

**Heritage Minerals Working Group**  
**MEETING MINUTES**  
**August 6, 2015**  
**Manchester Civic Center**  
**3:00 PM**

**Call to Order**

1. Roll Call of Working Group Members:

- Mayor Ken Palmer
- Donna Markulic, Business Administrator
- Fusaro, Councilman\*
- Jim Vaccaro, Councilman\*
- Lisa Parker, Chief of Police (Rep. Captain)
- Al Yodakis, Director of Public Works
- Don Somerset, Director of Utilities
- Felicia Finn, Zoning Board
- Michele Zolezi, Planning Board
- Dave Trethaway, School Superintendent (Principal of High School)
- Blanche Doran, Senior Advisory Committee
- Marge Camposano, Secretary to Mayor Palmer
- Robert M. Dolan, Police Lieutenant \* add to email list

\*Council members Wallis, Vaccaro and Fusaro will alternate

2. Redeveloper Representatives Attending:

- John Pagenkopf
- Susan Doctorian Kyrillos

3. Staff Attending

- David Roberts, Township Planner (Maser)
- Zachary Zeilman, Planner (Maser)

**Approval of Minutes:**

1. Comments on Meeting Notes of July 16

- a. 3:10 Open notes for discussion
- b. Dave will make changes to the minutes that have been sent to him and send out again
- c. Send out Route 37 Economic Corridor Vision Plan
- d. Last time gave visual feel of locations that John presented
- e. Action Items:
  - i. Lakes in northern part of site: lakes are in Lakehurst, not in Manchester

**Discussion:**

1. Discussion about the site – interior circulation of streets and trails

- a. John shared aerial image with most recent conditions
- b. Plan shows in dark red current settlement agreement 1000 acres; yellow is up to 2000 acres where could be expanded within CAFRA; new lines show potential road network to connect Routes 70 to 37; Everything in lighter area is heritage property;
- c. There is also a connection in settlement agreement to Colonial Drive to the north, not shown on map

- d. JP. Hovson's proposes to extend development area out to Route 37 where can attract a market presence; new and current residents from the region would have opportunity to dine and shop
- e. JP. A square parcel on Rt. 37 is owned by Hovson's –known as the Wilenta track. This parcel is not a part of the existing Settlement Agreement.
- f. JP. Hovson's proposes to extend Colonial Blvd down toward the lake. Also extending the idea that the current Town Center zoning could be expanded into the new Town Center on the lake.
- g. JP. Seems natural to extend zoning to the lake – would like to put Town Center on the Lake – restaurants, hotel, businesses – lake is an attraction
- h. JP. In Celebration and Highlands Park – the water is an attraction, focal point to the Town Centers.
- i. JP. If the Mon-Ocean Metro line transit hub were to come to Manchester, we might consider designing a Town Center near the rail line, but I was told this rail would not happen, so we brought idea of town center back to lake.
- j. JP. Academy Bus hub/park& ride could be located nearby
- k. JP. Boulevard traffic would flow down into Main street near lake – would be highest concentration; good place for park & ride
- l. JP. We met with Maser traffic experts – envisioned a boulevard with 4 lanes of traffic with 2 lanes in each direction with a center median and bike lanes and tree buffers
- m. JP. The irregularly shaped lines illustrate the various neighborhoods or land bays.
  - i. These land bays vary in size. They would be sold to different builders who would build different types of housing throughout the community.
  - ii. The land bays or neighborhoods would be connected along boulevards and car, as well as bike paths.
- n. JP. A speed of 40 mph is anticipated for the Boulevard.
- o. DR. Existing roads in and around feeding into 37 around 40 mph
- p. JP. The traffic design might be cumbersome to get to Route 37 without extending the development footprint out to the east
- q. JP. Lanes come together, roundabouts, more frequent crosswalks, and a reduced speed limit of 25 mph near town center. We need to maintain safe, crossable street to avoid the neighborhoods from being bifurcated.
- r. JP. We have a blank slate – tap into professionals and making sure we have the right traffic calming devices. Experts liked that the network was circuitous – you have to slow down more when you have to turn – enough curvilinear roads that you have to slow
- s. JP. We should propose truck weight limits on the Boulevard so they stay on the state highways
- t. JP. We should reserve additional right of ways if we find that traffic changes – add another roundabout or traffic light. Don't want it to be heavy-use heavy-truck bypass
- u. JP. Recognize need to make some improvements to Route 70 – how folks come from the east
- v. JP. We will wait for traffic report to come in, then determine the correct road improvements.
- w. JP. The Town Center could contain 100k sf retail to start with ; 8-10k sf gym; 4-5k sf restaurants; 10k sf grocery
- x. JP. Extend main street north and out to Colonial Drive.
- y. JP. The Town Center developers have told us that 100k sf is a good start considering the demographics in the area and proposed mix of housing stock.
- z. JP. Shops on first floors, and not too many offices on first floor so that streetscape stays active.
- aa. DR: Rt. 37 plan makes reference to office development in this area that demand for professional office – have quite a bit – in Manchester dissipates. Enough space already built

that satisfies immediate demand for office. Main street scenario might attract smaller professional offices in the future that is more attracted to residential and business of downtown – not what you see now on the highway. Manchester, Berkeley, Toms River may want to look into “retired” shopping centers that could be upgraded and use large-scale office. This is a different animal where you might see offices on the second floors once it has become known as a desirable place to locate.

- bb. DR. Might be a smaller footprint. People who want to be there and not drive to go to work
- cc. Councilman Fusaro asked if we could connect Heritage to Crestwood without going out to Rt 70. John pointed out that wetlands in southwestern part of parcel would prohibit a vehicular connection.
- dd. JP. Southwest of Heritage is the Whiting Wildlife Management Area.
- ee. JP. South is Crowley Wildlife Management Area.
- ff. JP. We believe the lands in between these Wildlife Management Areas contain some wetlands.
- gg. JP. Getting access to Heritage from the south would be difficult; we would not propose any connection to Holiday City as well. Access is limited to Routes 37 and 70. Boulevard will help connect east and west much more. Utilities will also be connected, including water coming from the west
- hh. DR: The existing Route 70 access road – traffic light on road – Manchester Blvd – intersection is awkward – distance between light and driveway is about half a mile. Consider the possibility of a bike path on Route 70 from entrance to or down Manchester Blvd into Whiting. Don’t know DOT’s policy on bicycle access
- ii. JP. Whiting Preserve, Crowley Preserve; have another 1k-2k acres contiguous – may have 4-5k acre area that could be a contiguous preserve. In Burlington Co. state weighed heavily on agri-belt to make consistent land uses. The same could occur here with a vast contiguous preserved land mass.
- jj. JP. May not be able to bring cars through there, but may be opportunity for a trail through the Whiting Wildlife Management Area to Heritage as a route to connect the western residents to the town center as well.
- kk. DR: Asked if the “Main Street” access road joins with existing Colonial Blvd before it reaches the high school.
  - i. JP. When school’s open, drivers will most likely avoid Colonial Drive going out to 37 and avoid the traffic. Prelim thought is that we have a roundabout here and traffic flows freely through here. Or maybe we have a light and configure it so that it lets school traffic push through at appropriate times.
  - ii. Ed: Don’t know that we need a full light system, but something to push the buses out when school lets out.
  - iii. JP: Schools should get favorable treatment at those times and you learn to avoid it
  - iv. JP. Residents who might want to go east on 70 may find it easier to go on Colonial Blvd at off-peak school hours.
  - v. JP. In response to the idea that we close Main Street north to Colonial Blvd, we want to make sure that the Town Center is connected to the high school, but we can create 4-way stops to control traffic.
  - vi. Ed. School has a 6:55am drop-off, 1:15pm dismissal – problem in the past has been 37 light – big back up
  - vii. JP: Give school 100% priority without crossing guard during peak times; this intersection should be far enough from Route 37 that DOT should not weigh in on this intersection.
  - viii. DR, we’ll talk to our traffic experts

## ix. Access at Colonial Drive

1. Michelle. Fields there near high school – having children in the school and supporting youth sports – would like to increase practice fields or sports fields; increasing that kind of stuff; you're going to want access from high school to town center; give the kids positive alternative to Applebee's and have them be productive. Same thing with weekends and sporting events – where are they going to go? I would love to see a community center that we share with different groups with performing arts – right now they're in between places. Theater groups, senior communities, veterans, sports facilities, dance centers – people go to Jackson and other places. Give people the opportunity.
2. Felicia. Market Common, Myrtle Beach, SC – would love to see that for our community, except it's a bit more coastal. They have a YMCA there, many shops, a movie theater, restaurants, - smaller scale – fountain in the center. Streets named after things that are going on. Businesses with apartments or townhomes above. John asked Felicia to send photos of things that she liked from Market Common.
3. Michelle. Camden County redevelopment on former brownfield – Krok Center – large-scale. Has theater section; swimming, basketball, rooms for yoga, business center, food bank
4. JP: We would propose Heritage recreation facilities closer to the school and the existing fields. These recreation facilities could be shared between the community and the schools.
  - a. We would encourage the builders of the surrounding land bays not to build isolated gym or clubhouses, but utilize the Town Center facilities.
5. JP. Regarding the emergency services
  - a. The fiscal study will outline the impacts from Heritage and the needs to expansion of these services.
  - b. With all of the new residents in different age brackets we might have a lot more volunteers
6. JP. With safe bike paths consolidating the recreation will be accessible across Heritage. A consolidated recreation complex will also be more attractive for leagues and school – give them a destination. Smaller parks and playgrounds will be scattered across Heritage.
7. JP. With the upper lake as 2 miles long, there is a narrow point where we may be able to cross with a pedestrian/bike floating dock.
8. JP. We will set aside areas for recreation. In lieu of each development providing their own clubhouse, we all work toward a unified recreation area.
  - a. DR. Atlantic City sports complex for youth – tournaments go on for days – if you attract a facility that can attract a league, you have some spinoff
9. JP. As you get ideas like this, let us know

## x. Density

1. JP. Typically concentrate the highest density in the town center – townhomes to small lot single-family homes to large lot (not McMansion style) to less impervious areas.

## II. Town Center-

- i. JP. Boulevard runs east-west, Main Street runs north-south. Boulevard choked down to 2 lanes and then back to 4-lanes outside of the Town Center. Loop roads and grid

- may be a way to break up traffic, slow people down, keep it safer, fabric of neighborhood may come together.
- ii. JP. Hotel and shops on the water and shops on the boulevard to show people this is downtown. Shops closer to the street on main street where there is less traffic
  - iii. JP. Land Bays closer to the Town Center would be the denser attached neighborhoods
  - iv. JP. MOC might be medical center, medical uses.
  - v. DR. Area of entire center is smaller than a square mile
  - vi. JP. Block dimensions about 300 ft. by 500ft
  - vii. JP. No homes on the water – bike paths would loop the lakes, no backyards on the water
  - viii. JP. Parking –
    - 1. Washington TC has shops along Rt 37 and then you make a right where townhomes are and parking is in the back
    - 2. Heritage Town Center surface parking in the back in the middle of block
  - ix. JP. Hovnanian would be master developer – would build utilities, bike paths, roads, etc. and oversee other developers building the Town Center and surrounding neighborhoods
    - 1. Current 25-30 land bays provide opportunities for national and local builders of apartments, townhomes, twin homes, starter single-family homes, age-targeted homes and conventional single family homes.
    - 2. As we work through phasing, we have hierarchy and variety of housing types – not just building townhomes; make sure we have phasing for all of the utilities and road improvements.
  - x. JP. Everything in the beginning phases will be along the Boulevard, north of the lakes. If we aren't able to build in the south as well, we wouldn't have the critical mass of homes/residents. This is the most aggressive footprint we would propose. If we need to pull back in some areas, they will be a smaller footprint of disturbance and reduced impacts.
  - xi. JP. The current Settlement Agreement is limited to the lands inside of the orange line, access to land in yellow is critical to gain access to Rt. 37.
- mm. JP. Interior Trail System
- i. JP. Any new trails or improvements outside of CAFRA require approval by the Pinelands Commission.
  - ii. JP. Trails on Pinelands side, outside of CAFRA – on north side there is an old road bed, paved street, not in good shape, but there are a lot of trails not improved like this – I believe we could utilize in existing condition – roughly 10-15 miles of paths on the pinelands side north of the Clayton rail, including old road on the west side of 70. Some trails lie under existing power lines. We need to confirm the limitations of the Manchester Wildlife Area to the west. A lot of land with frontage on Beckerville Road is also a part of Heritage.
  - iii. JP. Pinelands Commission approval is necessary to improve lands to the north of the Clayton rail.
  - iv. JP. An old cranberry bog exists between Route 70 and the Clayton rail.
  - v. JP. Another 4 mile loop of trails could lie on the west side of the Clayton rail along the outer edge of Heritage.
  - vi. JP. The Clayton folks are interested in doing rail excursion, with public use of train/rails on a limited basis.

- vii. JP. On the CAFRA side, a 3 mile loop in uplands area south of the lakes exist, which might connect through to Whiting.
  - viii. JP. Another 5+ miles on CAFRA side – trails that loop the lakes would be another 5 miles.
  - ix. JP. Between the bike paths along the boulevard, plus the existing trails, as well as the trails along the lakes could easily produce 40 miles of various trails and bike paths. Duke Farms has 18 miles of trails and bike paths. JP. Pedestrian walkway system around town center – links to existing trail system on the outer edges makes it much more accessible and allows people to decide to walk or bike.
  - x. DR. Existing asphalt path similar to bike paths Barnegat Trail that Ocean County would do
  - nn. John is going to explore the Whiting Wildlife Management area – need to understand where the wetlands are and gauge the opportunity to connect Whiting to Heritage, which could include a bicycle bridge.
  - oo. DR. Area around the high school is going to be critical
  - pp. DR. Need to be able to show how changes in the lights might ease traffic to DOT – might need computer modeling – could show different levels of service and how that could be improved
2. Next Steps
- a. What uses we want to see in Town Center, building heights, look at the blocks
  - b. John Jahr (Maser Traffic expert) deals with circulation stuff all the time and is working on plan for downtown Toms River right now
  - c. Dave cannot attend the Aug. 20<sup>th</sup> Working Group Meeting, but will check with John Jahr' availability first and then Chris Theodos, Township Engineer if not available
  - d. September meeting come in with plan about land use plan - types of housing, uses across the board
  - e. September 17<sup>th</sup> will have traffic counts and report
  - f. October – fiscal
3. Confirmation of next meeting date
- a. August 20<sup>th</sup>

**Adjournment:**

Adjourned 4:35

These minutes represent the only record of what transpired and if any members have taken their own notes that they wish to be part of the record, they must submit them to Maser before the draft minutes get approved as final. Once minutes are approved as final, they shall represent the sole record of what transpired during said meeting.