

**MAYWOOD PLANNING BOARD  
MINUTES  
January 7, 2016**

A regular meeting of the Maywood Planning Board was held on Thursday, January 7, 2016 in the Council Chambers of the John A. Steuert, Jr. Municipal Complex, 15 Park Avenue, Maywood, New Jersey at 7:30pm. “This meeting was called pursuant to the provisions of the Open Public Meetings Act. Notice of this meeting was published in the Our Town and The Record newspapers on or about November 23, 2015. In addition, copies of this notice were posted on the bulletin board in the Maywood Municipal Building at 15 Park Avenue, filed with the Borough Clerk and distributed to all persons, if any, requesting copies of the same pursuant to said act.”

**Flag Salute**

**Call to Order**

The meeting was called to order at 7:31pm with the following members present: Chairman Frank Lichtenberger, Vice Chairman Paul Kuhn, Secretary Charlotte Panny (arrived at 7:35pm), Mayor Adrian Febre (arrived at 7:36pm), Councilman Rick DeHeer, Chief David Pegg, John Montel, Harry Hillenius, Charles Goebel, John McManus (arrived at 7:32pm) and Ken Terzo. Also present were Board Attorney Kara Kaczynski and Board Engineer Tom Lemanowicz.

**Oaths of Office**

Mayor Adrian Febre – Class I

Chief David Pegg – Class II

Councilman Rick DeHeer – Class III

John McManus – Alternate #1

Ken Terzo – Alternate #2

Board Attorney Kara Kaczynski administered the Oath of Office.

**Reorganization of the Board**

**Elections**

Paul Kuhn nominated Frank Lichtenberger as Chairman of the Board and Ken Terzo seconded the nomination. Chief David Pegg nominated Paul Kuhn as Vice Chairman of the Board and Frank Lichtenberger seconded the nomination. Chief David Pegg nominated Charlotte Panny as Secretary of the Board and Paul Kuhn seconded the nomination.

**Professional Appointments**

Ken Terzo made a motion to appoint Kara Kaczynski (McNally & Kaczynski, LLC) as 2016 Counsel to the Board and Charlotte Panny seconded the motion. Chief David Pegg made a motion to appoint Tom Lemanowicz (Remington, Vernick & Arango Engineers) as 2016 Engineer to the Board and John McManus seconded the motion. Chief David Pegg made a motion to appoint Michael Kauker (Kauker & Kauker, LLC) as 2016 Planner to the Board and Charles Goebel seconded the motion. John McManus made a motion to appoint Tara Grunstra as 2016 Recording Secretary to the Board and Ken Terzo seconded the motion.

**Re-adoption of By-Laws Adopted on 1/22/15**

Charlotte Panny made a motion to re-adopt the by-laws adopted on 1/22/15 and Paul Kuhn seconded the motion. All members present voted in favor of the motions.

### **Approval of Minutes**

Councilman Rick DeHeer made a motion to accept the minutes from the December 3, 2015 meeting. Vice Chairman Paul Kuhn seconded the motion. All eligible members present voted in favor of the motion.

### **Bills**

Harry Hillenius made a motion to accept payment of the bills. Ken Terzo seconded the motion. All members present voted in favor of the motion.

**Correspondence**      None

**Resolution #1**      **Healthy Way Group, Inc.**  
44 West Pleasant Avenue  
Block 80, Lot 2  
**Calendar #2015-15**  
**Sign Application w/o Variance**

Harry Hillenius made a motion to memorialize the resolution. Vice Chairman Paul Kuhn seconded the motion. All members present voted in favor of the motion.

**Resolution #2**      **Pleasant Avenue Barber Shop, LLC**  
34 West Pleasant Avenue  
Block 79, Lots 3 & 4  
**Calendar #2015-16**  
**Sign Application w/o Variance**

Secretary Charlotte Panny made a motion to memorialize the resolution. Chairman Frank Lichtenberger seconded the motion. All members present except John McManus and Ken Terzo voted in favor of the motion. John McManus and Ken Terzo chose to abstain.

**Hearing #1**      **NJ Antique Buyers, LLC**  
3 East Pleasant Avenue  
Block 76, Lot 1  
**Calendar #2016-03**  
**Sign Application w/o Variance**

The applicant, Jacek Kleczkowski, was sworn in. He is proposing:

- One awning with lettering that is 2' high x 11' wide wall sign (22 square feet) is less than the 10% allowable of the façade (22.5 square feet)
- Two colors are proposed which is compliant with the Borough code

There was an awning installed previously for the prior tenant. The proposed awning will match the neighboring businesses. The existing lightbox will light the awning during evening business hours (dusk-10pm). The applicant was advised that no additional signage can be installed without Board approval. Harry Hillenius made a motion to accept the application. Chief Pegg seconded the motion. All members present voted in favor of the motion.

**Hearing #2**                      **J. Magnone Auto Group, LLC**  
29 Essex Street  
Block 124, Lot 5  
**Calendar #2016-01**  
**Variance Application**

Since this application includes a “D” variance, the Board members hearing this application are:

- Chairman Frank Lichtenberger
- Vice Chairman Paul Kuhn
- Secretary Charlotte Panny
- Chief David Pegg
- John Montel
- Harry Hillenius
- Charles Goebel

The following Board members were recused:

- Mayor Adrian Febre
- Councilman Rick DeHeer
- John McManus Alt. # 1
- Ken Terzo Alt. #2

Jennifer Knarich of Price, Meese, Shulman & D’Arminio is counsel for the applicant, J. Magnone Auto Group. The application is for site plan approval, use variance and bulk variances including signage and parking. The existing 1 story building is 51,830 square feet will not be enlarged but the interior will be renovated. The business will be high end used automobile sales and servicing/detailing the automobiles that are for sale. The Board Engineer Tom Lemanowicz provided completeness reviews on 9/14/15 and 11/21/15 and the applicant responded on 10/26/15 and 12/23/15.

Board Engineer Lemanowicz noted that the Board would need to approve the following completeness waivers based on his 11/21/15 completeness review:

- B(2) Requires the proof be provided that no taxes or assessments are delinquent on the property. Certification not provided. Deferred to Board Secretary.
- B(3) Requires a receipt showing that applicable fees have been paid. Deferred to Board Secretary.
- B(7) Requires one of several documents with respect to the existence of wetlands on the property. This office takes no exception to a waiver for this item, conditioned upon the applicant providing a statement from a qualified professional that wetland permitting is not required by virtue of the project scope.
- B(11) Requires proof of the establishment of an escrow account for the application review. This item has not been provided. Deferred to Board Secretary.
- C(18) Requires information on the extent of the floodplain on the property. This office takes no exception to a waiver for this item, conditioned upon the applicant providing a

statement from a qualified professional that wetland permitting is not required by virtue of the project scope.

- C(31) Requires plan profiles of existing and proposed utilities. These items are not currently shown. This office takes no exception to a waiver for this item.
- C(33) Requires a Soil Erosion and Sediment Control Plan. This office takes no exception to a waiver for this item.
- C(43) Requires existing and proposed stormwater calculations which have not been provided. No new impervious surfaces are proposed. This office takes no exception to a waiver for this item.
- C(49) Requires exterior lighting plan. There is no new exterior lighting proposed. This office takes no exception to a waiver for this item.

Vice Chairman Kuhn made a motion to grant the completeness waivers. Secretary Panny seconded the motion. All members present voted in favor of the motion.

Jennifer Knarich confirmed with the Board that adequate notice was given by the applicant.

The first witness sworn in was Jeff Lash, Vice President of J. Magnone Auto Group. J. Magnone Auto Group owns and operates 23 new car dealerships in the United States, concentrated in the tri-state area. They are proposing relocating the high end used car dealership from White Plains to Maywood. Approximately, 30% of all sales are online where the customer doesn't visit the dealership and has the car delivered to him/her. He feels that this percentage will increase over time. The lack of Route 17 frontage will not be a hardship as they don't encourage walk-in business. Marketing is online and customers are seen by appointment only. This location was selected based on its size as it will accommodate the bulk of the cars. They prefer to store cars indoors in order to protect their value. The estimated value of each car is \$40k-\$300k. Interior storage would be approximately 100-150 cars. Exterior parking would be limited to overflow (195 spots). He explained that there would be 2-3 individual deliveries per day. The busiest day would be Saturday with approximately 10 transactions. The hours of operation are Monday – Saturday and closed Sunday. There would be approximately 15 employees at the location. The dealership has its own car carrier that would receive 1 delivery per day and would expect to have it leaving at least partially full. Each day, they would expect at least 1 customer appointment. On-site services are for preparing vehicles for sales and would not be available for walk-in customers. In depth auto repair would not be done at the facility, services would be limited to changing tires, oil changes and detailing. Cars are generally only a few years old. If cars require auto repair, they would be brought in to a local authorized dealership.

Charles Goebel asked Jeff Lash how many cars would be parked outside as overflow. Mr. Lash explained that there are 195 spots total and 15 of those would be for the office. Cars would be parked in spots and not “stacked” together tightly like in traditional dealerships. Parking lot aisles would be kept clear. Existing light poles will be used, they are not looking to add more lighting. Kara asked about who controls the lighting and Mr. Lash believed it was owner controlled vs. PSE&G. Chief Pegg asked what the maximum number of employees would be and Mr. Lash believes that 25 employees would be the maximum. Chief Pegg asked what kind of work would be done inside the building. Mr. Lash explained that the “bump out” section of

the building would be the offices and paperwork would be managed there. The car carrier holds 9 cars.

Charles Goebel asked about infrastructure purchases and Mr. Lash confirmed that the only capital costs would be for three car lifts. Mr. Goebel asked about oil disposal and Mr. Lash explained that the double walled tanks would be pumped out on a monthly basis and DEP approval would be required. The cars would be refueled off-site. Mr. Goebel asked about how purchased cars would leave the location. Mr. Lash described the process. Many cars will be individually delivered to Manheim, Pennsylvania as a distribution point because of a large automotive auction business there. A J. Magnone Auto Group employee will drive the cars to the Manheim distribution point. Board Engineer Tom Lemanowicz asked Jeff Lash if he planned to follow the 8pm exterior lighting restriction imposed on the previous occupant and Mr. Lash said that they would. Mr. Lemanowicz asked why the applicant is requesting a sign variance when such a large majority of their business is internet based. Mr. Lash feels that the location is hard to find so the signage will help customers find the location.

The next witness sworn in was the applicant's architect Conrad Roncati, principal of Architectura in Fort Lee. He is a licensed architect in the state of New Jersey for nearly 30 years and is licensed in 17 other states. He has appeared before 400 NJ municipalities and before this Board previously. Mr. Roncati was accepted and presented the applicant's plans. The entire application is marked as exhibit 1A:

- Color rendering of Signage Elevations
- T-101 last revision date of 11/19/15 – cover sheet & location map
- A-101 last revision date of 12/9/15 – floor plan
- A-102 last revision date of 12/9/15 – exterior elevations
- A-103 last revision date of 11/19/15 – signage

Access to the property is through Demarest Place with frontage but no access to Route 17. There is a parking field on the northernmost area of the property. The footprint of the building will not change and will not be enlarged. They are proposing signage changes and changes to the interior of the building. The building entrance is in the south western section of the building facing Essex Street. He feels that this proposed project is very different from traditional car dealerships that he has worked on. The primary building use would be for car storage within the large warehouse space (approximately 33,000 square feet or nearly 70% of the building). Auto repair would be light work like inspections, fluid changes, belt replacement and the like. About 70% of cars would receive cosmetic work only. The service and detailing part of the building would be closest to Route 17 North and would constitute less than 20% of the building (approximately 11,000 square feet). The entrance leads to the waiting and office area with a file storage room, salesperson breakroom and two offices for the manager and assistant manager (approximately 4,000 square feet). Along the eastern side of the building is an area marked office area but it will be most likely used for storage. Since 30% of sales are online, 70% of transactions are individuals coming to the location. Existing loading bays will be used to transfer cars in and out. They are not proposing additional overhead doors. Cars will be kept inside to be protected from the elements and kept clean. The interior storage area will fit 100-150 cars in parking stalls without stacking. The building will be repainted but the windows and doors will not change.

Mr. Roncati then detailed the exterior:

- The exterior walls would be painted a light tan color except for the office and waiting room “bump out” which would be painted blue
- They are proposing a green trim border along the roofline and steel columns in the “bump out”
- The logo is green and blue with a stylized car image and the lettering “Car Factory”
- Color scheme compliments the adjacent Fitness & Wellness of Hackensack building

Mr. Roncati described the five proposed signs:

- Replacing existing signage, one new location
- Car Factory logo in green, blue and white
- Proposed Essex Street Ground Sign (#1)
  - Located at the exit onto Essex Street where cars must turn right
    - Will not affect sight lines for car traffic
  - 14’ high and double sided (same as existing)
  - Blade stand design vs. existing pole mounted
  - Not illuminated
  - Dimensions are 14’ H x 4’-6” W
- Proposed Route 17 North Ground Sign (#2)
  - Located along Route 17 North and is visible above the trees
  - 20’ high and double sided (same as existing)
  - Pole mounted (same as existing)
  - Dimensions are 10’ H x 10’ W (same as existing)
- Proposed Demarest Place Wall Sign (#3)
  - Located on north eastern side of the building
  - Dimensions are 5’ H x 4’-5” W (same as existing)
  - Two existing gooseneck lamps will remain as the illumination source
- Proposed Essex Street Wall Sign (#4)
  - Located on south western side of the building to the right of the entrance
  - Channel letter, internally illuminated LED
  - Dimensions are 3’ H x 28’-4 ¼” W (vs. existing 5’ H x 27’-3” W)
- Proposed Route 17 North Wall Sign (#5)
  - Located on north western side of the building
  - Same sign as the proposed Essex Street Wall Sign:
    - Channel letter, internally illuminated LED
    - Dimensions are 3’ H x 28’-4 ¼” W
  - No existing sign at this location

A short recess was taken at 8:50pm. The meeting resumed at 8:55pm with all members present.

Vice Chairman Kuhn asked about rooftop HVAC system and Mr. Roncati noted that the existing HVAC system would not be changed as there was a greater demand on it when the building was used by FedEx. The service area will handle only light repairs and the bulk of the work there will be detailing. This area was intentionally located as far away from the residential homes as possible to minimize the noise to the residents. Secretary Panny asked about trade in cars from the 70% of customers that visit the location and Mr. Roncati said that trade in cars are not

typical. Chairman Lichtenberger asked about what the parking area on the northern side of the property would be used for and Mr. Roncati noted that this area with 153 parking spots would be designated as overflow parking. Charles Goebel believes that this overflow parking area will be filled with cars. He asked if cars from other dealerships owned by J. Magnone Auto Group would be stored in the overflow parking lot. Mr. Roncati reiterated that the priority would be for cars to be parked inside but admitted that the overflow parking area would be used as necessary. He does not believe that the overflow parking lot is visible from Maywood Avenue. He further explained that the overflow parking lot would be gated and security cameras. Infrared cameras do not require significant lighting to operate. He confirmed with Jeff Lash that cars from other dealerships would not be brought to this location. Mr. Goebel explained that while the intention may be that cars from other dealerships would not brought to this location, there may be a business need that calls for this to happen sometime in the future. Additionally, he felt that the word “factory” in the business name did not lend to the boutique luxury market that this business intends to serve.

Jeff Lash was brought forward as more questions about operations were asked. Charles Goebel noted a dealership with a similar business model located in Teterboro but Mr. Lash believes that he is proposing something different since there is such an online focus and the luxury inventory. He reiterated that cars from other dealerships would not be stored at this location because the distance between the dealerships is too great and it would not be cost-effective. Harry Hillenius confirmed that cars in the overflow parking lot would not be stacked but parked in stalls. Chairman Lichtenberger asked if the first 150 cars that would arrive at this location would be transferred from the White Plains location and Mr. Lash said that was the plan. Jennifer Knarich clarified that the testimony given is under oath and the applicant would be willing to make these items as conditions of application approval. Board Attorney Kaczynski confirmed that the cars at the dealership would be owned by the applicant. Harry Hillenius asked about car warranties. Mr. Lash explained that warrantee work would be done by the authorized dealer and his warrantee is usually for 90 days. The location’s service center would do basic warrantee work like resetting a light but if it was too technical, the work would be done at an authorized dealership. He does sell extended warranties but there isn’t much demand for them. Manufacturer warranties follow the car even if the car has multiple owners. Most of the cars that he deals with are less than 3 years old. The average car would stay at the facility for 30-90 days. After 90 days, the car would go to an auction.

Board Engineer Lemanowicz asked Mr. Roncati about making the waiting and office area handicap accessible to the vehicle storage area and restrooms. Mr. Roncati answered that these plans are preliminary and a ramp would be included in the more detailed construction permit application plans. If the application is approved, he will discuss this with the Borough Construction Official James Mazzer but the intent is to have the facility barrier free. Chief Pegg confirmed that carbon monoxide detection is in place at the facility. Board Engineer Lemanowicz asked about how the facility would be gated. Mr. Roncati replied that the applicant’s engineer will discuss the location’s gating.

Michael Lanzafama of Casey & Keller, Inc. is the applicant’s engineer and was sworn in. He is a licensed professional engineer, land surveyor and licensed professional planner in the state of New Jersey. He holds a BS degree in civil and environmental engineering from NJIT and has

appeared before this Board previously on the FedEx application. Mr. Lanzafama was accepted and presented the applicant's 3-page set of plans with a revision date of 9/25/15:

- Page 1 – cover sheet
- Page 2 – existing condition survey
- Page 3 – site plan

The property is a 4.65 acre parcel of land with frontage on Essex Street and the Route 17 North access ramp. The location has direct access of Maywood Avenue via Demarest Place. Access via Howcroft Road is gated and closed. There is an exit drive onto Essex Street as a right turn only. The property has 195 parking spaces and a storm water management facility on the northern end of the site next to Howcroft Road. The application proposes no site modifications other than signage. Parking lot lighting would not be changed and would be shut off at 8pm. Portions of the parking area have been designated as customer and employee parking. Fifteen parking spots on the south eastern side of the building are designated as employee parking. Seventeen parking spots to the right of the entrance are designated as customer parking of which two are handicap accessible. Ten parking spaces on the eastern side of the building are designated as customer parking with several as handicap accessible. These spots would have direct access to the interior vehicle storage. This access to the building would generally be locked. The remaining approximately 153 parking spaces would be available for overflow vehicle parking.

Mr. Lanzafama then provided a plan called Truck Turn Analysis dated 1/5/16 marked as Exhibit A2. The nine-car carrier will enter Demarest Place off of Maywood Avenue from Essex Street. The carrier will loop around the overflow parking lot and offload/load vehicles near the northern overhead doors for interior storage. The carrier will exit out the way it came in via Demarest Place turning right onto Maywood Avenue toward Essex Street. The applicant does not anticipate significant traffic compared to the previous use as FedEx since the number of employees is low and customers are scheduled by appointment only. Deliveries will be during off-peak hours to minimize back-ups onto Essex Street. The nine-car carrier is approximately 70 feet in length. John Montel pointed out that the car carrier's turn inside the overflow parking lot would be hampered by parked cars. Mr. Lanzafama explained that cars would not be parked in the spots that encroach on the carrier's turning path. This further supports the need to maximize the interior parking prior to parking cars in the exterior overflow area. Mr. Montel then asked what would happen if the overflow parking lot was full and Mr. Lanzafama reiterated that the overflow lot will not be filled. Chairman Lichtenberger asked why there is so much customer parking planned when there is not expected to have high customer volume at the dealership. Mr. Lanzafama said that they do not believe that they will require so much customer parking but they needed to define the parking areas and these areas seemed logical. The Chairman pointed out there is an existing stacking problem at the Essex Street/Maywood Avenue traffic light as well on Howcroft Road. Mr. Lanzafama said that the car carrier delivery would be scheduled between 12pm-4pm. The property is zoned for Limited Light Industrial (LL) which includes warehouse use with significant truck traffic.

Vice Chairman Kuhn asked for a summary of traffic to the dealership:

- Hours of operation are 9am-7pm
- 6 sales personnel as well as office and service staff totaling 15 employees



- Customers are scheduled by appointment at various times during business hours
  - Approximately 10 customers per day
  - Some would drive the car off the lot and others would have it delivered
- 1 car carrier delivery per day between 12pm and 4pm
  - Delivers 9 cars
  - 45 minutes to unload
  - 45 minutes to reload
  - Leaves with 9 cars that are going to an auction (on the lot for more than 90 days)
- Some cars will be driven to the Manheim, PA distribution point by an employee

Board Attorney Kaczynski asked the statistics that the applicant was testifying to could be available for distribution to the Board. Chairman Lichtenberger asked what is the volume at the White Plains location. Mr. Lash said that they sell 80 cars per month with 56 deliveries to customers per month (70%). By moving the location to Maywood, the business can expand and a great month would have 200 sales. John Montel asked if customers would sometimes use a flatbed truck for car pick up and Mr. Lash said that it does sometimes happen but that the car is usually driven away.

Mr. Lanzafama noted that all the utilities are existing and does not need to be upgraded. The trash and recycling would be stored in the northwest corner of the building outside the service area. Used oil and tires would be kept in the service area until they were collected. Supplies would be delivered and stored inside the building. No DEP approvals are needed except for the used oil recycling. There are no wetlands and floodplains that would be impacted by this application. They do need Bergen County Planning Board approval which has not been secured as of this date. Trash and recycling would be collected once a month. Board Engineer Lemanowicz asked about the proposed gate. Mr. Lanzafama described that 6' high gate would be installed on the northeast corner of the building (beneath sign #3) securing the overflow parking lot when the dealership is closed. A Knox Box will be placed there to allow access for emergency personnel. There is an existing fence surrounding the overflow parking lot. Board Attorney Kaczynski asked about car alarms on the cars parked in the overflow parking lot. Mr. Lash said that each car will have a factory installed alarm.

With only 45 minutes left until the meeting ends, there was discussion on adjourning the application to another meeting and the applicant's professional witnesses availability. A short recess was taken at 10:00pm. The meeting resumed at 10:05pm with all members present. It was decided that the applicant's planner would wait to testify at the 2/4/16 meeting. The meeting was open to the public, but limited to questions for the professionals that have testified as not all of them would not be able to attend the 2/4/16 meeting (applicant Jeff Lash, architect Conrad Roncati and engineer Michael Lanzafama). Public comment will be held until the 2/4/16 meeting after the applicant's planner has testified.

Mary Senia and Christine Ercolino of 41 Maywood Avenue. They live on the corner of Maywood Avenue and Demarest Place and feel that they will be impacted the most by what the applicant proposes. Ms. Ercolino asked about the number of bays that would be used as the previous tenant, Design Spree boarded up two bays. Conrad Roncati confirmed that the two boarded bays facing Maywood Avenue would remain closed. He agreed to have their closure as

a condition of approval. Ms. Ercolini asked about detailing and Mr. Roncati confirmed that the detailing would be done by hand. When asked about the type of gate, Mr. Roncati specified the gate as mechanical. She asked about the length of the car carrier and it was reiterated that is approximately 70 feet long. Mr. Roncati agreed to making the size of the carrier a condition of approval. Since the car carrier is owned by the applicant, the facility will have its arrival scheduled and will be prepared for it. As such, cars in the overflow parking lot will not be blocking its path and truck idling should be minimal. The car carrier will not be stored at this facility. Ms. Ercolini asked if a car under warrantee breaks down outside of business hours, where would it be towed. Mr. Roncati explained that the warrantee is with the manufacturer so the vehicle would be towed to an authorized dealership. Ms. Senia asked about car carrier deliveries on Saturday and Mr. Lash informed that there would be no Saturday deliveries. While 30% of sales are done online with no visit to the facility, 65-70% of sales are done by customer appointment and Saturday is a convenient appointment day for many customers. Ms. Ercolini asked about the frequency of deliveries and collections of items other than those from the car carrier. Some examples of items that she provided were: oil, tires, batteries, uniforms and office supplies. Mr. Roncati agreed that there will be small truck deliveries outside of the car carrier. He cited overnight package deliveries in addition to the list that Ms. Ercolini provided. Ms. Senia asked how resolution conditions are enforced and Board Attorney Kaczynski asked that this question be addressed during the public comment part of the application since it is not directed to the witnesses that have testified.

Samantha Rhode of 50 Maywood Avenue. She asked if the applicant's engineer has done any traffic observations during their proposed business hours as part of the application. Chairman Lichtenberger agreed that a traffic count of incoming and outgoing traffic to the facility would be beneficial. The traffic count at the White Plains location would not be accurate since the applicant is looking to expand his business in the new location. Mr. Lanzafama said that they have done a few visits to observe traffic patterns and driveway entrances/exits. He has witnessed significant traffic stacking at the Essex Street/Maywood Avenue traffic light. They have not conducted a 24/7 traffic count of the location.

Calin Bontean and Doina Vizireanu of 85 Maywood Avenue. Mr. Bontean asked if they planned to use pneumatic tools in the services area. Mr. Roncati replied that servicing will be done in the interior of the building and will use pneumatic tools. Mr. Bontean requested that the exterior intercom system be disabled since it was very loud and disturbed the neighbors. Mr. Roncati agreed to dismantle the exterior intercom system. Ms. Vizireanu feels the traffic from the Fitness & Wellness of Hackensack Fitness Center has negatively impacted this part of Maywood.

Christine Ercolino of 41 Maywood Avenue had an additional question about who will be responsible when the car alarms go off outside of business hours. Jeff Lash said that this has not been an issue at any of their 23 new facilities so they don't anticipate an issue here either. Since the service area will use pneumatic tools, Ms. Ercolino requested that the bay doors remain closed to dampen the noise and Mr. Lash agreed to the request.

John McManus Alternate #1 of 125 Ackerman Street. Mr. McManus what the building was used for prior to FedEx. The building was built by Murray Construction in 1962 for Voit AMF and used to manufacture gym equipment. Mr. McManus asked about change in the live load and any

load restrictions. Mr. Lanzafama replied there would be no structural issues because it is a one floor building with slab on grade. Additionally, the load would be lighter than when the facility was used by FedEx.

The application hearing will be adjourned until the 2/4/16 meeting with no need to notice. Mr. Lanzafama will forward copies of Exhibit A2 Truck Turn Analysis.

**Informal Hearing**                      None

**Old Business**                        None

**New Business**                      None

**Open Meeting to the Public**    None

**Adjournment**

A motion to adjourn the meeting was made by Chief David Pegg. Chairman Lichtenberger seconded the motion. The meeting was adjourned at 10:36pm.

Respectfully submitted,

Tara Grunstra  
Planning Board Recording Secretary