure we don't make any straight-away roads – we are well-versed in traffic calming measures – roads will be much slower and residential.
- xii. JP: Continuing to collect traffic data – at no point in time do we want the traffic generated by this project place burden on the Township.
- xiii. JR. At the Rt. 70 and Boulevard intersection, there is an expectation that Route 70 will need to be widened with 2 travel lanes in each direction near the project intersection and will then taper back out to one lane.
 - 1. May be needed for additional capacity to get through the signal;
 - 2. DOT has an access code which is pretty strict
- xiv. Lt. Dolan asked if the traffic count was at the plant entrance on Route 70. JR answered yes.
- xv. Mayor: JP - Existing road to Route 70 is located in Pinelands, in current Settlement Agreement – expanding may need Pinelands approval
 - 1. JR: May not need 4 lanes on the Pinelands side;
 - 2. Median would go in with one lane in each direction first and then might be able to expand over time if demand increases;
 - 3. Most Heritage traffic would be heading east to Route 37;
 - 4. JR. We will make sure that the two-lane road is going to work, if that's the final design;
 - 5. JJ: May be enough width on the existing road to place 4 lanes;
 - 6. DR: We won't know how much the market can absorb; one lane in each direction may be enough or may need to be adjusted.
- xvi. Design of the boulevard:

1. JR. Boulevard will have a system of roundabouts to ease traffic
2. JJ: Have a long way to go because we have bike lanes and pedestrian paths for a livable, walkable community
 - a. Not going to build full 4-lane roads at once – while the whole improvement may be cheaper to get done at once, it may be staged until you get enough massing
 - b. Looks better to do phased approach – provide balance of capacity
3. Traffic speeds
 - a. Boulevard is a series of arcs is intentional to calm speeds
 - b. Red boulevard is 40 mph
 - c. Local roads 15 mph – 20 mph
 - d. Blue road (major collector) like Route 33 in Washington Town Center – there is going to be people and on-street parking on that street – going slower; 4-way stops; towards school and Colonial Blvd
 - i. Road will connect municipal government complex, Town Center, and school
 - e. Arc above that may be a by-pass that will disperse traffic, but will not prohibit people going through
 - f. Want to draw commercial traffic in, but not thru-traffic
 - g. Don: Do you have a vision yet for how west-bound 37 traffic gets onto boulevard
 - i. JP: We are unable to discuss this access at this time.
 - h. Michelle: Going west onto Colonial to high school from Rt 37 is a tough intersection

Discussion:

1. Next Meeting: September 17, 2015
 - a. Topics: Preliminary Redevelopment Plan Outline, Draft Zoning and Bulk Standards for Redevelopment Plan
 - b. Dave & JP talked – will be a redevelopment plan with exhibits, illustrations, design standards, other planning components – consistency with land uses, master plans, etc.
 - i. Some mandatory components – how it relates to goals and objectives of the town
 - ii. Zoning section – zoning may supersede or overlay existing zoning
 1. DR
 - a. Facilitated by the redevelopment agreement
 - b. Up to the Township
 - c. If the single-family wants to proceed it could, or Town Center if it is overlaid

- d. Once referred to the Planning Board, the Planning Board has 45 days to review the Redevelopment Plan and report back to the governing body before the Redevelopment Plan can be adopted by ordinance.
- e. Will go to Planning Board – statute allows the Planning Board to work through the Plan within the 45 day period. The Working Group serves as an advisory board and can make recommendations on the plan before it is referred by the governing body to the Planning Board.
- f. The Planning Board can also be charged by the governing body to prepare the Redevelopment Plan and recommend it to the governing body for adoption, but in our situation the governing body will likely review the draft first.
- g. Start with putting skeleton/outline of the Plan together for discussion at the next Working Group meeting.
- h. Dave did a Plan for Berkeley with Town Center ~400 acres (2007)
- iii. Functions like a zoning amendment – did a re-exam back in April; will be doing an addendum soon; Redevelopment Plan has to link to that
- iv. Want a draft in place next time that might be reviewed by the Planning Board
- c. Mayor: Working group is going to need some time to go over fiscal numbers – may need to split sessions closed and open – maybe after next meeting after we go over agreement
 - i. JP: In October we will be ready to talk about the fiscal
- d. DR: Councilmen Vaccaro and Fusaro have expressed a desire of having ordinance amendments recommended by the CDAC and covered by the Reexam Report Addendum adopted by the end of the year .
 - i. Hoping to have a draft Heritage Redevelopment Plan ready for October meeting
 - ii. Reexamination Reports are required to address any redevelopment actions undertaken by the municipality since the last Reexamination of the Master Plan.
- e. Trips are being coordinated for Planning Board members to see the site.
- f. Councilman Wallis asked about Zoning Board members being involved
 - i. JP: would be happy to offer them a tour or have them attend the PB meeting.
 - ii. DR: Redevelopment Plan in one city refers any deviation within 10% of standards to Planning Board, but greater than goes to Zoning Board, which is atypical - have to decide how they comply/if deviations are permitted and which Board handles any deviations

Adjournment:
4:30pm