

**MAYWOOD PLANNING BOARD
MINUTES
February 3, 2022**

A regular meeting of the Maywood Planning Board was held on Thursday, February 3, 2022 via the “Zoom” online meeting platform at 7:30pm. “This Virtual Meeting is called pursuant to the provisions of the Open Public Meetings Act. Both adequate and electronic notice of this virtual meeting has been provided by way of publication in the Our Town and The Record newspapers on or about December 16, 2021. In addition, notice of the meeting was posted on the door of the Maywood Municipal Building located at 15 Park Avenue and any handicapped-accessible entrances thereto; posted on the municipal website; provided to the municipal Clerk and distributed to all persons, if any, requesting copies of same. This meeting is being recorded with both audio and video and may be rebroadcast. This meeting is a judicial proceeding, any questions or comments must be limited to the issues that are relevant to what the Board may legally consider in reaching a decision and decorum appropriate to a judicial hearing must be maintained at all times. The public commenting policy for electronic public meetings will also be followed as noted on the Borough website (www.maywoodnj.com).”

Flag Salute

Call to Order

The meeting was called to order at 7:32pm with the following members present: Mayor Richard Bolan, Councilperson Ryan Ullman, Gary Neumann, Chairperson Charlotte Panny, Vice Chairperson Paul Kuhn, Secretary Anthony Klymenko, John Montel, Harry Hillenius, Douglas Herrick, Derek Eisenberg, Thomas Anzevino, John Gargagliano and Geoffrey Smith. Board Attorney Kara Kaczynski, Board Engineer Gregory Polyniak and Board Planner Michael Kauker were also present.

Approval of Minutes None

Bills None

Correspondence

- 1/26/22 letter from Dean Mastrojohn, Chairperson of the Shade Tree Commission Re: Duke Realty 149-151 Maywood Avenue
- 1/26/22 letter from City of Hackensack Deputy Clerk Allison Saabye Re: Ordinance #05-2022 Adopting the 463-483 Main Street Redevelopment Plan Consisting of Block 411, Lots 2.01, 13-16 and 18
- 1/31/22 letter from Andrew S. Kohut Re: Duke Realty 149-151 Maywood Avenue Off-site Traffic Conditions

Resolution None

Completeness Hearing None

Application Hearing **Duke Realty**
149-151 Maywood Avenue
Block 124, Lot 30
Calendar #2021-11
Variance & Site Plan Applications

Board Attorney Kara Kaczynski explained that the Board initially wished for all witnesses to testify and then have the Board members and the public ask questions of the witnesses. She recommended switching to allow Board members and the public ask questions immediately following each witnesses' testimony. James Jaworski of Wells, Jaworski & Liebman who represents the Applicant, Duke Realty Limited Partnership, agreed to this change in procedure. He then summarized that engineer Alex Lomei and traffic engineer John Harter both testified at the previous hearing held on 1/27/22 and are available for cross examination by Board members and the public. He noted that there was discussion of off-site traffic and Andrew Kohut of his firm issued a memorandum dated 1/31/22 which was marked as Exhibit A-9. The memo cited case law that off-site traffic was already considered when the governing body zoned the property as Limited Light Industrial (LL). Mayor Richard Bolan has concerns about the proposed alterations of Maywood Avenue at Beech Street and the effect on traffic flow. He asked Board Attorney Kaczynski if he could request that the Board Traffic Engineer Brian Intindola review the proposed modifications and provide commentary to the Board. Board Attorney Kaczynski suggested that she review the case law cited in the 1/31/22 memo from Mr. Kohut marked as Exhibit A-9 and have Board Traffic Engineer Intindola review the proposed changes. She asked for a status update on the application with Bergen County. She recommended that the Board formally authorize Board Traffic Engineer Intindola's review. Mayor Bolan made a motion to authorize Board Traffic Engineer Intindola to review the proposed modifications and Derek Eisenberg seconded the motion. All eligible members present voted in favor of the motion. Mr. Jaworski suggested hosting a meeting with Bergen County, Board professionals, the Applicant's experts, Chairperson Panny and Mayor Bolan to discuss the proposed modifications to Maywood Avenue which is a county roadway.

Mr. Jaworski introduced Michael Davis of Duke Realty who will testify regarding the magnitude of the of the parking variance (309 parking spaces proposed vs. 760 parking spaces required), the number of tenants for the proposed warehouse and how that would impact the parking demand. He added that Mr. Lomei and Mr. Harter were present for any questions. Board Attorney Kaczynski reminded the Board that Mr. Davis was sworn in at the previous hearing and remains under oath. Mr. Davis described his position and history at Duke Realty. He then described Duke Realty as builders of industrial warehouse space specifically sourcing locations, obtaining land use approvals, construction and property management. He stated that Duke Realty owns 31 buildings in New Jersey and Pennsylvania. He noted that they own warehouses in Lodi, Woodridge, Carlstadt, Linden, Teterboro, Perth Amboy, Newark, Bayonne and throughout the state. Mr. Jaworski asked if the proposed 380,000 square feet warehouse was a typical size for Duke Realty and Mr. Davis answered that the smallest warehouse is 144,000 square feet and the largest is 1.1 million square feet. He explained that they own 7 buildings of the size being proposed. Regarding tenancy, he said that 5 of the 31 buildings have more than one tenant. Of the 5 buildings with more than one tenant, 4 have two tenants and the 5th building has three tenants. While Duke Realty does not have a tenant contracted for the proposed building, he believes that it will have one tenant or two tenants, at most. Mr. Jaworski questioned if the proposed parking would be sufficient for Duke Realty's need. He noted that Mr. Harter testified that the Applicant would only utilize 100-200 parking spaces. Mr. Davis replied that Duke Realty typically needs 1 parking space for every 1,000-2,000 square feet of warehouse. He detailed that Duke Realty owns 7 buildings that are between 300,000-400,000 square feet and their average parking ratio is 1 parking space for every 1,600 square feet. The proposed parking ratio for this application is 1 parking space for every 1,230 square feet. He believes that the proposed parking of 309 spaces will exceed the parking demand. Mr. Jaworski asked about response to the Shade Tree Commission's 1/26/22 letter previously marked as Exhibit PB-5 and Mr. Davis' on-site meeting with the Shade Tree Commission. Mr. Davis stated that he met with Borough Arborist Paul Cowie, Board Engineer Greg Polyniak and several members of the

Shade Tree Commission on Monday, 1/31/22. He felt that the meeting was productive and agreed to help the Borough maintain the tree canopy where appropriate on the property. He explained that they discussed the impact on street trees from the proposed widening of Maywood Avenue and agreed to adding street trees. He expects a review from Borough Arborist Cowie.

Chairperson Panny invited the Board professionals to ask questions of Mr. Davis. Board Engineer Polyniak reminded Mr. Davis about the discussion of street trees on Maywood Avenue during the on-site meeting. He observed that some of the driveways on the eastern side of Maywood Avenue in the area to be widened have extensive slopes. He has concerns that shortening the driveway could impact vehicles entering and exiting the driveway particularly if a vehicle had a low profile. He asked if the Applicant has reviewed the impact to the driveways. Mr. Davis will review the grading plan to determine if they have addressed that issue. Board Engineer Polyniak asked if the Applicant would acquire agreements from the impacted property owners to repave the driveways. Mr. Lomei answered that the Applicant has not reviewed the impact to the driveways in the area to be widened. He will check with the surveyors. Board Engineer Polyniak inquired if there have been discussions with the police or fire departments regarding site safety and access. Mr. Davis answered that they haven't met with either department and confirmed with Mr. Jaworski that neither department has issued a report. Board Engineer Polyniak believes that both departments should review the plans. Mr. Jaworski advised that Mr. Lomei created a turning template for emergency vehicle access and will follow-up on the potential need for a fire pump to help supply sufficient water volume to the fire sprinkler system. Board Engineer Polyniak noted that pedestrian access and the lack of on-site sidewalks were discussed at the prior hearing date and asked if the Applicant has reviewed adding on-site sidewalks including from the satellite parking area. Mr. Jaworski replied that the sidewalk issues were discussed but deferred to Mr. Lomei. Board Attorney Kaczynski requested that Mr. Lomei hold his answer and asked if there were any additional questions for Mr. Davis. Board Engineer Polyniak questioned how the parking lot and loading areas would be divided for multiple tenants. Mr. Davis answered that facility was designed to be flexible to accommodate the two tenants' needs by providing two separate offices in opposite corners of the building with separate entrances and employee parking areas. He stated that it was not designed for more than two tenants. He added that they construct one tenant space with a glass enclosed office area and awnings with the expectation that there will be a single tenant. Additionally, he discussed that multiple access points allow for good site circulation, the sewer lines stretch to each of the building corners for multiple bathrooms and the electric room access will be on the exterior to allow for multiple meters. He explained that site security is specific to each tenant but fencing could be installed separating the trailer court and loading area. He used the Duke Realty facility in Woodridge as an example of how tenants can split a building. He summarized that the parameters would be specified in the tenant lease. Board Engineer Polyniak asked about tractor trailer deliveries when there is more than one tenant as he would expect that number to increase with additional tenants. Mr. Davis said that he has not experienced an increase in tractor trailer deliveries with more than one tenant. He mentioned that trip generation was calculated based on the total square footage of the building. He requested to the traffic engineer that the trip generation reports be conservative so that there are no issues later once the building is in operation. Board Engineer Polyniak asked what the different types of tenants that the building may have. Mr. Davis replied that there are 4 types of tenants:

1. Warehouse Distribution
2. E-commerce Fulfillment
3. Light Industrial Manufacturing
4. Food User/Freezer-Cooler

At the prior hearing, Board Engineer Polyniak raised the concern that the drivers may cut through the site in order to avoid traffic congestion on either Route 17 or Maywood Avenue. He asked if the design

team had discussions on how to avoid this situation. Mr. Davis admitted that they had not considered this but will work with the design team to address this issue. Board Engineer Polyniak referenced Mr. Harter's testimony that tractor trailers traveling north on Maywood Avenue needed to have the option to make a left turn into the subject property. He asked Mr. Davis to explain this further given that access is available from Route 17 North. Mr. Davis responded that the flexibility to access the property from two points is attractive for potential tenants especially given the congestion on Route 17 North. Board Engineer Polyniak inquired if an analysis was conducted on the travel time difference utilizing Maywood Avenue making a left turn in vs. Route 17 North. He noted that from the subject property south to nearly Essex Street, the properties are all residential. Mr. Davis deferred to traffic engineer John Harter but would consider acquiring the data. He added that the site was previously a warehouse and Myron Manufacturing directly north utilizes Maywood Avenue.

Chairperson Panny invited the Board Planner Michael Kauker to ask questions of Mr. Davis but he felt that Board Engineer Polyniak addressed all of his questions. She asked Mr. Kauker about the approximately 180 employees noted in his 12/23/21 memo marked as Exhibit PB-3. He explained that that number was based on a water consumption figure included in a report prepared by the Applicant. He believes that the number of employees would be included in the trip generation analysis. He asked Mr. Davis if the 180 employees estimate was consistent with the employee projection. Mr. Davis believes that the 180-employee estimation seemed accurate as it could be anywhere between 100-200 employees depending on the type of tenant facility. Board Attorney Kaczynski clarified that when Mr. Davis spoke about trip generation, he was not testifying as a traffic engineer but instead based on his experience as the operator. She requested the address of the Woodridge facility and he replied the address is 5 Ethel Boulevard in Woodridge. Of the seven 300,000-400,000 square foot buildings, she asked which types of facilities they operated as. He answered that he would need to investigate further and could not provide an accurate answer at the moment. Board Attorney Kaczynski asked about a condition of approval in which each tenant would acquire their own Certificate of Occupancy (CO) identifying the number of parking spaces, any easements, or other negotiation so the Borough had a better understanding of each tenant and their needs. Mr. Davis was agreeable to that condition.

Chairperson Panny invited the Board Traffic Engineer Brian Intindola to ask questions of Mr. Davis. Board Traffic Engineer Intindola asked about the Woodridge facility specifically that the trailer parking was comprised almost entirely of single unit refrigerator trucks. Mr. Davis answered that he was unaware of any issues at the Woodridge facility. He explained that the Borough of Woodridge code requires property owners to come before them prior to issuing a CO for each tenant. He added that that there are two tenants at that building; one is a food company and the other is a logistics company that does not use trucks so their parking spaces were sublet with the Borough and Duke Realty's approval. Board Traffic Engineer Intindola has concerns about single unit refrigerator trucks being used at the proposed building.

Chairperson Panny invited the Board members to ask questions of Mr. Davis. She asked how the satellite parking area would be used. Mr. Davis answered that the area would be used for passenger vehicle parking but may change based on tenant needs with Board approval. John Gargagliano clarified that the 309 proposed parking spaces are for passenger vehicles which may include delivery vans. Mr. Davis noted that that the Applicant is proposing 72 trailer parking spaces. Mr. Gargagliano also has concerns about refrigerator trucks since they are required to run if they contain products. Vice Chairperson Paul Kuhn inquired how the Board could prevent stacked trailer storage. Mr. Davis answered that Borough land use code would likely be prohibit stacked trailers. He explained that the loading area will not be visible from the street and they would not permit tenants to load outside of the

designated area. He stated that shipping containers would be present but would never be stacked. Vice Chairperson Kuhn cited the UPS distribution center in Saddle Brook and asked about screening from the adjoining roadways. Mr. Davis replied that Duke Realty wants to ensure that the property is well maintained and believe that they are proposing ample landscape screening. He suggested that the renderings provided by the Applicant's architect would help the Board visualize the proposed building. Chairperson Panny questioned if the 180 employees estimate was for one tenant and could increase with multiple tenants. Mr. Davis answered that the 100-200 employee estimate is calculated based on building size so he doesn't believe it would change if the building was subdivided. Gary Neumann asked who was responsible for exterior property maintenance and Mr. Davis answered that the tenant is responsible for the trailer court but Duke Realty would maintain landscaping, roofing, etc. Mr. Neumann referenced pallet stacking and shrink wrap litter. Mr. Davis believes that the standards of care in the tenant lease would ensure that the property is maintained. Geoffrey Smith inquired about the typical vehicles utilized at the seven similarly sized facilities. Mr. Davis reviewed his files for the seven similarly sized buildings and answered that the types of tenants for these buildings varies such as a pharmaceutical warehouse, medical equipment supplier, electric supply warehouse, UPS packaging facility, Home Depot bulk storage and a logistics company. He stated that all the tenants have varied operational needs and used various types of vehicles.

Chairperson Panny invited the members of the public to ask questions of Mr. Davis but no one came forward.

Chairperson Panny invited the Board members to ask questions of the Applicant's engineer Alex Lomei who testified at the previous hearing. Douglas Herrick asked if the Applicant considered the future widening of Route 17 North when designing the site and the proposed acceleration/deceleration lane. Mr. Lomei deferred that question to traffic engineer John Harter but added that the building and on-site circulation lanes are set back from Route 17.

Chairperson Panny invited the members of the public to ask questions of Mr. Lomei but no one came forward.

Board Engineer Polyniak asked about adding sidewalks on-site for pedestrians. Mr. Lomei answered that he is reviewing the plans to see if sidewalks can be added but is limited because of the restored wetlands and the southern property line. He believes that sidewalks from the satellite parking area to the building may be possible. Board Engineer Polyniak inquired if Mr. Lomei thought that pedestrians walking on the roadway would be safe. Mr. Lomei answered that there are safety concerns but the constraints of the wetlands and southern property line make installing a sidewalk unfeasible. Board Engineer Polyniak questioned if the Applicant had considered reducing access to the driveway by making it one way out in order to fit a sidewalk thereby making the site pedestrian safe. Mr. Jaworski does not believe that they can accommodate adding a sidewalk from Maywood Avenue to the building. Board Engineer Polyniak repeated that a sidewalk is necessary even if doing so changes the access pattern. He then asked about providing access to the wetlands area by installing a boardwalk style pathway. Mr. Lomei answered that he has looked into it but believes that NJDEP will not permit it in the transition area. He thinks he can propose a partial pathway but does not expect it to encircle the wetlands. Regarding the widening of Maywood Avenue, Board Engineer Polyniak asked if the NJDEP will permit it given the proximity to the wetlands transition area. Mr. Lomei understands that NJDEP would consider the area as previously disturbed. When Board Engineer Polyniak questioned the replacing the sidewalk in the proposed widened area, Mr. Lomei deferred to traffic engineer John Harter. Board Engineer Polyniak asked about Mr. Lomei's discussion with Bergen County regarding the

Maywood Avenue intersection but Mr. Lomei deferred to traffic engineer John Harter. Mr. Jaworski explained that the Applicant has had meetings with Bergen County but approval has not been given. Board Engineer Polyniak asked about utility capacity such as fire flow tests for water usage and firefighting and off-site sewer analysis. Mr. Lomei replied that he would need to check on sewer capacity but historically a flow test was done on-site for water capacity and will serve for electric and gas.

Chairperson Panny invited the Board Planner Michael Kauker to ask questions of Mr. Lomei. Board Planner Kauker believes there is a 40' area between the restored wetlands buffer and the right-of-way to accommodate a viewing area near the restored wetlands. Mr. Lomei agreed to review the suggestion. Board Traffic Engineer Brian Intindola believes that not having pedestrian access from Maywood Avenue could be a liability issue for the Borough if there is an approval specifically related to ADA accessibility. Mr. Jaworski stated that the site will be ADA compliant but Board Traffic Engineer Intindola believes that not having the sidewalk would violate ADA requirements. He also added that LEAD silver certification includes tie-in with the community. Mr. Jaworski repeated that the site will be ADA compliant. Board Traffic Engineer Intindola asked if there was an ADA path from Maywood Avenue to the building and Mr. Jaworski answered no. Derek Eisenberg would like to echo Board Engineer Polyniak and Board Traffic Engineer Intindola's concerns about the lack of a sidewalk from Maywood Avenue. He believes that the employees should be able to walk to local businesses. He asked if a sidewalk could be installed on the southern side of the wetlands. Mr. Lomei does not believe that the NJDEP would permit a sidewalk that close to the wetlands transition area. Mr. Eisenberg suggested a boardwalk style pathway. Mr. Lomei does not believe that it is feasible but will check.

Councilperson Ryan Ullman stated that a resident typed a question in the Zoom chat box which he read into the record. Kenia Reyes of 129 Maywood Avenue asked:

What happens to our children who walk to the Maywood Avenue School?

Ms. Reyes joined the meeting and explained that her question was for Mr. Lomei. She has safety concerns since children walk along Maywood Avenue to school and tractor trailers are turning into the site. She asked what safety measures are proposed. Mr. Jaworski answered that traffic engineer John Harter testified that 3 tractor trailers will be entering the site during the AM Peak Hour. He will be meeting with Bergen County regarding the intersection and promised to cooperate with the County and the Borough to ensure that the intersection is safe including sidewalks and signage.

Chairperson Panny invited the Board professionals to ask questions of traffic engineer John Harter. Board Engineer Polyniak asked about pedestrian safety given that there is no proposed sidewalk from Maywood Avenue. Mr. Harter answered that the Applicant is providing sidewalk along the Maywood Avenue perimeter. He deferred to site engineer Alex Lomei about interior pedestrian access. He said it was common to see pedestrians walking from a parking lot to a building without a sidewalk. He reviewed the Bohler Engineering site plans dated 11/18/21 that were marked as Exhibit A-2 and believes that the interior roadway would be sufficiently wide enough for pedestrian and vehicular traffic. Regarding the Maywood Avenue intersection, Board Engineer Polyniak asked about the discussions with Bergen County. Mr. Harter answered that the original project was retail which is considered more intensive than what is proposed and they considered a traffic light. Based on the proposed use, Bergen County did not feel that a traffic signal was warranted. They reviewed several options with Bergen County and the proposed plan includes guidance from Bergen County. Mr. Harter contacted Eric Timsak at Bergen County regarding Board Traffic Engineer Intindola's point about crosswalk restrictions. Mr. Timsak suggested a meeting with the Applicant, the Applicant's experts and Board professionals. Board Engineer Polyniak asked if the request to widen Maywood Avenue came from the

Applicant or Bergen County. Mr. Harter answered that here was a lot of collaboration and the goal was to allow traffic to bypass a truck waiting to turn left into the site while minimizing the Maywood Avenue widening. Board Engineer Polyniak referenced Mr. Davis' testimony regarding the 4 types of tenants and asked how Mr. Harter addressed the potential different trip generation numbers for each tenant in his report. Mr. Harter replied that his report was based on the 2019 study of 4 facilities in southern New Jersey which the NJDOT accepted. Board Engineer Polyniak asked for confirmation that Mr. Harter's trip generation numbers would not change based on the type of tenant. Mr. Harter explained that the trip generation data has ranges similar to how Mr. Davis estimated the number of employees. He disagreed with Board Planner Kauker's assessment in his 12/23/21 report marked as Exhibit PB-3 that high cube fulfillment center warehouse is among the lowest traffic and parking demand generators of the five types of warehouses. Mr. Harter stated that according to ITE, high cube fulfillment center warehouse is the second most intensive use. He summarized that his analysis was conservative regarding trip generation. Board Engineer Polyniak questioned if Mr. Harter's projection would be considered a worst-case scenario. Mr. Harter stated that there was one other type of warehouse which was more intense. Board Engineer Polyniak cited Mr. Harter's previous testimony that tractor trailer left-turn in from Maywood Avenue was imperative and Mr. Davis' testimony was that it was imperative due to activity on Route 17. Board Engineer Polyniak asked why the tractor trailer left-in in from Maywood Avenue was so imperative. He asked if there was any analysis on the impact of all vehicles having the right-turn out to Maywood Avenue and not permitting the left-turn in from Maywood Avenue. Mr. Harter replied that there was no analysis of that scenario. He said that he testified about the flexibility of the dual access but does not recall using the term imperative. He repeated his previous testimony that the biggest challenge was vehicles exiting the site during the PM Peak Hour but traffic would back-up on the property and not impact the public right-of-way. Board Engineer Polyniak agreed that emergency vehicle access from Maywood Avenue is necessary but does not believe that it is necessary that tractor trailers need to make a left-turn in from Maywood Avenue when Route 17 is available. He summarized that Mr. Harter has not provided data that supports that the Level of Service is dramatically decreased if the left-turn option from Maywood Avenue is removed. Mr. Harter responded that the left-turn in would operate with a fine Level of Service and reminded the Board that warehousing is a permitted use, the use was active for many decades and residents are aware of the industrial nature of the property. Mr. Jaworski suggested that representatives of the Board, Borough and Applicant meet with Bergen County to discuss the proposed intersection. Board Engineer Polyniak was amenable to that suggestion.

John Gargagliano confirmed with Mr. Harter that the proposed widening of Maywood Avenue would be for both sides of the street. He then asked how many homes would be affected by the proposed widening. Mr. Harter answered that the widening would be for 300' in total. Mr. Gargagliano calculated that the widening would affect 6 homes based on 50' lot widths and Mr. Harter concurred.

Board Traffic Engineer Intindola asked for insight in what he considers conflicting information from the Applicant. Specifically, he explained that the Applicant is stating that the trip generation has already been anticipated by having the permitted use in the master plan and ordinance however, the NJDOT permit required new trip generation data for a relatively new land use of fulfillment center warehouse. Mr. Jaworski answered that there is substantial case law supporting that permitted uses anticipate off-site traffic conditions. Board Attorney Kaczynski asked why Mr. Harter had to conduct his own research to create trip generation data for the NJDOT permit instead of utilizing existing ITE trip generation information. Mr. Harter answered that land uses evolve over time. He stated that ITE attempts to keep up with land use changes and provided an example that the warehousing category now includes 5 different types of warehouse uses. In 2019, he was preparing for a large fulfillment center

application and the ITE projections were limited. His office and the NJDOT agreed that the data was not reliable. Therefore, Mr. Harter's office studied four locations in southern New Jersey to establish trip generation data. He explained that Mr. Davis believed that a fulfillment center warehouse would be the appropriate land use for the proposed building and Mr. Harter provided his research. Board Attorney Kaczynski confirmed that the NJDOT accepted Mr. Harter's data for the 2019 project but has not yet updated their website. She asked if any portion of Mr. Harter's traffic analysis was based on Sears distribution center trip generation from decades ago. Mr. Harter answered that he included the no-build condition which was based on the Sears distribution facility. He explained that the NJDOT has the no-build scenario based on the Sears distribution center even though the facility is not active. He acknowledged that the NJDOT approach is more theoretical.

Geoffrey Smith confirmed that the trip generation data cited in Mr. Harter's analysis (Exhibit A-7) was based on his 2019 research for the four locations in southern New Jersey. Mr. Smith then questioned if the seven similarly sized Duke Realty sites have similar traffic generation data. Mr. Davis did not have that data available but believes that they would be a mix of the ITE uses in the warehouse category. Mr. Smith requested that the Board be provided with that data for comparison purposes. Mr. Davis agreed to look for the requested information.

Chairperson Panny invited the public to ask questions of Mr. Harter. Chris Tuttle of 648 Edell Avenue asked if Mr. Harter knows the number of loading docks at the Sears distribution center versus what is being proposed. Neither Mr. Harter nor Mr. Davis had the answer to that question. Mr. Tuttle confirmed with Mr. Lomei that the number of loading docks proposed was 35. Mr. Tuttle inquired if the Applicant could review and provide the number of proposed commercial vehicle parking spaces versus the Sears distribution center. Mr. Tuttle asked what the proposed exterior building material would be. Board Attorney Kaczynski answered that the question would be for the Applicant's architect. Mr. Davis answered the proposed exterior finish is primarily concrete panels with metal panels in the office area. Mr. Jaworski advised that the Applicant may not be able to provide answers to some of Mr. Tuttle's questions regarding the Sears distribution center.

Tracey Tronolone of 166 Maywood Avenue misunderstood that only questions were being asked and will save her comments for a later time.

John Brown of 41 Stelling Avenue confirmed that the trip generation data for the Sears distribution center was modeled and not based on actual traffic counts. Mr. Brown asked for clarification as the proposed building is 33% larger than the Sears distribution center but Mr. Harter's traffic analysis (Exhibit A-7) provides Table 2 that shows that there will be a 31% decrease in trip generation. Mr. Harter explained that the Sears distribution center would be considered the highest intensity of the 5 types of warehouses in the category. Mr. Brown thought that a fulfillment center warehouse would have a higher trip generation.

Board Attorney Kaczynski confirmed that the Sears distribution center would be most akin to the warehouse distribution tenant type that Mr. Davis testified to earlier. Mr. Harter clarified that the proposed building would more likely be a fulfillment center warehouse and the Sears distribution center would be considered a parcel hub warehouse.

Jay Schlossareck of 30 Orchard Place has personally observed the Sears distribution center when it was active and advised that tractor trailers did not utilize the Maywood Avenue access since the area was fenced off permitting access only to the employee parking lot. He asked how Mr. Harter can compare

the trip generation data for the proposed building to the Sears distribution center when the access was so dissimilar. He inquired if recent traffic counts were conducted. Mr. Harter replied that traffic counts were conducted at the intersections of Maywood Avenue and Beech Street and Maywood Avenue and Howcroft Road. Mr. Harter believes that the facility was designed for trucks to access Maywood Avenue.

Board Attorney Kaczynski noted the time. Mr. Jaworski stated that he has two additional witnesses to testify but suggested that they testify at the next meeting. He will schedule a meeting with Bergen County and representatives from the Board and Applicant regarding Maywood Avenue access. He requested a continuation. Chairperson Panny expects a report from the Shade Tree Commission regarding their 1/31/22 on-site meeting. Councilperson Jacqueline Flynn answered that a report from the Shade Tree Commission arborist will be forthcoming. Board Attorney Kaczynski clarified that Councilperson Flynn is the Council liaison to the Shade Tree Commission. Board Attorney Kaczynski announced to the public that the hearing was adjourned to the following meeting on Thursday, 2/24/22 at 7:30pm via Zoom with no requirement for the Applicant to provide additional public notice.

Informal Hearing None

Closed Session None

Old Business None

New Business

- 2022 Maywood Planning Board Membership List

Open Meeting to the Public

Adjournment

A motion to adjourn the meeting was made by Derek Eisenberg. Geoffrey Smith seconded the motion. All members present voted in favor of the motion. The meeting was adjourned at 10:17pm.

Respectfully submitted,

Tara Grunstra
Planning Board Recording Secretary