



THE BOROUGH OF HIGHTSTOWN PLANNING BOARD

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PLANNING BOARD REGULAR VIRTUAL MEETING AGENDA **MONDAY, MARCH 14, 2022 - 7:30 P.M.**

www.zoom.com

Meeting ID: 860 8909 2616

Passcode: nynE2L

<https://us06web.zoom.us/j/86089092616?pwd=SlhXNkI4aEJWVkJZBL2o2NUhkV1EzQT09>

By Phone:

(929) 205-6099

Meeting ID: 860 8909 2616#

Passcode: 818561#

PLEASE TURN OFF ALL CELL PHONES DURING YOUR ATTENDANCE AT THIS MEETING TO AVOID SOUNDS/RINGING OR CONVERSATIONS THAT MAY INTERFERE WITH THE RECORDING OR THE ABILITY OF ATTENDEES TO HEAR THE PROCEEDINGS. THANK YOU FOR YOUR COOPERATION.

Meeting called to order by Chairperson Beverly Asselstine

STATEMENT: Adequate notice of this meeting has been given in accordance with the Open Public Meetings Act, pursuant to Public Law 1975, Chapter 231. Said notice was advertised in the Trenton Times and Windsor-Hights Herald as required by law and is posted on the Hightstown Borough website.

Flag Salute

Roll Call – Planning Board

Approval of Agenda

Approval of Minutes February 14, 2022 – Regular Virtual Meeting

Public Comment

Old Business Housing Element and Fair Share Plan DRAFT
Ordinance/Website changes – Continued discussion

New Business

Committee and Professional Reports

Chairman and Board Member Comments

Adjourn



**THE BOROUGH OF HIGHTSTOWN
PLANNING BOARD**

REGULAR VIRTUAL MEETING MINUTES
FEBRUARY 14, 2022, 7:30 P.M.

OPEN SESSION

Bev Asselstine, Chairperson, called the meeting to order at 7:33 p.m. and read the Open Public Meetings Act statement: "Adequate notice of this meeting has been given in accordance with the Open Public Meetings Act, pursuant to Public Law 1975, Chapter 231. Said notice was sent to the Trenton Times and the Windsor-Hights Herald and is posted on the Borough's website. Due to Covid-19 and self-distancing protocols, this meeting was held remotely through www.zoom.com."

Flag Salute, led by Steve Misiura

Roll Call – Planning Board

	PRESENT	ABSENT	LATE ARRIVAL
Mayor Quattrone	X		
Councilman Misiura	X		
Ms. Asselstine, Chair	X		
Ms. Jackson, Vice-Chair	X		
Mr. Laudenberg	X		
Mr. Searing	X		
Ms. Watkins	X		
Mr. Balcewicz, Alt. #1	X		
Mr. Cabot, Alt. #2	X		
Mr. Gainey	X		
Mr. Yandoli	X		

Also in attendance: Jane Davis (Planning Board Secretary), Scott Miccio (Attorney), Carmela Roberts (Engineer), Brian Slaugh (Planner), George Chin (Construction/Zoning Official), Lorali Totten (Crest Engineering), Fariha Mahjabin (Ecogy), Michael Shanko Jr., Sanjeev Puri (Peddie), Michael Butler (Peddie Attorney?), Pam Lewis, Shelby Hang & John.

Approval of Agenda

Ms. Asselstine states that there are 2 items on the Agenda tonight to make note of. Planning Board Application #PB2022-02 and an item under new business to consider the final resolution memorializing any approval of said application. No assumptions were made about the outcome. The applicant has requested this to maintain the urgency of their construction timeline.

Ms. Asselstine asks if there are any comments or questions on the Agenda. With no comments being made she asks for a motion to approve the Agenda.

Motion made by Mayor Quattrone and seconded by Mr. Cabot to approve the agenda for the February 14, 2022 Planning Board Agenda.

Roll Call Vote: Mayor Quattrone, Mr. Misiura, Ms. Asselstine, Ms. Jackson, Mr. Laudenberg, Mr. Searing, Ms. Watkins, Mr. Balcewicz, Mr. Cabot, Mr. Gainey & Mr. Yandoli. Motion passed 11-0.



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Approval of Minutes

Ms. Asselstine presents the meeting minutes from the regular virtual meeting on January 10, 2022 and asks the Board if there are any comments. There being no comments, Ms. Asselstine asks for a motion to approve the minutes. Motion made by Mr. Laudemberger and seconded by Mr. Gainey.

Roll Call Vote: Mayor Quattrone, Mr. Misiura, Ms. Asselstine, Ms. Jackson, Mr. Laudemberger, Mr. Searing, Ms. Watkins, Mr. Balcewicz, Mr. Cabot, Mr. Gainey & Mr. Yandoli. Motion passed 11-0

Public Comment

Ms. Asselstine invites members of the public to comment on items not on the Agenda. There being no comments, public comment is closed.

**Public Hearing – Application #PB2022-02 – Peddie School – Preliminary & Final Site Plan
Parking Lot Reconfiguration & Solar Panels**

Hearing transcription is as follows:



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HIGHTSTOWN PLANNING BOARD MEETING – MONDAY, FEBRUARY 14, 2022

HEARING APPLICATION #PB2022-02

MS. ASSELSTINE: OKAY, SO WE ARE OPENING THE PUBLIC HEARING ON APPLICATION TO THE PLANNING BOARD 2022-02 PEDDIE SCHOOL REQUESTING PRELIMINARY AND FINAL SITE PLAN FOR PARKING LOT RECONFIGURATION AND INSTALLATION OF SOLAR PANELS. JUST TO GIVE AN OVERVIEW OF HOW WE WILL PROCEED, UM, WE WILL HAVE OUR PRESENTERS INTRODUCE THEMSELVES AND FOR THEIR PROFESSIONALS PRESENT THEIR CREDENTIALS. AND WHEN ACCEPTED, OUR, OUR PLANNING BOARD ATTORNEY WILL SWEAR YOU IN. AND THEN WE WILL PROCEED WITH YOUR PRESENTATION. AND WE'LL TAKE QUESTIONS FROM THE BOARD ON THE, THE PRESENTATION, AND THEN WE'LL GO TO OUR PROFESSIONALS, THE, OUR BOROUGH PLANNING BOARD PLANNER AND OUR ENGINEER AND OUR ATTORNEY. AND THEN ACTUALLY GEORGE CHIN, OUR CODE ENFORCEMENT OFFICIAL WILL ALSO MAKE SOME COMMENTS. AND THEN WE WILL GO TO BOARD COMMENTS AND QUESTIONS, AND THEN WE WILL OPEN IT UP FOR PUBLIC COMMENT. ALL RIGHT, ANY QUESTIONS ABOUT THAT?

MR. MISIURA: BEV?

MS. ASSELSTINE: YEAH. OH, I'M SORRY, STEVE. YEP.

MR. MISIURA: YES. I BELIEVE I HAVE TO RECUSE MYSELF. I'D LIKE THAT. SCOTT, TO REVIEW THE RULES. I LIVE ACROSS THE STREET FROM PEDDIE SCHOOL. I GOT NOTICED. IF HE COULD JUST CONFIRM THE CIRCUMSTANCES THAT WE HAVE TO RECUSE OURSELVES.

MS. ASSELSTINE: YEAH. SCOTT, YOU'RE ON MUTE.

MR. MICCIO: I DON'T THINK THERE'S ANY REQUIREMENT THAT YOU RECUSE YOURSELF, BUT YOU CERTAINLY MAY.

MR. MISIURA: OKAY, EVEN IF I'M WITHIN 200 FEET OF THE PROPERTY,

MR. MICCIO: I CAN DOUBLE CHECK THAT AS WE GO, BUT I THINK YOU YOU CAN PARTICIPATE IF YOU'D LIKE.

MR. MISIURA: OKAY.

MR. CABOT: BEV, MINE'S A LITTLE MORE COMPLICATED.

MS. ASSELSTINE: YEAH, RAY.

MR. CABOT: I'M AN EMPLOYEE OF THE PETTY SCHOOL. SO I BELIEVE I SHOULD RECUSE MYSELF FROM THIS CONVERSATION. I'LL STAY ON THE CALL AND PARTICIPATE AT THE END OF THE MEETING. BUT IN TERMS OF THIS PARTICULAR APPLICATION, I PROBABLY SHOULD RECUSE MYSELF.

MR. MICCIO: AND THAT'S AN EASIER ONE RAY, AND I AGREE WITH THAT ONE.

MS. ASSELSTINE: YOU CAN PUT YOURSELF ON MUTE AND TAKE YOURSELF OFF CAMERA. AND, CHRIS, I BELIEVE YOU WERE ALSO A NOTICED PROPERTY OWNER?



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- MR. YANDOLI: THAT'S CORRECT. SO, IF I MEAN, STEVE, IF YOU'RE COMFORTABLE PARTICIPATING, I WILL OTHERWISE I CAN SIT IT OUT.
- MR. MICCIO: I'LL DOUBLE CHECK THAT AS WE GO, YOU WON'T BE PARTICIPATING IN THE CONVERSATION OR THE VOTE TILL LATER ON. SO, I'LL DOUBLE CHECK THAT THAT'S IT.
- MR. MISIURA: YEAH, LET US KNOW IF YOU HAVE TO RECUSE OURSELVES, OTHERWISE, I'LL, I'LL PARTICIPATE.
- MR. MICCIO: WILL DO.
- MR. BUTLER: YEAH, I MEAN, THIS IS MICHAEL BUTLER. NO, I THINK NORMALLY WHEN AT LEAST IT'S BEEN IT'S BEEN MY EXPERIENCE WHEN SOMEBODY IS RECEIVING A NOTICE AND THEY'RE WITHIN 200 FEET OF THE PROPERTY. NORMALLY, THEY DO RECUSE THEMSELVES. BECAUSE THEY WOULD HAVE A VESTED INTEREST IN THE OUTCOME OF THE OF THE APPLICATION.
- MR. SLAUGH: I WOULD SAY THAT TO NORMAL PRACTICE, IT LOOKS LIKE MR. BUTLER.
- MR. MICCIO: THAT, I'LL CONFIRM THAT, BUT THANKS FOR THAT, MR. BUTLER.
- MS. ASSELSTINE: OKAY. SO, MICHAEL BUTLER, ARE YOU GOING TO INTRODUCE EVERYONE AND PRESENT THE CREDENTIALS? OKAY, WHY DON'T WE MOVE FORWARD WITH THAT?
- MR. BUTLER: NOT A PROBLEM. SO, ONCE AGAIN, GOOD EVENING, HAPPY VALENTINE'S DAY. IT'S BETTER THAT WE'RE IN HERE TOGETHER THAN OUTSIDE IN THE COLD. MY NAME IS MICHAEL BUTLER AND I REPRESENT THE APPLICANT THE PEDDIE SCHOOL. I'M FROM THE LAW FIRM OF ECKERT SIEMENS. I HAVE THREE WITNESSES TONIGHT. ONE IS A PROFESSIONAL, THAT'S LORALI TOTTEN OF CREST ENGINEERING. SHE'S GOING TO BE PROVIDING, UM, ENGINEERING AND PLANNING TESTIMONY. I ALSO HAVE SANJEEV PURI OF THE PEDDIE SCHOOL. AND FARINA MAHJABIN OF ECOGY ENERGY AND I DON'T, DO YOU WANT YOU WANT THEM ALL SWORN IN AT THE SAME TIME ARE YOU WANT LORALI TO GIVE HER CREDENTIALS?
- MS. ASSELSTINE: UM, I, WE CAN SWEAR THEM ALL IN AT THE SAME TIME BUT LET'S GO THROUGH THEIR CREDENTIALS INDIVIDUALLY.
- MR. BUTLER: OKAY. ALRIGHT, SO FIRST, LET'S DO THIS TO LORALI SINCE SHE'S GOING TO BE GIVING THE, THE PLANNING TESTIMONY AND THE ENGINEERING TESTIMONY. SO,
- MS. TOTTEN: GOOD AFTERNOON EVERYONE, LORELEI TOTTEN CREST ENGINEERING ASSOCIATES, INC, MILLSTONE TOWNSHIP, NEW JERSEY. I AM A PROFESSIONAL ENGINEER AND A PROFESSIONAL PLANNER. I GRADUATED FROM LEHIGH UNIVERSITY IN 1977. AND I'VE BEEN A PRINCIPAL WITH CREST SINCE 1999, AND EMPLOYEE WITH CRESTS SINCE 1994. AND I LET'S SEE WHAT ELSE I'VE SO I'VE BEEN PRACTICING FOR 44 YEARS WITH 39 YEARS AS A LICENSED ENGINEER, AND 36 YEARS AS A LICENSED PLANNER. MY NEW JERSEY ENGINEERING PLANNING AND ENGINEERING AND PLANNING LICENSE ARE BOTH ACTIVE AT THIS TIME. I HAVE TESTIFIED BEFORE THIS BOARD, ALTHOUGH NOT THIS SELECTION BOARD MEMBERS, A NUMBER OF TIMES IN THE PAST BOTH AS A PLANNER AND AN ENGINEER, OR PEDDIE SCHOOL AS WELL AS FOR OTHER APPLICANTS, ALONG WITH MANY



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- MS. TOTTEN: OTHER MUNICIPALITIES IN MONMOUTH AND MIDDLESEX AND OTHER COUNTIES IN NEW JERSEY.
- MS. ASSELSTINE: OKAY, ANY CONCERNS WITH MISS TOTTEN'S CREDENTIALS?
- MR. SLAUGH: I THINK THE BOARD'S ACCEPTED HER AS AN EXPERT PREVIOUSLY, SO IT WOULD MAKE SENSE TO ACCEPT HER FOR THIS APPLICATION.
- MS. ASSELSTINE: OKAY, I WOULD AGREE WITH THAT HEARING NO QUESTIONS. WE ACCEPT A NEXT.
- MR. BUTLER: PERFECT THANK, THANK YOU VERY MUCH. NEXT IS SANJEEV PURI HE IS A REPRESENTATIVE OF THE PEDDIE SCHOOL, SANJEEV IF YOU COULD JUST TELL THE BOARD, YOUR NAME, YOUR, YOUR TITLE WITH THE PEDDIE SCHOOL HOW LONG YOU'VE BEEN WITH, WITH, WITH THE PEDDIE SCHOOL.
- MR. PURI: THANK YOU SO MUCH. GOOD EVENING, EVERYBODY. MY NAME IS SANJEEV PURI AND I DID A PEDDIE SCHOOL SINCE SEPTEMBER 1ST OF 2021. I'M MY OFFICIAL TITLE IS THE ASSISTANT HEAD OF FINANCE AND OPERATIONS. I MANAGE ALL NON-ACADEMIC OPERATIONS FOR THE SCHOOL. AND I HAVE ABOUT 25 YEARS OF PROFESSIONAL EXPERIENCE IN THE FINANCE AND OPERATIONS AREA. I CAME TO IT FROM WOODSTOCK SCHOOL AND INTERNATIONAL BOARDING SCHOOL IN INDIA. AND BEFORE THAT I WAS ABOUT I SPENT ABOUT 16 YEARS IN CALIFORNIA, IN THE TECHNOLOGY INDUSTRY IN A VERY SIMILAR ROLE. SO VERY HAPPY TO BE HERE.
- MR. BUTLER: THANK YOU. AND THE FINAL WITNESS IS FARIHA MAHJABIN FROM ECOGY ENERGY. SHE'S ALSO ON THE ON THE ZOOM CALL FOR YOU, IF YOU COULD JUST INTRODUCE YOURSELF TO THE BOARD. JUST GIVE YOUR GENERAL CREDENTIALS AND YOUR POSITION AT ECOLOGY.
- MS. MAHJABIN: YEAH, OF COURSE. HI, EVERYONE. MY NAME IS FARIHA MAHJABIN. I'M A JUNIOR PRODUCT MANAGER AT ECOGY ENERGY, AND I'VE BEEN WITH ECOGY SINCE OCTOBER 2021. I'M IN CHARGE OF PROJECTS IN NEW YORK, NEW JERSEY AND PENNSYLVANIA TERRITORY, MAINLY FOCUSING ON THE INTERCONNECTION, PERMITTING, AND SERVING AS A LIAISON BETWEEN DEPARTMENTS WHO'S IN ECOLOGY AND OTHER COUNTERPARTIES. I HOLD A BACHELOR OF SCIENCE IN CHEMICAL ENGINEERING FROM NEW YORK UNIVERSITY.
- MS. ASSELSTINE: ANY QUESTIONS?
- MR. BUTLER: NOT TO SAY THAT THOSE ARE MY THREE WITNESSES FOR THIS EVENING. THANK YOU.
- MS. ASSELSTINE: ALL RIGHT. ANY QUESTIONS? ANY CONCERNS EVERYONE COMFORTABLE. ALL RIGHT. WE ACCEPT ALL OF YOUR, YOUR PROFESSIONALS. SCOTT, CAN YOU SWEAR EVERYONE IN?
- MR. MICCIO: SURE. IS FIRST QUESTION FOR MR. BUTLER, IS MISS MAHJABIN TESTIFYING AS AN EXPERT OR JUST A FACT WITNESS TONIGHT?
- MR. BUTLER: SHE, SHE'S TESTIFYING AS A FACT WITNESS. SO. SORRY, GO AHEAD.
- MR. MICCIO: YEAH, SO IT'S JUST MS. TOTTEN, RIGHT?
- MR. BUTLER: YEAH, MISS, MISSTOTTEN IS TESTIFYING AS AN ENGINEER AND A PLANNER.



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- MR. MICCIO: OKAY, GREAT. SO I'LL HAVE YOUR THREE WITNESSES AND BRIAN SLAUGH AND CARMELA ROBERTS, THE BOROUGH ENGINEER, THE BOROUGH PLANNER AND BOROUGH ENGINEER. RAISE YOUR RIGHT HANDS, PLEASE.
- MS. ASSELSTINE: GEORGE HAS JOINED AS WELL. SCOTT, CAN YOU SWEAR IN GEORGE?
- MR. MICCIO: SO, GEORGE, THE CONSTRUCTION OFFICIAL, PLEASE RAISE YOUR RIGHT HAND AS WELL. DO YOU ALL SWEAR TO TELL THE TRUTH, THE WHOLE TRUTH AND NOTHING BUT THE TRUTH? SO HELP YOU GOD?
- ALL WITNESSES: I DO.
- MR. MICCIO: LET THE RECORD REFLECT THAT ALL WITNESSES HAVE BEEN SWORN IN.
- MS. ASSELSTINE: THANK YOU. ALL RIGHT. THE FLOOR IS YOURS.
- MR. BUTLER: THANK YOU ONCE AGAIN. SO ONCE AGAIN, MY NAME IS MICHAEL BUTLER AND I REPRESENT THE PEDDIE SCHOOL. WE'RE HERE TONIGHT. WELL, FIRST, LET ME LET ME DEAL WITH JURISDICTION. THE NOTICE FOR THIS APPLICATION WAS PUBLISHED IN THE WINDSOR HERALD ON THE FOURTH OF FEBRUARY AND NOTICE WAS PROVIDED TO THE SURROUNDING PROPERTY OWNERS, UM, INCLUDING, UM, THE TWO GENTLEMEN FROM THE BOARD WHO HAVE TO RECUSE THEMSELVES TONIGHT. AND I WOULD ASK THE BOARD IF THE BOARD TAKE JURISDICTION OVER THIS APPLICATION?
- MR. MICCIO: YES, THE BOARD DOES HAVE JURISDICTION MR. BUTLER AND CONFIRM THOSE TWO INDIVIDUALS SHOULD RECUSE TODAY.
- MR. BUTLER: OKAY, PERFECT.
- MS. ASSELSTINE: SO, STEVE AND CHRIS GO ON MUTE. OKAY,
- MR. BUTLER: SO, THE APPLICANTS NAME IS THE PEDDIE SCHOOL, IT'S AN ESTABLISHED SCHOOL IN THE IN TOWN, ALTOGETHER 292 ACRES BOTH IN HIGHTSTOWN AND IN EAST WINDSOR, IN HIGHTSTOWN, IS DESIGNATED AS BLOCK 53 LOT 1.02. AND IT'S IN THE R1 ZONING DISTRICT. UM, TONIGHT, WE'RE ASKING FOR PRELIMINARY AND FINAL SITE PLAN APPROVAL TO RECONFIGURE THE EXISTING PARKING LOT BY THE ATHLETIC CENTER, UM, FOR TWO REASONS. ONE, TO REALIGN THE ENTRANCE AND ALLOW FOR A BETTER, MORE EFFICIENT PICKUP AND DROP OFF OF STUDENTS. AND TWO, TO ALLOW FOR THE INSTALLATION OF A SOLAR CANOPY SYSTEM, UM, ABOVE THE EXISTING PARKING LOT. UM, THERE ARE TWO VARIANCES THAT ARE ASSOCIATED WITH THIS, UM, APPLICATION AND POTENTIALLY THREE, AND I'M SAYING POTENTIALLY THREE, UM, BECAUSE, UH, MR. SLAUGH HAD POINTED OUT THAT THERE, THERE IS POTENTIALLY A SETBACK VARIANCE FOR ABOUT THREE INCHES INTO THE SETBACK, BUT WE CAN TALK MORE ABOUT THAT AS WE MOVE ALONG, UM, IN THE IN THE PRESENTATION. UM, THE MAIN, THE MAIN VARIANCE WE'RE ASKING FOR IS HEIGHT, BECAUSE THE HEIGHT PROPOSED HEIGHT AS MISS TOTTEN WILL EXPLAIN OF THE CANOPIES WILL BE APPROXIMATELY 24 FEET IN THE AIR. UM, AND SHE'LL EXPLAIN WITH A LITTLE MORE DETAIL THAN I WILL BE ABLE TO DO, UM, HOW WE CAME TO THAT THAT CALCULATION. UM, AND IT, THIS IS REALLY, UH, I'M REALLY EXCITED TO BE PART OF THIS PROJECT, AS YOU KNOW, YOU DO THESE LAND USE APPLICATIONS. AND A LOT OF TIMES, YOU KNOW, WE'RE BUILDING BUILDINGS, OR WE'RE



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MR. BUTLER:

CUTTING TREES DOWN, THIS IS TRULY AN APPLICATION THAT WILL ALLOW FOR, UM, YOU KNOW, A PROJECT THAT THAT IS GOING TO HELP THE COMMUNITY AND THE PEDDIE SCHOOL AND BE GENERATING ELECTRICITY FOR, UH, YOU KNOW, IT'S A GREEN ENERGY PROJECT. AND I'M A LITTLE BIT OF A NERD FOR, FOR GOOD CLIMATE CHANGE PROJECTS. AND THIS IS ONE OF THEM. SO, I'M REALLY HAPPY TO BE PART OF THIS RATHER THAN, YOU KNOW, SOME OTHER TYPE OF APPLICATION. AND I'M HOPING YOU KNOW THAT THAT PEDDIE AND THIS APPLICATION WILL KIND OF SET THE STANDARD FOR OTHER SOLAR CANOPY PROJECTS, YOU KNOW, IN, IN THE AREA. UM, BUT IF, IF ANYONE DOESN'T HAVE IF NO ONE HAS A QUESTIONS OF ME, I JUST WANT TO START, START THE PROCESS. SO, WE CAN MAYBE GET EVERYBODY HOME AT A DECENT HOUR FOR THEIR, THEIR PIECES OF CHOCOLATE AFTER, UH, AFTER THE MEETING FOR VALENTINE'S DAY. MY FIRST WITNESS TONIGHT IS SANJEEV PURI, HE INTRODUCED HIMSELF HE IS A MEMBER OF PEDDIE. AND HE'S JUST GOING TO TALK A LITTLE BIT ABOUT THE PEDDIE SCHOOL AND ABOUT THE PROJECT. AND THEN WE'LL MOVE INTO MISS TOTTEN'S TESTIMONY, ENGINEERING TESTIMONY, MORE ABOUT THE NUTS AND BOLTS ABOUT WHAT'S GOING ON OUT ON THE PROPERTY. SO, MR. PURI, HOW YOU DOING AGAIN THIS EVENING?

MR. PURI:

THANKS, MIKE. THANKS SO MUCH FOR THE OPPORTUNITY. I JUST WANTED TO SAY THAT ON BEHALF OF THE PEDDIE SCHOOL COMMUNITY, I WOULD LIKE TO EXTEND MY SINCERE APPRECIATION FOR BOTH THE CREW AS WELL AS THE PLANNING BOARD FOR EXPEDITING THE, UM, CONSIDERATION OF THIS APPLICATION. WE WERE JUST TRYING TO RACE AGAINST A STRICT DEADLINE THAT, UM, THAT THAT HAS A BEARING ON THE FINANCIAL VIABILITY OF THIS PROJECT. SO, WE DEEPLY APPRECIATE THE TIME AND ENERGY YOU'RE SPENDING WITH US. YOU'RE HEARING, HEARING US OUT TODAY EVENING. UM, AS MR. BUTLER MENTIONED, THERE ARE TWO BASIC GOALS, UM, YOU KNOW, UM, THAT WE'VE HAD, AS WE'VE CLOSED IN ON THIS PROJECT, ONE IS AROUND SUSTAINABILITY. AS MOST OF YOU MAY KNOW, PEDDIE WAS ONE OF THE FIRST INSTITUTIONS IN THE AREA TO HAVE AN EARLY ENTRY INTO YOU KNOW, SOLAR ENERGY OUT HERE IN A BIG WAY. WE HAVE HAD A GROUND MOUNT AND A ROOF MOUNT SOLAR, YOU KNOW, SYSTEM IN PLACE SINCE 2011. AND THAT PRODUCES ABOUT A MILLION KILOWATTS, KILOWATT HOURS OF SOLAR POWER EVERY YEAR. AND WHAT WE WANTED TO DO WITH THIS PROJECT WAS TO JUST EXTEND THE FOOTPRINT OF THAT PROJECT AND SEE IF WE CAN ACTUALLY ADD ANOTHER MILLION-KILOWATT HOUR, POWER, YOU KNOW, SOLAR POWER USING THIS PROJECT. AND WHICH WILL BASICALLY, IF YOU CONSIDER OUR OVERALL CONSUMPTION IN ON AN ANNUALIZED BASIS, WHICH ABOUT 5 MILLION KILOWATT HOURS. ONCE THE SYSTEM IS COMMISSIONED ABOUT 40% OF PEDDIE'S CORE CAMPUS, YOU KNOW, SOLAR POWER CONSUMPTION WOULD BE THROUGH SUSTAINABLE MEANS, WHICH I THINK IT'S A, IT'S A, IT'S A GREAT STORY TO TELL. THE SECOND ASPECT IS ON SAFETY. WE'VE HAD SOME CHALLENGES IN TERMS OF THE WAY KIDS ARE DROPPED OFF FROM, YOU KNOW, BY THE PARENTS, UH, WHEN THEY'RE GOING IN FOR THEIR ACTIVITIES I OUR ATHLETIC CENTER. AND, UM, YOU KNOW, EVEN MORE IMPORTANT THAN THE SUSTAINABILITY GOAL IS OUR EFFORT WITHIN THIS PROJECT TO CREATE A DEDICATED, DROP OFF AS WELL AS PICKUP ZONES FOR STUDENTS, AS WELL AS FINDING WAYS TO, UM, TO HAVE BETTER QUEUING SO THAT WE DON'T HAVE THE QUEUING AS PARENTS DROP OFF THEIR KIDS TO BE INTERFERING WITH PEOPLE WHO ARE, YOU KNOW,



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- MR. PURI: PARKING THE VEHICLE. SO, THESE ARE THE TWO MAIN GOALS THAT WE'RE THAT WE'RE AIMING TO ACHIEVE, AS WE, YOU KNOW, EXECUTE THIS PROJECT.
- MR. BUTLER: THANK YOU, AND JUST IN CASE SOMEONE FROM THE BOARD IS NOT, IS NOT AWARE, CAN YOU JUST EXPLAIN WHAT THE PEDDIE SCHOOL IS?
- MR. PURI: SURE, ABSOLUTELY. SO, PEDDIE'S AN INDEPENDENT SCHOOL IN HIGHTSTOWN. WE CATER TO KIDS FROM GRADE NINE TO TWELVE. THE SCHOOL WAS ESTABLISHED IN 1864 AND, UM, WE'RE REALLY PROUD TO BE ASSOCIATED WITH, WITH HIGHTSTOWN. APPRECIATE THIS PARTNERSHIP AND THIS RELATIONSHIP.
- MR. BUTLER: PERFECT. I HAVE NO FURTHER QUESTIONS. MR. PURI. I DON'T KNOW IF ANY OF THE BOARD MEMBERS HAVE QUESTIONS. OR YOU, YOU, I'M SORRY, MISS, MISS. MISS CHAIRMAN, YOU, YOU, YOU, YOU HAVE FURTHER QUESTIONS TO THE END. RIGHT?
- MS. ASSELSTINE: IF BOARD MEMBERS HAVE QUESTIONS DURING THE PRESENTATION, WE CAN TAKE THOSE.
- MR. BUTLER: OKAY.
- MS. ASSELSTINE: BUT WE'LL HAVE ANOTHER ROUND OF COMMENTS AND QUESTIONS AT THE END FOR.
- MR. BUTLER: SURE.
- MS. ASSELSTINE: OKAY, YOU CAN PROCEED.
- MR. BUTLER: PERFECT. ALL RIGHT. THANK YOU. THANK YOU, SANJEEV, IF YOU COULD HANG ON YOU JUST PUT YOURSELF ON MUTE. IF ANYONE HAS ANY OTHER QUESTIONS, WE'LL COME BACK. ALRIGHT, SO MY SECOND WITNESS IS MISS TOTTEN. SHE'S ALREADY BEEN SWORN IN, SHE'S WITH CREST ENGINEERING. SHE'S GOING TO BE SPEAKING TWICE TONIGHT, FIRST AS AN ENGINEER, AS I SAID, TO KIND OF GET THE NUTS AND BOLTS OF THE PROJECT. AND THEN SHE'LL COME BACK AND SHE'LL PROVIDE PLANNING TESTIMONY. BUT FIRST, UM, MISS TOTTEN, UM, E'VE ALREADY WENT THROUGH YOUR, YOUR, YOUR QUALIFICATIONS, AND THE BOARD ACCEPTED YOUR, YOUR QUALIFICATIONS. CAN YOU JUST GIVE THE BOARD SOME BACKGROUND INTO THE PROPERTY, UM, THE LOCATION OF THE SITE SURROUNDING THE NEIGHBORHOOD? JUST VERY GENERAL AND I KNOW, UH, DO WE HAVE THE ABILITY TO SHARE OUR SCREENS?
- MS. ASSELSTINE: YES, YOU CAN. DO YOU HAVE YOUR DOCUMENTS READY?
- MR. BUTLER: YES, OR YES. YEAH, WE WERE SO WE HAD SOME WE HAD WORKED WITH THE, THE BOARD COUNSEL EARLIER. AND WE HAD PRE-MARKED I THINK HE HAD HE HAD PRE MARKED THE APPLICATION MATERIALS. EXHIBITS ONE THROUGH SEVEN. I THINK, I'M SORRY, MAYBE ONE THROUGH ONE THROUGH SIX. AND THEN THERE WAS AN ADDITIONAL, I MEAN, WE CAN READ THOSE INTO THE RECORD IF YOU WANT BUT THERE IS AN ADDITIONAL, AN ADDITIONAL EXHIBIT A-7 WHICH IS WHICH IS OUR PRESENTATION, UM, THAT WE COULD PUT UP AND TALK THROUGH. PART OF IT WILL BE TALKED THROUGH BY MISS TOTTEN PART IT WILL BE TALKED THROUGH BY MS. MAHJABIN.



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- MS. ASSELSTINE: YEAH, THAT'S FINE. JUST LABEL IT, UH, A-7 AND MAKE SURE THAT THE PLANNING BOARD SECRETARY HAS A COPY OF IT.
- MR. BUTLER: PERFECT. WE WILL PROVIDE THAT TO HER. OKAY, UM, MISS TOTTEN DO YOU WANT TO SHARE YOUR SCREEN OR DO YOU WANT ME TO, UH? OKAY.
- MS. TOTTEN: SO, ARE YOU READY FOR ME TO BEGIN?
- MR. BUTLER: YES, GO AHEAD.
- MS. TOTTEN: ALRIGHT. JUST PUTTING THE GALLERY BACK SO I CAN SEE Y'ALL. OKAY, SO THIS IS THE PRESENTATION, THAT ECOGY ENERGY PREPARED. AND I WANT TO USE TWO OF THEIR SLIDES AS MY INTRODUCTION. SO THIS FIRST SLIDE IS A SATELLITE MAP OF A LOT OF HIGHTSTOWN. YOU CAN SEE THE TUNRPIKEOFF TO THE RIGHT. AND THE BLACK LINE THAT ENCOMPASSES BOTH THE HIGHTSTOWN LOT, LOT 53, DID I GET THAT LOT RIGHT.
- MS. ASSELSTINE: BLOCK 53.
- MS. TOTTEN: BLOCK 53 OH, YES, RIGHT. LOT, UH, LOT. 1.02. SORRY ABOUT THAT. AND THE HEIGHT AND THE UH, THE EAST WINDSOR LOT ADJACENT TO IT. AS YOU KNOW IT IS LOCATED ON ETRA ROAD. WELL, THE ENTIRE PEDDIE SCHOOL CAMPUS IS SURROUNDED BY WARD STREET ON THE SOUTH, WARD STREET ON THE NORTH, SOUTH MAIN STREET ON THE WEST AND ETRA ROAD ON THE SOUTHWEST. AND THEN BEHIND IT IS PEDDIE SCHOOL AND A TRIBUTARY. TRIBUTARY THAT COMES INTO THE PEDDIE LAKE, WHICH IS THE ROCKY BROOK, AND ANOTHER TRIBUTARY THAT CUTS THROUGH THE SITE ALONG THE EDGE OF THE SOCCER FIELDS. SO THAT'S THE AND THE, THE PART OF THIS THAT'S IN HIGHTSTOWN IS ABOUT 59 ACRES. AND THE MAIN PART OF CAMPUS IS IN HIGHTSTOWN. THE SECOND SLIDE GIVES YOU A MORE, A CLOSE IN VIEW OF THE AREA OF INTEREST. SO THE AREA, WHICH WE WILL BE SPEAKING ABOUT TONIGHT, IS THE ENTRANCE OFF OF X OF ETRA ROAD LOCATED DOWN IN THE LOWER THIRD OF THE EXHIBIT SHEET, THREE OF 13 OF THIS, THIS EXHIBIT AND THE PARKING LOT THAT'S LOCATED BETWEEN ETRA ROAD AND THE SOCCER FIELD OR THE ATHLETIC CENTER, FRONT OF BOTH ACTUALLY, WHICH IS LOCATED TO JUST A LITTLE BIT TO THE NORTHWEST OF THE SOCCER FIELD. THERE'S ALSO SOCCER AND BASEBALL FIELDS, TO THE, UM, VERY WEST OF THE, OF THE, UM, GUESS, I'VE BEEN NOT GETTING ENOUGH SLEEP. TO THE VERY WEST OF THE PARKING LOT, YOU CAN SEE THE ENTRANCE AND IT GOES ON THROUGH AND LOOPS BACK AND COMES OUT AND AROUND. NOW, I WOULD LIKE TO GO TO MY EXISTING CONDITIONS PLAN. UH, WHICH I DON'T KNOW,
- MR. BUTLER: JUST, JUST FOR THE RECORD. SO, THIS IS THIS IS EXHIBIT A-6, UM, AND IT IS SHEET, UH.
- MS. TOTTEN: THREE OF 11.
- MR. BUTLER: THREE, THREE OF 11 FROM A SEX. YES.
- MS. TOTTEN: SO, TO AGAIN NOW TO REORIENT YOU ETRA ROAD IS ACROSS THE BOTTOM OF THE SHEET.
- MR. MICCIO: SORRY, MS. TOTTEN IF I COULD JUST INTERRUPT REAL QUICK. MICHAEL, I BELIEVE THIS IS EXHIBIT A-2, RIGHT?
- MR. BUTLER: I APOLOGIZE, A-2, YES, YOU'RE CORRECT.



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MR. MICCIO: EXHIBIT A-2, AND THE SHEET WAS WHAT AGAIN?

MR. BUTLER: SHEET THREE.

MR. MICCIO: A-2, SHEET THREE. OKAY.

MS. TOTTEN: THE, UH, ATHLETIC CENTER IS LOCATED IN THE MIDDLE OF THE SHEET TOWARDS THE TOP OF THE SHEET. THE END THE SOCCER FIELD THAT ARE REFERRED TO IS LOCATED, KIND OF IN THE MIDDLE OF THE SHEET, AS WELL. AND THEN THE SOCCER AND BASEBALL FIELDS ARE OFF TO THE LEFT SIDE OF THE SHEET. AND YOU CAN SEE THAT THERE IS AN EXISTING ENTRANCE OFF OF, UH, COUNTY ROUTE 571 EXTRA ROAD. AND THE DIFFERENT HATCHINGS ON THIS ARE THE DIFFERENT TYPES OF, OF UM, PAYMENT SURFACES. THE SOLIDER, THAT'S A NEW WORD, THE SOLIDER COLOR IS THE MAIN ACCESS LOOP AND IS ALSO STANDARD PAVEMENT. THE KIND OF DOTTED AREA, THAT'S ALL POROUS PAVEMENT. AND IT'S THE PARKING LOT AREAS. AND THEN THESE DARKER, LARGER DOTTED AREAS. THOSE ARE UNDERGROUND INFILTRATION BASIN SYSTEMS AND THERE'S RIGHT IN THE PARKING LOT THERE'S 1, 2, 3, 4, 5 OF THESE. AND THIS WAS ALL PART OF A DESIGN THAT WAS APPROVED BY THE BOARD IN 2009 AS PART OF THE EXPANSION OF THIS ATHLETIC CENTER TO ADD THE POOLS, UH, THE POOL CENTER TO IT. AND AT THAT TIME, THERE WAS 305 PARKING SPACES THAT WERE APPROVED IN TWO PHASES. THE LOWER PART OF THIS PROPERTY WAS THE SECOND PHASE. AT THIS TIME, THERE'S 266 SPACES IN THIS LIMITED AREA IN HERE, UM, AND THERE WERE IN THIS, THERE'S A WHITE STRIP ALONG THE TOP OF THE PARKING LOT AISLE, UH, HERE IN THE MIDDLE OF THE SITE. AND THAT WAS ORIGINALLY APPROVED FOR PARKING. TODAY IT IS USED FOR BLEACHERS AND IT IS ALSO USED FOR OVERFLOW PARKING. THERE ARE BOLLARDS ABOUT EVERY 13 FEET THAT ALLOW IF, IF NECESSARY FOR OVERFLOW PARKING VEHICLES TO PARK IN BETWEEN EACH ONE OF THOSE, UM, WHILE THE BOLLARDS DELINEATE THE EDGE OF IT AND KEEP PEOPLE FROM MISCELLANEOUSLY PARKING THERE WHEN THEY'RE NOT SUPPOSED TO. THERE WERE A COUPLE OF OTHER AREAS WHERE THERE WERE APPROVED PARKING SPACES, SUCH AS THIS AREA DOWN HERE. AND IT'S ACTUALLY STRIPED OUT AND I THINK IT'S TO ALLOW ACCESS BACK OVER TO THE SOCCER FIELDS AND SO ON. THERE'S ANOTHER LOCATION DOWN IN THE LOWER LEFT-HAND CORNER OF THE PARKING FACILITY WITH A BRICK PAVER WALK. AND THIS IS TO ALLOW AN EMERGENCY VEHICLE LIKE AN AMBULANCE, A PLACE TO PARK DURING, UM, SOCCER GAMES IN THE EVENT THAT, UNFORTUNATELY, SOMEONE MIGHT NEED MEDICAL ASSISTANCE. SO THERE ARE ONLY 266 SPACES HERE. AND THE FACILITY HAS OPERATED WITH THOSE 266 SPACES AS OPPOSED TO THE 305. VERY WELL, BECAUSE PEDDIE HAS ALTERNATIVE, UM, AREAS FOR PARKING, IF THERE'S AN OVERFLOW, AND THIS PARKING LOT IS ONLY FULL, MAYBE FIVE, SIX TIMES A YEAR DURING TOURNAMENT'S OF VARIOUS TYPES OR MEETS. UM, THE, AT THAT TIME WHEN THE, WHEN THEY HAVE MEATS THESE ARE GENERALLY, OR ALMOST EXCLUSIVELY WHEN EDUCATIONAL ACTIVITIES ARE NOT OCCURRING. IN OTHER WORDS WHEN SCHOOL IS NOT IN SESSION. SO, THE PEDDIE SCHOOL HAS A PLAN WHERE THEY CAN PARK PEOPLE IN THEIR OTHER PARKING LOTS AND WE CAN GO BACK QUICKLY TO... LET'S SEE, NOW HOW DO I GO? HERE'S IT. HERE IT IS. OKAY, SO I KNOW THAT THIS IS A LITTLE GRAYED OUT. BUT AGAIN, YOU SEE THE PARKING FACILITY HERE THERE'S WALKWAYS ALONG EACH SIDE OF THIS FOOTBALL FIELD, THERE IS A PARKING LOT LOCATED AT THE END OF THE FOOTBALL FIELD BETWEEN AND I'M



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MS. TOTTEN:

SORRY, I HAVE TROUBLE REMEMBERING THE NAMES OF ALL THE BUILDINGS. WHAT I KNOW ABOUT THIS BUILDING IS WHERE JOHN NEWMAN, THE FACILITIES MANAGER, AND, AND SANJEEV HAVE THEIR OFFICES. AND THIS OTHER BUILDING OVER HERE IS ONE OF THE SCIENCE BUILDINGS. SO, THIS PARKING LOT IN HERE IS ONE OF THE MAIN ONES THAT'S USED. THERE'S ALSO A PARKING LOT OVER NEAR THE DORMS. POTTER DORMS OVER OFF OF EAST WARD STREET, AS WELL AS THIS WILSON FIELD IS AVAILABLE FOR OVERFLOW PARKING. AND THERE ARE SOME OTHER SMALLER PARKING LOTS THROUGHOUT THE FACILITY AS WELL AS ON STREET PARKING ALONG THE MAIN ACCESS WHERE YOU ENTRANCE FROM EAST WARD AND YOU GO ALL THE WAY THROUGH TO ETRA. IT'S A, MOST OF IT'S A ONE-WAY SYSTEM. SO THERE, AND THERE'S PLENTY OF WALKWAYS THROUGHOUT THE CAMPUS TO ALLOW YOU TO GET DOWN TO THIS AREA AND IT'S REALLY ONLY PROBABLY A 10 MINUTE WALK FROM ANY OF THOSE. AND WHEN THESE ACTIVITIES OCCUR, PEDDIE SCHOOL BEING VERY CONCERNED ABOUT THEIR, THEIR STUDENTS AND THE SAFETY OF EVERYONE. THEY HAVE PEOPLE ON SITE TO GUIDE PARKING IN THESE ACTIVITIES. SO WITH THAT BEING SAID, THE 266 SPACES HAVE BEEN ENOUGH SPACES FOR THAT USE. SO WHAT THE PROPOSAL IS, LET'S SEE IF I COVERED EVERYTHING. I THINK I DID. OKAY, SO WHAT PROPOSAL IS, AND I'M GOING TO GO TO, LET'S SEE WHAT HAPPENED. OH, IT'S HIDING UNDERNEATH THE LITTLE BAR FOR SHARING HERE. THIS IS A SITE PLAN. THIS IS SHEET

MR. BUTLER:

MISS TOTTEN, I'M GONNA SAY YEAH, I'M JUST GONNA STOP YOU. SO THIS IS EXHIBIT A-2 SHEET FIVE.

MS. TOTTEN:

CORRECT. THIS IS A SITE PLAN. AND, UM, THE PROPOSAL IS TO CONSTRUCT, UH, TO RECONFIGURE THE PARKING LOT. SO, THE EXISTING ENTRANCE IS LOCATED IN THIS AREA, WHERE I'M POINTING TO WITH THE CURSOR, WHICH IS TO THE LEFT OR TO SORRY, TO THE RIGHT OF THE NEW ENTRANCE. AND THEN THIS NEW ENTRANCE IS IN AN AREA WHERE THERE CURRENTLY IS PARKING AND POROUS PAVEMENT SO THAT PARKING AND POROUS PAVEMENT WOULD BE REMOVED AND SOLID PAVEMENT WOULD BE REPLACED. AND WHAT WE'RE ALSO PROPOSING TO DO IS, OH, I GUESS I DIDN'T REALLY GO THROUGH THE CIRCULATION HERE. UH, SO YOU COME THROUGH THIS AS EXISTING GOING BACK TO SHEET THREE, I APOLOGIZE. ENTER AND YOU LOOP DOWN, YOU WOULD DROP OFF YOUR CHILD IN FRONT OF THE ATHLETIC CENTER COME BACK, COME BACK INTO THE SAME LANE AS OUTGOING. THE HANDICAP ACCESSIBLE PARKING IS ALONG THIS MAIN ENTRANCE DRIVE. AND THIS ENTRANCE DRIVE IS, IS 25, 24/ 25 FEET WIDE. SO THAT THERE'S NOT REALLY MUCH ROOM FOR BYPASSING. AND THEN SINCE THERE'S NO, UH, SYSTEM, REALLY THERE'S NO SIGNAGE, THERE'S NO SYSTEM TO SAY, OKAY, YOU'RE GOING TO LOOP AROUND LIKE THIS TO GO AROUND TO MAKE THE LOOP LONGER, THE LOOPING OR THE QUEUING WITHIN THE PARKING LOT IS SOMEWHAT RANDOM. AND THEN THE QUEUING WILL ALSO INTERRUPT PEOPLE THAT MIGHT BE PARKED IN THE SPACES IN THE MAIN PARTS OF THE LOT FROM BEING ABLE TO GET OUT. SO, WITH THIS IN MIND, AND THEN THE HANDICAP ACCESSIBLE PARKING, IF YOU NEEDED THE BACK OUT THERE, AND THERE WAS A LOT OF QUEUING, YOU'D PROBABLY HAVE SOME DIFFICULTY. SO WE CAME UP WITH A PLAN THAT WOULD MAKE THIS SITUATION A LITTLE BIT BETTER MOVE THE ENTRANCE OVER, WE HAVE A, UH, AN AREA AND I'M GOING TO MOVE IN SO YOU CAN SEE A LITTLE BIT BETTER AN AREA WHERE YOU WOULD TURN RIGHT GO AROUND AND THERE'S A DEDICATED DROP OFF LANE, AS WELL AS A BYPASS LANE THAT WOULD ALLOW



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- MS. TOTTEN: YOU TO COME BACK OUT AND GO STRAIGHT OUT WITHOUT ANY INTERRUPTION OF ANYBODY TRYING TO BACK OUT OF THEIR SPACES. SO, IT GIVES A THIS ENTIRE LENGTH FOR QUEUING. YES, THERE MIGHT BE A LITTLE BIT OF INTERACTION OF ANYBODY THAT'S PARKED THERE, BUT IT'S MUCH BETTER THAN IT WAS. THE HANDICAP ACCESSIBLE SPACING, SPACES THAT WERE, GONE, WERE, ARE CURRENTLY LOCATED PRETTY MUCH UNDER THE WORDS DROP OFF LANE, ARE NOW BEING RELOCATED INTO AND THE AREA ON ONE OF THE SIDE AISLES INSTEAD OF OFF THE MAIN AISLE, THERE IS VAN ACCESSIBLE PARKING AS WELL AS STANDARD ACCESSIBLE PARKING. AND YOU WOULD WALK DOWN THE AISLES TO A SIDEWALK WITH OF COURSE THE WITH APPROPRIATE HANDICAP ACCESSIBLE, DEPRESSED CURB AND COME DOWN THAT, THERE'S A EXISTING SIDEWALK ALONG HERE. LET'S SEE NOW, RIGHT HERE THAT ALLOWS YOU TO GET DOWN INTO THE BUILDING FOR HANDICAP ACCESSIBILITY.
- MR. SLAUGH: MS. TOTTEN?
- MS. TOTTEN: YES.
- MR. SLAUGH: IT'S BRIAN SLAUGH, THE BOROUGH PLANNER. WAS IT YOUR INTENTION THAT THE SPACE THAT IS UNMARKED WOULD BE IN FACT, BARRIER FREE IN THAT ROW THAT YOU WERE JUST DESCRIBING?
- MS. TOTTEN: I THINK WE MISSED PUTTING A HANDICAP ACCESSIBILITY SIGN ON THIS BECAUSE IT'S INTENDED THAT THERE'LL BE FIVE SPACES HERE. SO IT EITHER IT GOT MOVED AND NOT PUT BACK OR I DON'T KNOW, THINGS GOING ON WRONG LAYERS FROM TIME TO TIME. SO THIS FIFTH SPACE IS INTENDED TO BE A BARRIER FREE SPACE AS WELL AS THE TWO ON THE OTHERS ARE TOTAL OF SEVEN SPACES, WHICH BASED UPON THE FINAL PARKING COUNT OF 221 SPACES IS WHAT IS REQUIRED FOR IN ACCORDANCE WITH ADA REQUIREMENTS FOR THIS LOT.
- MR. SLAUGH: THANK YOU FOR CLARIFYING THAT.
- MS. TOTTEN: THANK YOU FOR POINTING OUT THAT I MISSED A LITTLE EMBLEM. SO,
- MR. SLAUGH: IT WASN'T INTENDED TO CREATE ANY EMBARRASSMENT FOR YOU.
- MS. TOTTEN: I UNDERSTAND, I UNDERSTAND. IT TAKES A VILLAGE TO FINISH THESE PLANS.
- MR. BUTLER: I WASN'T SAYING ANY MISTAKE, JUST BLAME ME, IT'S OKAY.
- MS. TOTTEN: AND AS A MATTER OF FACT, ANOTHER ITEM THAT I TOTALLY OVERLOOKED, WHICH I THINK YOU BROUGHT UP IN YOUR LETTER, AND CARMELA BROUGHT UP IN HER LETTER, AND ACTUALLY THE SED PEOPLE DID TOO, IS I LEFT A GRASS AREA OVER UNDERNEATH THE EDGE OF THIS CANOPY THAT I HAD INTENDED TO NOT MAKE GRASS. BECAUSE WE ALL KNOW VEGETATION DOESN'T GROW WHERE THERE'S NO DIRECT LIGHT. SO, UH, ANOTHER, IN TRYING TO MAKE THIS READABLE I MISSED THAT. SO THAT'S, THAT'S HOW WE'RE REALIGNING THIS. AND AS I JUST NOTED, UM, IT DOES REDUCE THE NUMBER OF PARKING SPACES FURTHER. BUT AS I PREVIOUSLY STATED, THERE IS THIS ALTERNATE PLAN THAT'S ALREADY IN PLACE AND WE KNOW IT WORKS BECAUSE THE PEDDIE PEOPLE, THEY DON'T LIKE TO HAVE PROBLEMS ON THEIR CAMPUS AND THEY WORK VERY HARD NOT TO HAVE ANY AND TO MAKE SURE THAT PEOPLE KNOW WHERE THEY'RE



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- MS. TOTTEN: GOING AND WHERE TO PARK SO THEY ORGANIZE PRIOR TO EVENTS AND THE REDUCTION FROM 266 TO 221 SPACES WILL, WILL NOT BE A PROBLEM. THAT WILL BE HANDLED WITH THE ALTERNATE PARKING PLAN THAT I PREVIOUSLY DESCRIBED TO YOU. SO THAT'S THE LAYOUT ITSELF. SEE, THE, THE GOAL THAT HIS ACHIEVES IS, AS I SAID, TO PROVIDE BETTER AND SAFER DROP OFF OF THE CHILDREN, AND TO AND, AND TO CONTROL OR CONTROL THE QUEUING, MAKE MORE ROOM FOR QUEUING AND LESS RANDOM QUEUING, WHICH MAKES FOR A BETTER ABILITY TO COME AND GO DURING FULL PARKING LOTS. WITH REGARD TO THE SOLAR PANELS THEMSELVES,
- MR. MICCIO: MS. TOTTEN, CAN I JUST INTERRUPT FOR ONE SECOND BEFORE WE MOVE ON FROM PARKING JUST SO I'M CLEAR? AND UH, I GO WITH THE RESOLUTION HERE. SO WHAT ARE THE, WHAT ARE THE TOTAL NUMBER OF PROPOSED SPACES AT THIS POINT? THE CURRENT SITUATION IS 266. AND WHAT IS THE TOTAL...
- MS. TOTTEN: 221, OF WHICH SEVEN ARE ACCESSIBLE SPACES.
- MR. MICCIO: THANK YOU.
- MR. BUTLER: AND JUST, JUST TO SUMMARIZE THERE, THERE'S PARKING IN OTHER AREAS OF THE OF THE SCHOOL CAMPUS THAT HAD BEEN USED SUCCESSFULLY IN THE PAST IF THERE AND IF THERE IS A NEED FOR OVERFLOW PARKING.
- MS. TOTTEN: THAT'S CORRECT. AND THERE'S THERE ARE A NUMBER OF WALKWAYS THAT CONNECT THIS AREA TO THE CAMPUS AS WELL. THERE'S THE FOOTBALL FIELD IS OFF TO THE UPPER LEFT ON THIS PLAN. AND THERE'S A WALKWAY ON EACH SIDE OF IT THAT CONNECT TO THE PARKING LOT THAT'S BY ANNENBERG HALL. AND THAT OF COURSE, CONNECTS TO THE REST OF THE CAMPUS.
- MR. BUTLER: MISS TOTTEN, CAN I JUST AS ONE QUESTION BEFORE YOU MOVE ON TO THE SOLAR CANOPIES, IF YOU COULD BLOW UP DOWN, DOWN BY THE ENTRANCE, THERE'S A BRICK, BRICK WALK, I THINK YOU'D SAID? AND THAT THAT'S FOR EMERGENCY VEHICLES, SHOULD ANY CHILD GET? OR ANYONE YOU KNOW, HAVE NEED FOR EMERGENCY SERVICES? THAT'S AN AREA THAT THAT AN AMBULANCE OR WE'RE JUST SERVICES COULD PULL OVER INTO?
- MS. TOTTEN: YES, THAT IS CORRECT.
- MR. BUTLER: AND THAT THAT'S EXISTING, AND IT'S AND IT IS REMAINING?
- MS. TOTTEN: CORRECT? OH, YEAH, WE'RE PROPOSING. THERE IS DEPRESSED CURVE IN FRONT OF IT NOW AND THAT DEPRESSED CURVE WILL EITHER, WILL CONTINUE.
- MR. BUTLER: PERFECT, THANK YOU.
- MS. TOTTEN: TO ALLOW ACCESS. SO WITH REGARD TO THE CANOPIES, I'M ONLY GOING TO GIVE YOU A BRIEF DESCRIPTION OF WHERE THEY ARE BECAUSE THE ECOGY TEAM WILL GO INTO MORE DETAIL. BUT THERE, THERE'S THREE ARRAYS, AND THE FIRST ARRAY, ARRAY ONE COVERS THE PARKING AREAS THAT ARE HEAD-TO-HEAD, LOCATED IN THE, THE SECOND, I GUESS YOU MIGHT CALL IT BETWEEN THE FIRST AND THE SECOND AISLE. AND IT GOES FROM END TO END, THE ARRAY TWO IS LOCATED OVER THE THIRD, BETWEEN THE THIRD, SECOND, LET'S SEE ONE, TWO SECOND AND THIRD AISLES. AND IT'S AND THERE'S A



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- MS. TOTTEN: STONE, WELL, STONE ISLAND IN THE MIDDLE, AND THE, THAT ARRAY IS LOCATED OVER THAT. THE LAST ARRAY IS A SHORTER ARRAY AND IS LOCATED OVER FIVE OF THE HANDICAP SPACES AND THE ENTRANCE INTO THE DROP OFF AREA. AND TOGETHER, I, I BELIEVE THAT THEY COVER APPROXIMATELY AND I WILL LET THE DETAILS BE TOLD LATER, APPROXIMATELY 42,500 SQUARE FEET. AND THEY ARE CONSIDERED ACCESSORY STRUCTURES. AND I, THEY'RE NOT INCLUDED IN THE TOTAL BUILDING COVERAGE. I NEGLECTED TO INCLUDE THOSE; HOWEVER, THEY COVER ABOUT 1.65% OF THE 59 ACRES. SO THAT WOULD BRING THE BUILDING COVERAGE UP TO WHERE WE SHOW IT AS 10.2 RIGHT NOW. SO, BRING IT UP TO 21.85%. STILL UNDER, NO, SORRY 12.85%. STILL UNDER THE ALLOWABLE PERCENTAGE, BUT BUILDING COVERAGE WHICH IS 20%. SO JUST TO CLARIFY THAT POINT MR. SLAUGH BROUGHT THAT UP IN HIS LETTER AS WELL. SO WITH REGARD TO STORMWATER MANAGEMENT, OUR PROPOSAL AND I'M JUST GOING TO MOVE, MOVE TO THE GRADING PLAN WHICH IS SHEET,
- MR. BUTLER: SIX. SO, THIS IS,
- MS. TOTTEN: SEVEN, OH, THAT'S LANDSCAPING, SORRY. I WANT THIS ONE, TO SHEET, SIX OF 11. AND THIS IS A DETAIL IN THE CORNER WHAT EXHIBIT IS THIS?
- MR. BUTLER: THIS IS I'M SORRY, THIS IS EXHIBIT, EXHIBIT A, SHEET SIX,
- MS. ASSELSTINE: OKAY
- MS. TOTTEN: A-2
- MS. ASSELSTINE: A-6, OKAY.
- MR. BUTLER: A-2, SHEET SIX.
- MS. ASSELSTINE: A-2, THANK YOU.
- MS. TOTTEN: AND THIS IS A FINAL PAVEMENT DETAIL IN THE CORNER. SO, IF WE, SO, VISUALIZE THIS PICTURE, AND THIS IS A GREAT THING ABOUT VIRTUAL. SO NOW WE'RE GOING TO JUMP BACK QUICKLY TO THE EXISTING CONDITIONS PLAN, WHICH IS SHEET THREE OF A-2, AND YOU'LL SEE THIS IT'S A "Q", RIGHT AND A LOWERCASE Q, THAT'S THE SOLID PAVEMENT. AND I NOTED THAT THE REST IS ALL POROUS PAVEMENT. SO NOW WE GO BACK TO THE GRADING PLAN WITH THE FINAL PAVEMENT DETAIL. AND NOW THAT "Q" HAS TURNED INTO A "P", AND YOU STILL HAVE ALL OF THIS POROUS PAVEMENT. SO, THE END RESULT IS THAT WE ARE INCREASING THE PAVEMENT AND SIDEWALK A LITTLE BIT. BUT THE STANDARD NONPOROUS PAVEMENT DECREASES AND THE POROUS PAVEMENT AND SIDEWALK, EH, INCREASES SLIGHTLY SO THAT THERE IS NO INCREASE OF IMPERVIOUS SURFACES AS A RESULT. WE GO BACK TO, WELL, FIRST, YEAH, WE'LL GO BACK TO EXISTING CONDITIONS. SO AS YOU CAN SEE, SOME OF THE POROUS PAVEMENT IS ON THE UPHILL SIDE, THIS PROPERTY SLOPES DOWN TOWARDS THE BROOK, THE TRIBUTARY, IT'S SHANK BROOK, A TRIBUTARY TO THE ROCKY BROOK, FROM WEST TO EAST, AND THE PAVEMENT SLOPES TO THIS CURRENTLY GRASS AREA WITH A COUPLE OF INLETS IN IT. SO IT SLOPES IN THE DIRECTION FROM THE EDGES TO THIS GRASSED AREA. SO AS YOU CAN SEE THIS PART UP HERE FLOWS ACROSS STANDARD PAVEMENT, WHAT'S OVER HERE ON THE WEST SIDE, FLOWS ACROSS IN STANDARD PAVEMENT. SO, WE'RE ACTUALLY INCREASING THIS A LITTLE BIT, LET'S SEE, GOTTA GO TO MY LITTLE, THIS ONE. SO NOW, THE, THE, THE,



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MS. TOTTEN: WE'RE NOT CHANGING ANY OF THE WAY THAT THIS GRADES. SO NOW THE SOLID PAVEMENT FLOWS ACROSS ONTO THE POROUS PAVEMENT STILL TO THE STONE AREA IN THE MIDDLE, WHERE IT'S DISTRIBUTED TO THE VARIOUS DIFFERENT UNDERGROUND INFILTRATION BASINS THAT I MENTIONED BEFORE. AND THERE ARE TWO NEW, THERE'S ONE ACTUALLY, ONE NEW LENGTH OF PIPE ON THERE. AND THAT IS BECAUSE THIS AREA THAT USED TO BE PERVIOUS IS NOW SOLID, AND IT CONNECTED TO A, AN UNDERGROUND INFILTRATION AREA AT THE END OF IT. SO WE'RE TRYING TO MAKE SURE THE DISTRIBUTION OF FLOW REMAINS AND WE'RE GOING TO CONNECT VIA A PIPE THIS ON, THIS STONE AREA UNDER THIS POROUS AREA WITH THE INFILTRATION AREA DOWN THERE. SO ESSENTIALLY, THE DRAINAGE DOESN'T CHANGE. UM, LET'S SEE. SO NEXT IS LANDSCAPING. LANDSCAPING IS SHEET SEVEN OF 11 OF EXHIBIT A-2.

MR. BUTLER: PERFECT.

MS. TOTTEN: OKAY, SO WE WERE PROPOSING TO REMOVE 23 TREES. I KNOW THERE MIGHT BE AN INCONSISTENCY IN IT SAYS 22 SOMEWHERE BUT IT'S SUPPOSED TO BE 23. AND WE WOULD LIKE TO ADD TWO TREES TO THAT BECAUSE THEY'RE, IN MY ZEALOUSNESS TO MAINTAIN EXISTING TREES, I NEGLECTED TO THINK ABOUT THE SIGHT TRIANGLE. AND THE DIFFICULTY THAT SOMEONE WHOSE EYES ARE RIGHT HERE BEHIND THE STOP BAR MIGHT HAVE LOOKING THROUGH THIS TREE OR THIS TREE LOOKING DOWN. SO, WE WILL BE ADDING THIS THE SIGHT TRIANGLES TO THIS PLAN BUT WE WANT TO REMOVE 25 TREES AND IF THOSE IF IT'S POSSIBLE TO JUST REPLANT THOSE TREES SOMEWHERE THEY'RE GOING TO BE REPLANTED ON CAMPUS OR THEY WILL BE REPLACED ON CAMPUS AND THIS REPLACING OR RELOCATING ON CAMPUS IS PART OF PEDDIE'S OVERALL MAINTENANCE AND LANDSCAPING PLAN FOR THE ENTIRE CAMPUS. THEY, THEY MAINTAIN, THEY, THEY REMOVE DISEASE TREES, THEY REPLANT TREES. THEY MOVE TREES AROUND A LITTLE FROM TIME TO TIME, BUT THEY HAVE AN OVERALL LANDSCAPING PLAN IN MIND. AND THEY ALSO HAVE VERY SPECIFIC SPECIES THAT THEY LIKE US TO USE. SO, WE HAVE SHOWN THOSE ON THIS PLAN. BUT SO THESE INTERIOR TREES THAT NEED TO BE REMOVED AS A RESULT OF THIS RECONFIGURATION WILL BE EITHER REPLACED, OR THEY WILL BE REPLANTED AS POSSIBLE. SOME OF THESE TREES MAY NOT BE THE HEALTHIEST IN THE WORLD, EITHER. SO THAT WILL BE MADE, THAT DECISION WHETHER TO REPLACE OR REMOVE, SORRY, REPLACE, OR REPLANT WILL BE MADE BY LANT PEDDIE'S LANDSCAPING TEAM. AND WE'RE PROPOSING TO FILL IN SOME OF THE GAPS THAT ARE ALONG THIS. THE FRONT ALONG ETRA ROAD WITH SOME ADDITIONAL LANDSCAPING, SOME EVERGREENS AND SOME OTHER TYPES OF TREES THAT ARE LISTED DOWN HERE. THE TYPES ARE RED SUNSET MAPLE, AND SOME SPRUCE. AND LET'S SEE, YES. THESE TREES, SOME OF THESE TREES ARE ALREADY 40 FEET TALL. WE DON'T WANT TO DAMAGE ANY OF THE EXISTING ONES THAT STAY. SO, WE WERE VERY SELECTIVE ABOUT WHERE WE WERE PUTTING THESE TREES TO TRY TO FILL IN SOME OF THE GAPS. BUT IT'S, EVEN THOUGH IT DOESN'T LOOK LIKE IT'S FULLY VEGETATED IT IS BECAUSE THESE TREES ARE FAIRLY LARGE TREES. AND WE'RE ALSO PROPOSING A COUPLE OF TREES DOWN HERE IN THE LAWN AREA OF THE REMAINING PART OF THE CIRCLE FOR THE, THE BYPASS AND THE DROP OFF AREA.

MR. BUTLER: OK, AND LORA-, MISS TOTTEN JUST, JUST, JUST SO THERE'S NO CONFUSION IF YOU GO OUT IF YOU GO UP A LITTLE BIT TO THOSE, THE FOUR TREES THAT YOU'RE JUST SHOWING.



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- MS. TOTTEN: YES.
- MR. BUTLER: TO THE, TO THE, TO THE LEFT OF THAT. THE, TO THE LEFT OF THAT AREA RIGHT THERE THAT, THAT'S ONE TREE BEING REMOVED AND ONE BEING REPLACED, CORRECT?
- MS. TOTTEN: CORRECT.
- MR. BUTLER: OKAY.
- MS. TOTTEN: SO,
- MR. BUTLER: SO OVERALL, THERE, THERE'S GOING TO BE 25 TREES REMOVED, UM, AND I THINK PEDDIE'S FIRST, FIRST CHOICE WOULD BE TO REPLANT THOSE TREES IF, IF THEY CAN, IF THEY'RE HEALTHY. BUT IF THEY CAN'T REPLANT THOSE TREES SOMEPLACE ON THE PROPERTY, THEY, THEY WILL REPLACE THOSE TREE, UM, WITH OTHER TREES IN KIND IN OTHER LOCATIONS ON THE PROPERTY.
- MS. TOTTEN: WE DO HAVE APPROXIMATELY 22 TREES PROPOSED RIGHT NOW. SO, WITH, UH, YOU KNOW, AMONG THE ONES THAT ARE SHOWN TO FILL IN THE GAPS. SO, IT'S MY OPINION THAT THE LANDSCAPING AT PEDDIE IS JUST GOING TO GET BETTER BECAUSE WE'RE GOING TO RELOCATE SOME OF THESE TREES AND PLANT SOME OF THEM AROUND HERE.
- MR. BALCEWICZ: I HAVE AN, A SLIGHT ISSUE WITH THAT. THE FACT THAT YOU DON'T HAVE THE DETAILS AS TO WHAT TREES ARE GOING TO GO WHERE MAKES ME A LITTLE UNCOMFORTABLE GIVING YOU FINAL APPROVAL FOR THIS PLAN. SO, I'D LIKE TO MAYBE THINK ABOUT INCLUDING OUR SHADE TREE COMMISSION OR ENVIRONMENTAL COMMISSION OR OUR PLANNER IN APPROVING OR AT LEAST BEING CONSULTED ON, ON YOUR FINAL DISPOSITION FOR ALL THESE TREES.
- MR. BUTLER: YEAH, I MEAN, I DON'T I DON'T THINK THAT THAT'S AN ISSUE THAT WE COULD WORK WITH MR. MR. SLAUGH FOR THE TREE REPLACEMENT. YOU KNOW, AS MISS TOTTEN HAS JUST SAID THERE'S A PROPOSED 25 TREES THAT ARE GOING TO BE WELL LIKE I SAID THAT THE FIRST OPTION WOULD BE THAT THEY WOULD BE REPLACED, NOT REPLACED BUT REPLANTED AT OTHER LOCATIONS SO THAT WE WOULDN'T LOSE THOSE PLANTS. BUT IF, IF IT COULDN'T, THEN THEY WOULD BE, THEY WOULD BE REPLACED. BUT REGARDLESS OF THAT, I THINK MISS TOTTEN SAID THERE ARE 22 TREES BEING PROPOSED TO BE INCLUDED AND SUPPLEMENT. TO SUPPLEMENT THE EXISTING VEGETATION THAT THAT'S ON SITE. SO, I MEAN, I DON'T, I DON'T THINK THAT THERE'S AN ISSUE WITH, WITH PEDDIE WORKING WITH MR. SLAUGH ON, ON THE REPLACEMENT OF, OR REPLANTING OF THOSE, THOSE, THOSE TREES.
- MR. BALCEWICZ: OKAY, I'M SATISFIED WITH THAT. THANK YOU.
- MS. TOTTEN: OKAY, SO NOW I'D LIKE TO TALK ABOUT THE LIGHTING, THEN THEY DON'T LET'S SEE, DID I OPEN THAT? I THINK I DID NOT OPEN THAT ONE. LET ME JUST OPEN IT. OOPS. I'LL DO IT BACKWARDS THIS WAY. I THOUGHT I HAD THEM ALL OPENED, I NEEDED.
- MR. BUTLER: AND WHILE, WHILE THAT, WHILE THAT'S OPENING, I THINK MS. TOTTEN IS GOING TO EXHIBIT A-2 SHEET 8.



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MS. TOTTEN:

YES, THANK YOU VERY MUCH. ALSO HELPED ME FIND IT. OKAY, SO TO PREFACE MY COMMENTS ON THIS, THIS PLAN WAS CREATED BY A CONSULTANT TO ECOGY FOR THE UNDER-CANOPY LIGHTING. AND THAT IS ALL IT REPRESENTS IS THE UNDER-CANOPY LIGHTING, IT DOES NOT INCLUDE ANY OF THE EXISTING LIGHTS THAT ARE LOCATED ALONG THE EDGE OF THE PARKING LOT THAT CAN REMAIN. SUCH AS THIS LI, LIGHT, LOCATED IN THIS LOCATION, HERE'S ANOTHER LIGHT LOCATED IN THIS LOCATION, ANOTHER LIGHT LOCATED IN THIS LOCATION, THESE LIGHTS WERE ALL APPROVED AS PART OF THAT 2009 PLAN. SO, WHAT WE ARE, SO WE ARE PROPOSING TO RELOCATE A COUPLE OF THE EXISTING LIGHTS BECAUSE THEY'RE NOW IN THE, THEY, THEY WERE IN THE MIDDLE OF A PARKING LOT OR THEY'RE, THERE, THEY WOULD BE IN THE MIDDLE OF A PARKING LOT. INSTEAD OF IN A, A LAWN AREA SUCH AS THIS RELOCATED LIGHT POLE. AND THIS RELOCATED LIGHT POLE THAT'D BE LOCATED NEXT TO THE NEW ENTRANCE WHICH WAS OVER NEXT TO THE OLD ENTRANCE IN THE PAST. SO, WE DID NOT INCLUDE THESE IN THE ANALYSIS, BECAUSE THEY, THEY EXIST, AND THEY'RE ALL LOCATED ALL ALONG THE PERIMETER AND THEY PROVIDE ADEQUATE LIGHTING NOW, SO THEY WILL CONTINUE TO DO THAT, WHAT WE WANTED TO SHOW YOU WAS THAT THEY WILL, THERE WILL BE LIGHTS ATTACHED TO THE UNDERSIDE OF THE SOLAR PANELS THAT WILL PROVIDE LIGHT. NOW THERE WAS A COMMENT THAT THE LIGHT UNDERNEATH THE SOLAR PANELS MIGHT BE TOO INTENSE. SO, AND, AND THERE WAS A COMMENT ABOUT LOWERING THE KELVIN NUMBER, WHICH IS THE BRIGHTNESS OR THE WHITENESS OF THE LIGHT TO A SOFTER, MORE YELLOW LIGHT. AND ALL THAT CAN BE DONE. AND IT, THE EXACT DETAIL OF HOW IT IS CONNECTED TO THE SOLAR PANEL STRUCTURE IS WE HAVE A GENERAL IDEA OF WHERE THEY'RE GOING TO BE LOCATED, WE DON'T HAVE THE CONNECTION DETAILS AT THIS TIME, WHAT I WOULD SUGGEST IS THAT THE CONNECTION DETAILS COULD BE SUBMITTED AS A SHOP DRAWING WITH THE SOLAR PANELS FOR THE APPROVAL. AND WHAT WE CAN DO IS WHEN, WHEN WE RESUBMIT FOR RESOLUTION COMPLIANCE, WE CAN SHOW THIS LIGHTING WITH A LOWER KELVIN VALUE. SO, IT'S NOT QUITE AS BRIGHT UNDERNEATH AND PROVIDES SIMILAR LIGHTING TO THAT WHICH WAS APPROVED IN 2009 WITH THE POLE MOUNTED FIXTURES.

MR. BUTLER:

AND, AND THERE WAS ANOTHER COMMENT IN, IN ONE OF THE REPORTS ABOUT THE LIGHT, THE LEVEL OF ILLUMINATION FROM THE LIGHTS CHANGING, DEPENDING ON THE TYPE OF DAY SO THEY WOULD DIM OVER OVERNIGHT.

MS. TOTTEN:

YES. SO RIGHT NOW, ALL THE LIGHTING THAT'S HERE IS ON TIMERS TO AND MANUALLY, TO BE LOWERED, NOT TURNED OFF ALTOGETHER, BUT LOWERED DURING NON-USE HOURS. THERE HAS TO BE A CERTAIN AMOUNT OF LIGHT FOR SECURITY. YOU DON'T WANT THIS TO BE BLACK, ESPECIALLY WITH A NICE THICK BUFFER IN FRONT OF IT WHERE NOBODY CAN SEE IN THERE. IT'LL JUST ATTRACT, IT'LL BE AN ATTRACTIVE NUISANCE. SO YOU NEED SOME SECURITY LIGHTING IN HERE. BUT, NOT ONLY FROM A BRIGHTNESS AT NIGHT POINT OF VIEW BUT FROM A CONSERVATION OF ENERGY POINT OF VIEW. PEDDIE SCHOOL ALREADY HAS IN PLACE SYSTEM TO LOWER THE LIGHTS AT NIGHT AT, YOU KNOW, AT AT A PARTICULAR TIME ON NON-EVENT NIGHTS AND THEN AFTER THE EVENT IS OVER ON EVENT NIGHTS. AND...



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- MR. BUTLER: THERE'LL BE A SIMILAR SYSTEM AS TO WHAT YOU SAID WAS APPROVED IN 2009, THAT THE LIGHTING LEVELS AND THE CANOPY, THE LIGHTING UNDERNEATH THE CANOPY WOULD ALSO BE ON A SIMILAR TYPE OF SYSTEM.
- MS. TOTTEN: YES, IT'S MY UNDERSTANDING THAT THE CANOPY LANES HAVE THE SAME FLEXIBILITY AS WHOLE LIGHTING IN TERMS OF CONTROLS, AND BOTH MANUAL AND PROGRAMMED CONTROLS.
- MR. BUTLER: PERFECT. THANK YOU.
- MS. ROBERTS: LORALI, I HAVE A QUESTION. DID YOU SAY THAT THE LIGHT INTENSITY OF WHAT IS PROPOSED HERE WILL BE SIMILAR, IF NOT THE SAME, AS WHAT WAS APPROVED IN 2009.
- MS. TOTTEN: BE SIMILAR. I THINK THE COMMENT WAS THAT IT WAS TOO BRIGHT. I MEAN, I AND I HAVEN'T...
- MS. ROBERTS: IT'S VERY BRIGHT.
- MS. TOTTEN: YEAH. SO, SO THAT'S, IT'S A CHOICE OF BULB THAT CAN FIX THAT. THAT'S A FAIRLY EASY FIX. SO WE WOULD WANT TO TRY TO LOWER IT. AND USING A WARMER YELLOWER LIGHT, AS MR. SLAUGH POINTED OUT WITH A KELVIN OF 2700, 2,700, YES, WOULD HELP, AS WELL AS A DIFFERENT LIGHT BULB IN THE FIXTURE. SO WE WILL, WE WILL.
- MS. ROBERTS: SO WE'RE REDUCING THE LIGHT INTENSITY TO BE
- MS. ASSELSTINE: SIMILAR,
- MS. ROBERTS: THE SAME OR CLOSE TO WHAT WAS APPROVED PREVIOUSLY?
- MS. TOTTEN: YES.
- MS. ROBERTS: YES. OKAY. THANK YOU.
- MS. TOTTEN: SO, I THINK THAT, I BELIEVE I COVERED MOST OF THE ENGINEERING ISSUES WITH REGARD TO OUTSIDE AGENCY APPROVALS. WE'VE BEEN TO MERCER COUNTY PLANNING BOARD ACTUALLY ON 2/9/22, AND, UH, WE DID GET APPROVAL AT THAT MEETING. AND JUST THE RESULT OF THAT MEETING IS THAT IN HIGHT, IN HIGHTSTOWN, THERE IS NO ROAD DEDICATION, AND THEY'RE APPROVING THE RELOCATION OF THIS DRIVEWAY ENTRANCE. AND THEN IN EAST WINDSOR, THERE'S A ROAD DEDICATION, THAT'S GOING TO BE GIVEN. THEY ALSO DID SAY, WE SPECIFICALLY ASKED IF THIS WOULD BE POSSIBLE THAT IF WE HAD YOUR APPROVAL, BEFORE THAT ROAD DEDICATION EAST WINDSOR IS COMPLETE, WOULD WE BE ABLE TO START WORKING? WELL, LIKE ME, LIKE, I'M GOING TO HAVE THAT SHOVEL ON SITE RIGHT THE ROYAL "WE", CAN START DOING PARKING LOT MODIFICATIONS, IF WE HAD YOUR APPROVAL TO DO SO. AND THEY AGREED TO THAT. WELL, AND THEN THE SECOND ONE IS MERCER COUNTY SOIL EROSION SEDIMENT CONTROL DISTRICT AND WE HAVE RECEIVED WE'VE REACHED WE'VE SUBMITTED TO THEM AND WE RECEIVED THEIR COMMENTS, MOSTLY HAVING TO DO WITH SILT FENCE LOCATION. AND AS I POINTED, AS I NOTED, THEY POINTED OUT THAT WE HAD A PIECE OF LAWN UNDERNEATH THE SOLAR PANEL OVERHANG. AND SO, WE'VE RESUBMITTED TO THEM ALREADY. SO, WE'RE HOPEFUL THAT WE'RE GOING TO GET A CERTIFICATION NEXT MONTH. AND THAT REALLY CONCLUDES THE ENGINEERING PORTION.



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MR. BUTLER: MISS TOTTEN IF MAYBE, CAN YOU TALK ABOUT THE HEIGHTS, THE PROPOSED HEIGHT OF THE, BEFORE WE GET TO ECOGY, CAN WE JUST TELL WHAT THE PROPOSED HEIGHT OF THE CANOPIES?

MS. TOTTEN: I KNEW I FORGOT SOMETHING VERY IMPORTANT. YES, I STARTED TALKING ABOUT THE CANOPIES AND GOT SIDETRACKED A LITTLE BIT. SO, HIGHTSTOWN HAS A DEFINITION OF HEIGHT, BUILDING HEIGHT, THAT IS ACTUALLY MEASURED FROM, I GUESS I'LL GO BACK TO A BETTER PLAN THAN THIS. LET'S SEE. THIS ONE, SITE PLAN, OKAY. AND BACK ON SHEET 5 OF 11 EXHIBIT A-2. SO, HIGHTSTOWN HAS A DEFINITION OF BUILDING HEIGHT THAT IS RELATED TO THE CURB LINE ELEVATION. SO, THE BUILDING HEIGHT IS CALCULATED FROM THE CURB LINE. AND I BELIEVE THAT THAT MAKES A LOT OF SENSE IN A TOWN LIKE HIGHTSTOWN WHERE IT'S, IT'S OLDER AND YOU WANT THE HOMES TO KIND OF FIT TOGETHER AND THE BUILDINGS TO KIND OF FIT TOGETHER. IN THIS CASE, IT , IT, AND YOU PROBABLY WONDERED WHY THE NOTE IS ON THE COVER SHEET THAT SAID PHYSICAL HEIGHT PLUS TWO FEET. AND THAT'S BECAUSE THE PHYSICAL HEIGHT OF THESE CANOPIES IS, AT THE HIGH EDGE. AND THEY'RE TILTED AS YOU MIGHT SUSPECT. I CAN GO TO A DETAIL OF THOSE IF YOU WANT, BUT THE HIGH EDGE IS GOING TO BE EITHER 21.9 INCHES OR 21, NINE INCHES ABOVE THE PHYSICAL PAVEMENT EDGE. OR IF IT'S A DIFFERENT MANUFACTURER, IT WOULD BE 22 FEET THREE INCHES ABOVE THE PAVEMENT, BUT THE PAVEMENT ON THE HIGH SIDE OF THE ARRAY, WHICH IS THE FIRST ARRAY, ARRAY ONE, CLOSEST TO THE ETRA ROAD IS ABOUT TWO FEET ABOVE THE CURB LINE. SO THAT MAKES THE HEIGHT OF THE CANOPIES BETWEEN 23 FOOT NINE INCHES AND 24 FOOT FOUR INCHES DEPENDING UPON WHICH MANUFACTURER THE, IS ULTIMATELY CHOSEN FOR THESE CANOPIES. AND THAT'S ALSO THE REASON WHY THERE'S SOME INCONSISTENCIES BETWEEN MY PLAN AND ECOGY'S PLANS BECAUSE THEY SHOW BOTH THE TYPES OF CANOPIES ON THEIR PLANS. SO THAT'S WHY IT'S TWO FEET PLUS AND THE PAVEMENT IS RELATIVELY PARALLEL ON THE ON THE, ON THE PARKING LOT IS RELATIVELY PARALLEL TO THE TOP OF CURB ON ETRA ROAD AND BOTH ARE SLOPING FROM WEST TO EAST. SO THAT'S WHY WE HAVE A HEIGHT OF 24 FOOT, UM, 24 FEET PLUS A COUPLE OF INCHES POSSIBLY AT THE MAXIMUM. ONE OF THE, ONE OF THE OTHER VARIANCES COULD POTENTIALLY BE THAT THESE ARE 66.6 FEET OFF THE RIGHT OF WAY LINE AND BUILDINGS IN A SCHOOL, SCHOOL CAMPUS ARE SUPPOSED TO BE THREE TIMES THEIR HEIGHT OFF THE EDGE OF THE ROADWAY, UH, THE PROPERTY LINE I'M SORRY. SO THAT IS A VARIOUS MR. SLAUGH POINTED OUT THAT IF IT'S NECESSARY, WE'LL BE REQUESTING BECAUSE WE WOULD BE POSSIBLY OVER THAT BY MAYBE A FOOT. RIGHT? THREE TIMES 12, UH, THREE TIMES THREE, ALMOST NINE INCHES OR SO OVER THAT AMOUNT. SO THAT'S ONE OF THE POSSIBLE VARIANCES. THE OTHER POSSIBLE THERE THE VARIANCES THAT THESE ARE CONSIDERED ACCESSORY BUILDINGS IN THE FRONT YARD AND ACCESSORY BUILDINGS CAN, MAXIMUM SIZE IS 256 SQUARE FEET AND THE SOLAR PANELS ARE DEFINITELY MORE THAN 256 SQUARE FEET. THEY'RE, THEY TOTAL I BELIEVE AROUND I THINK I SAID 42,500 SQUARE FEET ROUGHLY BETWEEN THE THREE OF THEM. LET'S SEE. I THINK THAT'S IN THE MORE DETAILS OF THE SOLAR PANELS THEMSELVES WILL BE PROVIDED BY THE ECOGY TEAM. DID THAT COVER THE ITEMS THAT I NEGLECTED TO COVER BEFORE?

MR. BUTLER: I BELIEVE SO. SO JUST, JUST, JUST TO SUMMARIZE, THE MAXIMUM POTENTIAL HEIGHT WOULD BE 24.3 FEET AND THAT'S A PRODUCT OF THE FACT THAT THE WAY HEIGHT IS



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- MR. BUTLER: MEASURED IN HIGHTSTOWN. IT'S THE, THE PHYSICAL STRUCTURE MEASURED FROM THE, THE EDGE OF THE CURB, WHICH WOULD ADD AN ADDITIONAL TWO FEET ONTO THE WHATEVER PRODUCT IS CHOSEN FOR THESE CANOPIES.
- MS. TOTTEN: THAT'S CORRECT.
- MR. BUTLER: OKAY. AND WHEN YOU SAID YOU SAID THESE ARE 66 FEET YOU MEANT THE FIRST ARRAY IN FROM ETRA ROAD ARE APPROXIMATELY
- MS. TOTTEN: CORRECT.
- MR. BUTLER: 66 FEET AND FROM THE EDGE OF THE, THE ROAD.
- MS. TOTTEN: THE OTHER ARRAYS OF COURSE MEET THIS, WOULD MEET THE SETBACK WITH NO ISSUE.
- MR. BUTLER: PERFECT.
- MR. BALCEWICZ: MR. BUTLER.
- MR. MICCIO: UH, MR., EXCUSE ME
- MR. BALCEWICZ: I HAD A QUESTION ABOUT LARGE VEHICLES. IS THERE ANY REASON WHY A LARGE VEHICLE LIKE MAYBE A LARGE FIRE TRUCK OR A SANITATION TRUCK, OR SOMETHING LIKE THAT, MIGHT HAVE TO GO DOWN THE AISLES BETWEEN THESE ARRAYS AND IF SO, WOULD THEY POSSIBLY BUMP INTO THE ARRAYS? HAVE YOU EVER LOOKED AT THAT AT ALL?
- MS. TOTTEN: THE ARRAYS, AND AGAIN, THE ECOGY TEAM CAN TELL YOU, AND MORE EXACTLY, BUT THE LOW SIDE OF THE ARRAY IS 14 FEET ABOVE THE GROUND, WHICH IS THE, YOU KNOW, BUILDING, I MEAN BRIDGE HEIGHTS. RIGHT. SO, A FIRE TRUCK AS LONG IT DIDN'T HAVE ITS LADDER UP, A FIRETRUCK COULD MAKE IT.
- MR. BALCEWICZ: OKAY.
- MS. TOTTEN: I THINK FARIHA. I'M SORRY, I'M NOT SAYING HER NAME RIGHT. WILL BE TALKING MORE ABOUT THAT WHEN SHE DESCRIBES THE, THE DETAILS OF THE CANOPIES.
- MR. BALCEWICZ: RIGHT. OKAY.
- MS. MAHJABIN: JUST. YEAH, THE HEIGHT OF THE CANOPIES EVEN IN THE LOW END SHOULD ALLOW FOR FIRE TRUCKS TO GO THROUGH.
- MR. SLAUGH: MS. TOTTEN, THEN, THIS IS BRIAN SLAUGH, THE BOROUGH PLANNER, IS THAT YOUR TESTIMONY THEN AS TO WHY THE CANOPIES ARE AS TALL AS THEY ARE, AND HENCE NEED THE SETBACK VARIANCE? IT'S BECAUSE OF THE HEIGHT REQUIRED FOR TRUCK CLEARANCE.
- MS. TOTTEN: YES.
- MR. SLAUGH: IT'S GOOD TO HAVE A REASON ON THE RECORD. YES, YES. ABSOLUTELY.
- MR. MICCIO: SO, IF I COULD JUST ASK A QUICK QUESTION TO CLARIFY THE RECORD. SO, THE, THE MAXIMUM POTENTIAL HEIGHT, DISREGARDING THE CALCULATIONS AND EVERYTHING, BUT FOR OUR PURPOSES, OUR DEFINITION IS 24 FEET THREE INCHES, CORRECT?



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- MR. BUTLER: CORRECT.
- MS. TOTTEN: YES.
- MR. MICCIO: AND THAT WOULD BE THE ONE THAT'S CLOSEST TO THE PROPERTY LINE THERE.
- MS. TOTTEN: WELL, THEY RIGHT. I TOOK THE WORST CASE, WHICH IS THE HIGHEST PART OF THE PARKING LOT UNDERNEATH THE, UNDERNEATH THE CANOPY. RIGHT, BECAUSE IT SLOPES DOWN TOWARDS THE BACK. SO THOSE CANOPIES WOULD BE A LITTLE BIT LOWER. NOT NOTICEABLY, REALLY, BUT A LITTLE BIT.
- MR. BUTLER: RIGHT. SO, SO, FROM THAT THE HIGHEST POINT OF THE CANOPY IS THE HIGHEST MAXIMUM POTENTIAL FOR THE CANOPY WILL BE 24.3 FEET.
- MS. TOTTEN: YES.
- MR. MICCIO: TWENTY-FOUR FEET, THREE INCHES. SO THEN TO CALCULATE THE VARIANCE REQUIRED. WE'RE GOING TO MULTIPLY THAT BY THREE, CORRECT?
- MS. TOTTEN: IF YES, IF THAT VARIANCE IS REQUIRED FOR THESE STRUCTURES, YES.
- MR. MICCIO: THANK YOU.
- MR. BUTLER: OKAY, I DIDN'T KNOW, WERE THERE ANY OTHER QUESTIONS FROM THE BOARD?
- MS. WATKINS: IF I MAY...
- MR. SLAUGH: THE VARIANCE IS, 6.25 FEET. MR. MICCIO.
- MR. MICCIO: THANK YOU, MR. SLAUGH.
- MR. SLAUGH: IT HAD TO BE SETBACK IN ADDITIONAL 6.25 FEET TO NOT MEET THAT, NOT NEED THAT VARIANCE.
- MR. MICCIO: PERFECT.
- MS. ASSELSTINE: BETH, DID YOU HAVE A QUESTION?
- MS. WATKINS: YEA, IF I MAY, I DON'T KNOW IF THIS FALLS UNDER THE ENGINEERING SECTION OR I COULD HOLD IT. BUT I QUESTION GOING BACK TO THE PARKING. UM, WITH REGARDS TO THE SPOTS. SO, I'VE SEEN MANY CARS PARK ON ETRA ROAD DURING SPORTS EVENTS. WHICH IS ACTUALLY, YOU KNOW, I GUESS ON THE EAST WINDSOR, PART OF THE PEDDIE SIDE OF THE EASTERN SIDE WHERE THE OTHER SOCCER FIELDS ARE. BUT I'M WONDERING IF, I'M ASSUMING THAT THIS OCCURS BECAUSE OF THE MATTER OF CONVENIENCE BY PARENTS JUST PULLING UP IN PARKING THERE RATHER THAN A NOT ENOUGH PARKING SPACES. SO, I GUESS MY QUESTION IS, WOULD THERE BE SOME KIND OF EFFORT BY SECURITY OR SOMEONE DIRECTING TRAFFIC TO HAVE PEOPLE PARK IN THE CORRECT SPOTS RATHER THAN ON THE STREET?
- MS. TOTTEN: THAT MIGHT BE MORE OF A QUESTION FOR MR. PURI. AND ARE YOU TALKING JUST TO BE CLEAR, I'M GOING BACK NOW TO EXHIBIT A-7, I THINK, SHEET 2. THE SOCCER FIELDS ARE ON THE CORNER OF WARD STREET AND ETRA, IS THAT WHERE YOU'RE REFERRING?
- MS. WATKINS: CORRECT. YES.



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- MS. TOTTEN: OKAY. JUST SO IT'S...
- MS. WATKINS: I GUESS THAT'S THAT, YOUKNOW, THAT'S FALLS UNDER EAST WINDSOR, BUT OBVIOUSLY, IT AFFECTS THE, YOU KNOW, THE TRAFFIC AND THE PEDESTRIANS USING ETRA ROAD.
- MS. ASSELSTINE: I THINK, I THINK ALSO ON WARD STREET, I HAVE SEEN STAKED OR PLASTIC CHAINS PUT UP ALONG THE FIELDS ON WARD STREET IN AN ATTEMPT TO KEEP PEOPLE FROM PARKING THERE IN THE PAST.
- MR. BUTLER: I'M SORRY, MR. PURI, MR. PURI WAS, WAS, HAS JOINED US FOR, I GUESS TO ANSWER THE QUESTION,
- MR. PURI: RIGHT. SO, WHAT I WAS SAYING WAS, I THINK WHAT WE PLAN TO DO IS TO HAVE A CONSCIOUS EFFORT WHICH IS LED BY OUR SECURITY TEAM TO DO DIRECT, YOU KNOW VISITORS TO DIFFERENT PARTS OF THE CAMPUS WHERE WE COULD HAVE MORE ACCESSIBLE PARKING RATHER THAN, YOU KNOW, PEOPLE PARKING ON THE STREET. SO, I THINK WE COULD WE COULD DO THAT AS MR. BUTLER AND MR. TOTTEN, UM, MS. TOTTEN HAVE MENTIONED THAT, YOU KNOW, WE HAVE PLENTY PARKING WITHIN THE CAMPUS, BUT IT'S JUST THAT, WE JUST NEED TO MAKE SURE THAT YOU KNOW, THERE ARE PEOPLE WHO ARE ACTIVELY DIRECTING TRAFFIC. AND WE WILL DO SOME, WE ALSO HAVE A SIGNAGE PROJECT THAT WE WILL BE KICKING OFF. SO, ONE OF THE THINGS THAT WE DISCUSSED WITH THE CONSULTANTS VERY RECENTLY WAS TO SEE IF WE CAN, YOU KNOW, HAVE BETTER WAYS OF KIND OF WAYFINDING FOR, FOR PEOPLE TO BE ABLE TO ACCESS DIFFERENT PARTS OF THE CAMPUS WHICH CURRENTLY DO NOT EXIST.
- MR. BUTLER: SO, IT'S YOUR...
- MS. ROBERTS: CAN I ADD SOMETHING HERE?
- MR. BUTLER: I'M SORRY, GO AHEAD.
- MS. ASSELSTINE: AT THE TIME OF THE PRIOR APPROVAL, THE SAME SITUATION WAS HAPPENING ON THE HIGHTSTOWN SIDE, JUST TO THE WEST OF, OF WHERE THIS PARKING LOT IS THAT WE'RE TALKING ABOUT WHERE THE BIG SOCCER FIELDS ARE, THERE WASN'T A CURB LINE, THERE WASN'T SIDEWALK AND WHENEVER THERE WAS AN EVENT, THERE WERE CARS PULLED OFF THE EDGE OF THE ROAD AND PARKING WAS A LOT OF TROUBLE FOR THE BOROUGH. SO AS PART OF THAT APPROVAL, THE BOARD DID REQUIRE THAT CURB BEING INSTALLED AND IT'S IMPROVED THINGS TREMENDOUSLY IN THE HIGHTSTOWN SIDE. AND I WANTED TO POINT THAT OUT FOR THE BOARD'S CONSIDERATION AND FOR THE PEDDIE SCHOOL ALSO. WE WERE ABLE TO CORRECT THAT, THAT TROUBLE TRAFFIC PROBLEM IN HIGHTSTOWN.
- MR. BUTLER: AND MR. PURI, THERE IS CURBING, IS IT THERE'S CURBING THROUGHOUT THE SITE OR IS THIS, DOES THE CURBING STOP IN EAST WINDSOR?
- MS. ASSELSTINE: WELL, I THINK THE CURBING STOPS AT THE CREEK, IF I'M NOT MISTAKEN.
- MR. BUTLER: BUT THERE IS, MR. PURI IS THERE, THERE'S FENCING THOUGH ALONG ETRA ROAD?
- MR. PURI: JOHN NEWMAN, ARE YOU ON THE CALL?



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- MR. BUTLER: HE IS NOT.
- MR. PURI: OKAY. I JUST NEED TO CHECK TO CONFIRM. I'M A LITTLE NEW TO THE CAMPUS SO I JUST WANT TO MAKE SURE WHATEVER I'M STATING IS ACTUALLY CORRECT. COULD YOU REPEAT THE QUESTION ONCE AGAIN SO THAT I'M ABLE TO GET BACK TO THE BOARD OR...
- MR. BUTLER: THE QUESTION, SO THERE WAS, WE WERE TALKING ABOUT, YOU WERE TALKING ABOUT SIGNAGE AND OVERZEALOUS PARENTS PARKING ON ETRA ROAD OR WARD STREET AND MISS ROBERTS MADE A COMMENT THAT THERE WAS SOME CURBING THAT WAS IN PLACE OR INSTALLED ALONG ETRA ROAD IN HIGHTSTOWN AND THAT THAT WAS A THEY WERE, THAT WAS ABLE TO CURB SOME OF, NO PUN INTENDED, CURB SOME OF THE PARKING ALONG ETRA ROAD I WAS JUST WONDERING IF THERE WAS ANY CURBING ALONG THE PROPERTY IN, IN EAST WINDSOR ALONG ETRA ROAD OR WARD STREET? AND IF THERE WASN'T, IS THERE IS THERE FENCING TO PREVENT, UM, I'M GONNA SAY OVERZEALOUS PARENTS AGAIN FROM PARKING TO WATCH THEIR CHILDREN'S GAME.
- MR. CABOT: I CAN ANSWER THAT, IF THAT'S OKAY. I KNOW I...
- MR. MICCIO: ACTUALLY, MR. CABOT, I'D PREFER IF YOU DIDN'T.
- MR. CABOT: OKAY. SORRY ABOUT THAT.
- MR. SLAUGH: YEAH... YEAH. I'M LOOKING AT GOOGLE STREETVIEW. THERE IS FENCING. THERE'S NO CURBING ON THE EAST WINDSOR SIDE, ACCORDING AT LEAST AS OF AUGUST OF 2021.
- MR. BUTLER: OKAY. THANK YOU, MR. SLAUGH.
- MR. SLAUGH: AND I DON'T SEE ANY CURBING TILL WE GET TO THE CREEK WHERE THERE'S ALSO SIDEWALK.
- MS. ASSELSTINE: THERE'S A BRIDGE. YEAH.
- MR. SLAUGH: AT THE BRIDGE THE SIDEWALK AND THE CURBING START ON THE BOROUGH SIDE.
- MR. BUTLER: OKAY.
- MR. SLAUGH: THERE'S NOTHING ON THE EAST WINDSOR SIDE.
- MS. WATKINS: AND IF I MAY, I'M NOT SPEAKING AS A PROFESSIONAL BUT THE FENCING IS, IS UP IT'S KIND OF LIKE A HILL THERE UP TO THE FIELD. SO, THE FENCING IS REALLY MORE AROUND YOU KNOW, THERE'S PLENTY OF ROOM FOR SOMEBODY TO PARK THERE'S A KIND OF A WIDE SHOULDER AND YOU KNOW, PEOPLE TEND TO PARK SORT OF ON THE SHOULDER AND THEN ONTO THE GRASS TO ON THAT EAST WINDSOR SECTION.
- MR. SLAUGH: SO I GUESS THE QUESTION IS, IS HOW MUCH ABOUT HOW MUCH OF A PROBLEM IS IT? CREATING HOW MUCH TRAFFIC IS IF YOU'RE PARKING THERE IS ETRA SO HEAVILY TRAVELED THAT IT'S CAUSING TRAFFIC PROBLEMS OR IS IT JUST AN OCCASIONAL THING OR PEOPLE MIGHT PARK THERE. AND SO THAT'S, THAT'S JUST SOMETHING TO CONSIDER.
- MR. LAUDENBERGER: RIGHT. IT'S ALSO EAST WINDSOR.
- MR. BUTLER: YEAH, IT IS EAST WINDSOR AND MR. PURI DID, DID SAY DID COMMIT TO, YOU KNOW, MAKING SURE THERE'S SOME SORT OF SIGNAGE AND SECURITY MAKING SURE THAT



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- MR. BUTLER: VISITORS TO THE SITE ON DAYS WHERE THEY HAVE OR WEEKEND'S WHERE THEY HAVE TOURNAMENT'S MAKING SURE THERE'S SECURITY TO ENSURE THAT, THAT THE, THAT PARENTS AND SPECTATORS ARE PARKING IN THE CORRECT LOCATIONS AND BEING ABLE TO GET OVER TO WHERE THEY NEED TO GO FOR WATCHING THEIR, THEIR CHILDREN PLAY THEIR EVENTS.
- MS. ASSELSTINE: I THINK AS A GENERAL RULE, AND I'LL JUST, NOT AS A COMMENT ON THIS APPLICATION, BUT I THINK AS A GENERAL RULE, I WOULD SAY THAT ETRA IS A ROAD THAT GIVES ACCESS TO ETRA LAKE PARK AND SOME OTHER DESTINATIONS FURTHER OUT, THAT MAKES IT AN ATTRACTIVE ROAD FOR BICYCLING. AND, YOU KNOW, HAVING CARS PARKED ALONG THE EDGE OF THE ROAD LIKE THAT WITH DOORS SWINGING OPEN, THAT CAN BE A DANGER TO BICYCLISTS. SO...
- MR. BUTLER: GREAT.
- MS. ASSELSTINE: SO JUST AS A GENERAL COMMENT, AND OF COURSE, IN HIGHTSTOWN, WE'RE TRYING TO MAKE THE WORLD MORE BIKEABLE AND MORE FRIENDLY TO THOSE KINDS OF THINGS, SO.
- MR. BUTLER: PERFECT. I DON'T KNOW IF THERE WERE ANY OTHER QUESTIONS FOR MISS TOTTEN BEFORE WE GO THROUGH I, MISS, MISS CHAIRMAN, WE COULD GO THROUGH WITH MISS TOTTEN AND MAYBE SOME OF THE COMMENTS FROM THE BOARD'S CONSULTANTS.
- MS. ASSELSTINE: YEAH, WHY DON'T WE? WHY DON'T WE DO THAT? THERE WERE THERE WERE A LOT OF COMMENTS. CARMELA, BRIAN, DO YOU GUYS WANT TO LEAD THAT?
- MR. SLAUGH: I'LL DEFER TO CARMELA TO GO FIRST. IF YOU'D LIKE. SHE HAD MORE, I THINK, THAN I DO.
- MS. ROBERTS: OKAY. I'M, I'M JUST GONNA DO A QUICK REVIEW OF MY LETTER JUST ABOUT ANYTHING THAT WE'VE NOT DISCUSSED YET.
- MS. ASSELSTINE: AND THAT'S YOUR FEBRUARY 9TH LETTER.
- MS. ROBERTS: RIGHT. THERE WERE A FEW GENERALISED COMMENTS. THE LIST OF PROPERTY OWNERS IS NOT CONSISTENT WITH THE KEYMAP. THE TITLE OF A PLAN SET IS NOT CONSISTENT WITH THE ASSOCIATED REPORTS. THE LIST OF OWNERS THAT YOU SHOW ON THE COVER SHEET, AND THE GENERAL NOTES FOR HIGHTSTOWN AND EAST WINDSOR SEEM TO BE BLENDED. COULD WE HAVE ALL THE HIGHTSTOWN NOTES AND OWNERS ON ONE SIDE AND ALL OF EAST WINDSOR ON THE OTHER?
- MS. TOTTEN: I AGREE WITH ALL OF THOSE COMMENTS. ALL YOUR HOUSEKEEPING COMMENTS.
- MS. ROBERTS: ALL MY, GREAT. THE COMMENT ABOUT PROVIDE A CLEAR INDICATION OF WHERE DO WE HAVE FULL HEIGHT CURB AND WHERE WE HAVE DEPRESSED. SHOW WHERE TRAFFIC SIGNS ARE GOING TO BE INSTALLED OR RELOCATED. WE NEED SOME DETAIL AT THE PAINTED AREA BY THE DROP OFF. DURING CONSTRUCTION, YOU'RE GOING TO HAVE TO ASSURE THAT THERE IS ACCESS FOR FIRE AND OTHER EMERGENCY VEHICLES AT ALL TIMES. I, I ASSUME THAT AREA IS GOING TO BE SHUT DOWN FOR A WHILE, WHILE THAT DRIVEWAY CONSTRUCTION IS GOING ON. SO THERE STILL HAS TO BE A PLAN FOR HOW TO BRING EMERGENCY VEHICLES IN, IF NEEDED, AND THAT COULD BE YOU'RE GOING TO BRING THEM IN THROUGH THE OTHER SIDE OF THE CAMPUS. YOU JUST NEED TO HAVE A



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FEBRUARY 14, 2022, 7:30 P.M.

- MS. ROBERTS: PLAN, PLEASE. WE'D LIKE MORE DETAIL ON THE HANDICAP RAMPS. I'D LIKE A DETAIL ON THE INTERFACE BETWEEN THE POROUS PAYMENTS AND THE STANDARD PAVEMENT. AND JUST ADDITIONAL DETAIL ABOUT YOUR SIDEWALK WIDTH, SIDEWALKS, CURBS, DEPRESSED CURBS. YOU WENT OVER ALL OUR COMMENTS IN REGARD TO STORMWATER, AND LIGHTING. AND THOSE ARE REALLY OUTSTANDING COMMENTS IN MY LETTER THAT LORALI DID NOT ALREADY DISCUSS.
- MR. BUTLER: OKAY, MISS TOTTEN, YOU, WE HAVE NO ISSUE WITH, WITH ADDRESSING OR COMPLYING WITH THOSE COMMENTS.
- MS. TOTTEN: WE DO NOT.
- MR. BUTLER: OKAY.
- MS. ASSELSTINE: ONE OTHER THING IN CARMELA'S IS LETTER IS REVIEW BY THE HIGHTSTOWN FIRE DEPARTMENT.
- MS. TOTTEN: WE WILL DO THAT.
- MR. BUTLER: YEAH, WE WILL DO THAT WE HAVE NOT RECEIVED ANY COMMENTS, BUT WE WILL, WE WILL CERTAINLY REACH OUT AND MAKE SURE THAT THEY'VE HAD A CHANCE TO REVIEW.
- MS. ASSELSTINE: DID YOU SHARE IT WITH, THE PLANS WITH THEM ALREADY?
- MR. BUTLER: I THOUGHT WE HAVE IF WE HAVEN'T, WE WILL.
- MS. ASSELSTINE: OKAY.
- MR. SLAUGH: ARE YOU FINISHED, MS. ROBERTS?
- MS. ROBERTS: YES, I AM, MR. SLAUGH.
- MR. SLAUGH: THANK YOU. I DID HAVE A QUESTION, A COUPLE OF QUESTIONS FOR MS. TOTTEN. IN THAT, WHEN YOU WERE COUNTING UP THE PROPOSED SPACES POST CONSTRUCTION, IT APPEARED TO ME THAT YOU DID NOT COUNT THE 15 SPACES ON THE EAST SIDE. WHICH IF YOU ADDED THOSE IN, YOU'D ACTUALLY END UP WITH 236 SPACES, NOT THE 221 THAT YOU HAD TESTIFIED TO. AND I...
- MS. TOTTEN: LET ME DOUBLE CHECK.
- MR. SLAUGH: SO, I WAS, I WAS ADDING THEM UP A COUPLE OF TIMES WHILE YOU WERE TESTIFYING, IT SEEMED TO ME IT CAME OUT TO 236, BUT I COULD BE MISTAKEN. AND I COUNTED, I ACTUALLY COUNTED THE SPACES OFF THE AERIAL ON THE EXISTING PLAN, I CAME UP WITH 261. AND I THINK A DISCREPANCY MIGHT BE BECAUSE THERE ARE SOME THAT LOOK LIKE SPACES, BUT THEY'VE BEEN STRIPED OUT AND IT'S MORE LIKE LOADING AREAS. SO, I THINK IF THOSE ARE REMOVED, THAT EQUALS FIVE SPACES, SO I THINK THE REAL NUMBER IS 261. WHERE 236 WOULD BE POST CONSTRUCTION. SO THAT ACTUALLY IS, GIVES YOU A BETTER STORY TO TELL AND THAT THERE'S 25 LOSS OF SPACES 25 SPACES LOSS, THEN THE NUMBER THAT YOU HAVE TESTIFIED TO
- MR. BUTLER: AND WE WILL WE WILL CONFIRM THAT.
- MR. SLAUGH: SURE.



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- MR. BUTLER: THAT NUMBER, I'M SORRY.
- MR. SLAUGH: YEAH. SO, THERE'S A LOT OF POROUS PAVING THAT'S PROPOSED FOR THE PARKING LOT. AND ONE OF THE THINGS ABOUT POROUS PAVING IS THAT THERE IS THAT FINE, SMALL PARTICLES GET CAUGHT INTO THE INTERSTICES OF THE PAVING OVER TIME. DOES THE MAINTENANCE PROGRAM FOR THE PARKING LOT? SOLVER MANAGEMENT TROLL? DOES THAT INCLUDE VACUUM SWEEPING ON A REGULAR BASIS IN THE PARKING LOT?
- MS. TOTTEN: WE WILL BE FINALIZING THAT UPDATED MAINTENANCE PLAN AND IT WILL INCLUDE VACUUMING. I AM NOT SURE WHAT WAS INCLUDED IN THE 2009 PLAN.
- MR. SLAUGH: OKAY, THANK YOU.
- MS. ROBERTS: WELL, THE 2009 PLAN DID REQUIRE A MAINTENANCE PLAN. IT REQUIRED A DEED RESTRICTION, AND IT REQUIRED VACUUMING. EVERYTHING YOU'RE ASKING ABOUT NOW, BRIAN, THAT IS PART OF WHAT SHOULD, SHOULD BE OCCURRING AS STANDARD MAINTENANCE ON THAT FACILITY.
- MR. SLAUGH: VERY GOOD. IN MY EXPERIENCE SEEMS TO BE THE THING THAT FALLS THROUGH THE CRACKS THE MOST.
- MS. TOTTEN: NO PUN INTENDED.
- MR. SLAUGH: MAYBE,
- MR. BUTLER: BEAT ME TO IT.
- MR. SLAUGH: MAYBE IT WAS INTENDED, BUT HEY. ONE QUESTION I HAD HAD TO DO WITH THE THE HEIGHT OF THE CONCRETE FOOTER? I BELIEVE IT'S INDICATED AS TWO FEET ON THE DETAIL SHEET. IS THAT CORRECT?
- MS. TOTTEN: IN THE COLUMN FOR THE...
- MR. SLAUGH: THE FOOTER FOR HOLDING UP THE COLUMNS OF THE SOLAR ARRAY.
- MS. TOTTEN: YES, THEY, THEY, THAT CAN GO INTO MORE DETAIL BY THE ECOGY GROUP, BUT IT'S AT LEAST TWO FEET HIGH. IT NEEDS TO PROTECT THE COLUMN FROM BEING ACCIDENTALLY HIT.
- MR. SLAUGH: SO, ONE OF THE QUESTIONS...
- MS. TOTTEN: LIKE A LIGHT POLE BASE DOES.
- MR. SLAUGH: YES. WOULD IT MAKE SENSE IN YOUR OPINION FOR THAT TO BE TALLER, SO IT CAN BE SEEN BY MOTORISTS MORE EASILY?
- MS. TOTTEN: I WOULD LIKE TO LET ECOGY ANSWER THAT. I MIGHT.
- MR. SLAUGH: THAT'S FINE. I'LL SAVE THAT QUESTION FOR THE NEXT WITNESS. OK, HMM, SEE? SO I THINK THAT'S ALL THE QUESTIONS I HAVE MISS TOTTEN WITH HER TESTIMONY. AND SO WITH REGARD TO ADDING IN A PEDESTRIAN WALKWAY THAT CONNECTS THE ETRA ROAD SIDEWALK, DID YOU HAVE ANY DISAGREEMENT WITH THAT COMMENT IN 4.1 OF MY REPORT?



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- MS. TOTTEN: WELL, THERE'S ALREADY CONNECTIONS WITH THE MAIN CAMPUS. AND THERE'S REALLY NO GOOD PLACE FOR A SIDEWALK. YOUR, THERE'S TREES RIGHT NEXT TO THE, LET ME GO BACK TO ONE OF THESE OTHER PLANS HERE. THIS IS SHEET 3 OF, OF 13 FROM EXHIBIT 7-A, THERE'S TREES ALONG THE EXISTING SIDEWALK BETWEEN THE, THE PARKING AND THE FIELD RIGHT NOW. AND I, PUTTING IN A SIDEWALK IN THERE WOULD, WOULD PROBABLY NOT WORK VERY WELL.
- MR. SLAUGH: WHAT'S, UH, WHAT'S THE, CAN YOU ZOOM IN? WHAT'S THE WHITE STRIP THAT'S...
- MS. TOTTEN: THAT'S THE CURB. IT'S, THE CURB IS WIDER THAN MOST CURBS BECAUSE IT EDGES ALL THE PAVEMENT.
- MR. SLAUGH: MMHMM. I SAW, I HAVE A, I'M LOOKING AT THE LITTLE CLEAR VIEW HERE THAN WHAT I'VE GOT. YEAH, I THINK THE ONLY OTHER WAY TO POSSIBLY DO IT WOULD BE ON THE, ON THE RIGHT SIDE OF THE DRIVEWAY. AND HAVE ECHOED THAT WAY IN THE NEW PLAN.
- MS. TOTTEN: WHEN YOU SAY THE RIGHT SIDE OF THE DRIVEWAY.
- MR. BUTLER: TO DRIVE, YOU MEAN, I THINK THAT'S THE DRIVE AISLE, ISN'T IT?
- MR. SLAUGH: WELL, WE'D HAVE TO GO, WE'D HAVE TO GO IN THE ISLANDS ON THE RIGHT-HAND SIDE OF THE DRIVE TO HAVE THE SIDEWALK THAT GOES UP THERE. SO, I THINK THE QUESTION THEN IS, IS IT, YOU KNOW, IS THAT AN AREA WHERE YOU ANYONE SEES PEDESTRIAN? SO THAT'S REALLY A QUESTION TO THE BOARD. I MEAN, IF REALLY NOT THAT I GUESS, THERE'S NO PARTICULAR REASON TO HAVE IT. I AGREE THAT THE LEFT SIDE, WE JUST REQUIRE A LOT OF TREES TO BE CUT DOWN. AND IT'S ALSO GOING TO INTERFERE I THINK, WITH EFFECTIVELY THE USE OF THE SOCCER FIELD AT THE ENDS, BECAUSE THERE'S NOT A LOT OF DISTANCE BETWEEN THE, THE DRIVEWAY, THEN YOU HAVE THE TREES AND THEN YOU'RE RIGHT THERE WITH THE GOAL. SO, IF THERE WAS GOING TO BE ONE IT WOULD NEED TO BE ON THE OTHER SIDE OF THAT DRIVEWAY AND RUN THROUGH THE TRAFFIC ISLANDS, I THINK. SO, THE QUESTION I HAVE FOR THE BOARD IS WHETHER THEY'VE SEEN HAD EVER SEEN PEOPLE REALLY ON ETRA ROAD AND THEN WALKING UP THE EXISTING DRIVEWAY TODAY. LIKE FOR EXAMPLE DO, DO PARENTS FOR DAY STUDENTS DROP THEIR STUDENTS OFF AN ETRA ROAD AND THEY ARE THEY WALKING UP THE DRIVEWAY. SAY THERE'S A LINE THAT STACKING PROBLEM THAT HAD BEEN TESTIFIED TO EARLIER WHERE THERE WOULD BE STUDENTS THAT ARE OR ARE THERE STUDENTS FOR EXAMPLE THAT ARE WALKING ALONG THE SIDEWALK AND THEN TURNING INTO THE DRIVEWAY TODAY THAT WOULD BENEFIT FROM HAVING A SIDEWALK THAT GOES INTO THE CAMPUS. RIGHT?
- MR. BUTLER: I'M NOT I'M NOT SURE IF I UNDERSTAND THAT THE COMMENT I'M NOT SURE IF I SEE OR I DON'T KNOW IF YOU WANT TO ENCOURAGE A LOT OF PEDESTRIAN TRAFFIC ACROSS FROM ETRA ROAD. I MEAN.
- MR. SLAUGH: WELL, IT'S ALWAYS THAT'S ALWAYS THE PROBLEM IS IF THERE'S TRAFFIC THERE TODAY, THEN THEY'RE NOT WALKING IN A SAFE SITUATION. SO THAT'S THE ISSUE AS OPPOSED TO ENCOURAGEMENT. BECAUSE PEOPLE WILL WALK IN THE STREET IF THEY'RE TRYING TO GET FROM PLACE A TO PLACE B IF THERE'S NO SIDEWALK. ANYBODY HAVE ANY



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- MR. SLAUGH: COMMENTS ON THAT FROM THE BOARD? BECAUSE I'M NOT IN TOWN. DUOESN'T SOUND LIKE ANYBODY SEES THAT AS A PROBLEM. SO, I'LL WITHDRAW THAT COMMENT.
- MR. LAUDENBERGER: YEAH, I DON'T I DON'T THINK, I DON'T KNOW IF THAT WOULD BE A PROBLEM JUST BECAUSE OF THE WAY THAT PEOPLE WALK IN TOWN. AND.
- MR. SLAUGH: THEY MIGHT BE COMING FROM THE OTHER DIRECTION, RIGHT?
- MS. WATKINS: I THINK TO YOUR POINT OF DROPPING OFF DAY STUDENTS I DON'T THINK THEY WOULD BE DROPPING THEM OFF THERE I THINK THEY WOULD BE DROPPING THEM OFF CLOSER TO THE YOU KNOW UP ON, ON MAIN STREET OR ON WARD, NOT, EAST WARD. I DON'T THINK I; I HAVEN'T SEEN A PROBLEM WITH DROPPING OFF
- MR. LAUDENBERGER: THERE'S ANOTHER ENTRANCE FURTHER DOWN. RIGHT? RIGHT OR CLOSER TO TOWN.
- MR. BUTLER: RIGHT. YES.
- MS. WATKINS: YEAH.
- MR. LAUDENBERGER: SO, THERE WE GO, YOU KNOW, PAST THE PLANETARIUM. AND, YEAH, THAT THAT'S MORE JUST FOR LIKE DROPPING OFF FOR THE POOL AND THE ATHLETIC CENTER.
- MR. SLAUGH: FOR ATHLETIC PURPOSES.
- MR. LAUDENBERGER: YEAH.
- MR. SLAUGH: OKAY. RIGHT. WELL, IT SOUNDS LIKE THEN IT DOESN'T NEED IT AFTER ALL. YEAH. SO ANY, IS THERE AN ABILITY TO COMPLY? MISS TOTTEN WITH COMMENT 4.3? SO YOU DO HAVE TWO HAVE THE SPACES THAT ARE ACROSS THE DRIVE AISLE.
- MS. TOTTEN: SO, WITH 4.3 IS THE CONNECTION OF THE TWO, IS WHAT YOU, I THINK WHAT YOU'RE SAYING IS, IS THAT THERE'S NO PAINTED CONNECTION ACROSS THIS AREA HERE. WHICH,
- MR. SLAUGH: YEAH.
- MS. TOTTEN: WHICH COULD BE, IT COULD BE PAINTED BETWEEN THIS AISLE AND THIS AISLE. OR,
- MR. SLAUGH: WERE YOU INTENDING TO HAVE A CURB CUT IN THE SIDEWALK TO THE LEFT OF THE VAN ACCESSIBLE SPACE?
- MS. TOTTEN: IT COULD, THE OTHER WAY COULD BE TO PUT A LITTLE, UP, MAKE SURE WE HAVE A CURB CUT IN THIS AREA TOO, SO THAT THEY COULD JUST GO STRAIGHT THIS WAY.
- MR. SLAUGH: MAYBE THAT MAKES THE MOST SENSE. PERHAPS, IF THAT COULD BE ARRANGED WITH THE PLAN.
- MS. TOTTEN: WE CAN DO THAT.
- MR. SLAUGH: OKAY, VERY GOOD.
- MR. BUTLER: SO THAT WAS A THAT WAS A CURB CUT AND, AND, AND SOME STRIPING OR SOME PAINTING THAT THAT'S I JUST WANT TO MAKE SURE THAT I HAVE THAT CORRECT.



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- MR. SLAUGH: I THINK THAT'S SATISFACTORY, TO CREATE A, TO CREATE A VISIBLE PATH FOR ANYBODY PARKING IN THE HANDICAP SPACES THAT ARE SEPARATED BY THAT DRIVE AISLE IN THE PARKING LOT.
- MR. BUTLER: OKAY.
- MR. MICCIO: BRIAN, FOR THE RECORD, CAN YOU JUST ARTICULATE WHAT I SHOULD INCLUDE IN THE CONDITION HERE BASED ON THAT CONVERSATION?
- MR. SLAUGH: YES. SO, WHAT I WOULD SAY IS THAT THE APPLICANT HAS AGREED TO CREATE A PAINTED ACCESSIBLE SPACE AND CURB CUT THAT WILL LINK THE FIVE, UH, THE FIVE SPACE AND TWO SPACE, HANDICAPPED ACCESSIBLE PARKING SPACES.
- MR. MICCIO: THANK YOU,
- MR. SLAUGH: I THINK WE'VE ADDRESS, THAT WE'VE ADDRESSED 44 WHICH HAS TO DO WITH TREES. UM, ONE OF THE THINGS ABOUT.
- MR. BUTLER: CAN I, CAN I, CAN I, CIRCLE BACK ON, ON, ON THE TREES. AH, UM, SO THERE, THERE ARE 25 TREES BEING REMOVED, AND THEN 22 OR SO TREES BEING PLACED ON THE PROPERTY, I JUST WANT TO BE CLEAR. THE REPLACEMENT, WE'RE GOING TO PEDDIE IS GOING TO TRY TO REPLANT THOSE TREES TO HEALTHY TREES, YOU KNOW, OBVIOUSLY, SOME TREES IN PARKING LOTS, THEY TAKE A BEATING WITH SAND AND SALT AND WHATNOT. ARE WE, WHEN WE'RE TALKING ABOUT REPLACING TREES ARE WE TALKING ABOUT TWO TREES BECAUSE THE DIFFERENCE BETWEEN 25 AND 20, OR SORRY, THREE TREES DIFFERENCE BETWEEN 25 AND 22 IS THREE OR WE'RE TALKING ABOUT A DIFFERENT NUMBER?
- MR. SLAUGH: SO, THERE'S A NUMBER ON THE PLAN THAT INDICATES THEY'RE GOING TO, THAT THE SCHOOL INTENDS TO RELOCATE A CERTAIN NUMBER OF TREES.
- MR. BUTLER: MMHMM.
- MR. SLAUGH: AND SO, MY PRESUMPTION IS THEY'RE GOING TO BRING A TREE SPADE IN AND THEY'RE GOING TO DIG THEM OUT OF THE PARKING LOT ISLANDS WHERE THEY ARE TODAY. AND THEN THEY'LL TAKE THEM TO OTHER PARTS OF THE CAMPUS WHERE THEY USED TO TREE SPADE PREVIOUSLY AND DUG THE HOLE FOR IT. AND THEN THEY'LL PUT THOSE NEW TREES INTO THE NEWLY DUG HOLES. SO THAT'S MY EXPECTATION IS WHAT THAT'S WHAT WE'LL SEE. AND THEY'LL NEED A TREE SPADE BECAUSE THE TREES IN THE PARKING LOT ARE LIKE EIGHT TO 10 INCHES AND CALIPER. SO THAT'S WHAT WE'RE EXPECTING TO HAPPEN AND THEN THERE'S NEW TREES THAT ARE PROPOSED TO BE PLANTED. AND THEN THE BOARD WAS CONCERNED THAT ABOUT WHERE THE NEW TREES WILL GO. AND IF THE CONDITION IS WRITTEN THIS I EXPECTED TO THEN I'LL BE INVOLVED IN WHERE THE THE DEPARTMENT THAT'S RESPONSIBLE FOR LANDSCAPING ON CAMPUS LOOKS TO, LOOKS TO PLANT THOSE. AND I'M SURE THAT WILL BE AN EASY COLLABORATION BECAUSE YOU OBVIOUSLY MUST HAVE A SKILLED LANDSCAPE TEAM TO BE ABLE TO MAINTAIN THE SET OF TREES THAT YOU HAVE ALREADY, SO I'M NOT ANTICIPATING THAT'S GOING TO BE A DIFFICULT LIFT. SO THAT'S MY EXPECTATION THAT THESE WILL BE MOVED AND PLACED IN OTHER PARTS OF CAMPUS. AND THEN THERE'LL



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- MR. SLAUGH: BE NEW TREES, BECAUSE THERE'LL BE SMALLER TREES THAT ARE GOING TO BE PLANTED AS SHOWN IN LANDSCAPE PLAN. IS THAT YOUR UNDERSTANDING, MR. BUTLER?
- MR. BUTLER: YEAH, THAT THAT THAT'S MY UNDERSTAND. THAT'S WHY I JUST WANTED TO MAKE SURE WE WERE EVERYBODY WAS CLEAR. IN CASE THERE WERE ANY QUESTIONS BECAUSE I WANT TO,
- MR. SLAUGH: I'VE ALSO ASKED THAT. SO, IN MY LOOKING AT THE BUFFER, THERE, IT'S ALL TREES, SOME OF THEM ARE, AS YOU INDICATED, UP TO 40 FEET TALL AT THIS AT THIS TIME. AND WHAT YOU NORMALLY WOULD DO WITH A BUFFER, PARTICULARLY FOR A PARKING LOT, IS THAT YOU WOULD HAVE ACTUALLY LOWER-LEVEL PLANTINGS IN BETWEEN THE TREES THAT SCREEN PARKED CARS. SO THAT'S WHAT I WOULD SEE HERE, INSTEAD OF SAY, MORE TREES PER SE, THAT ARE SHOWN ON THE LANDSCAPE PLAN, BECAUSE THE UPPER STOREY OF THE TREES TODAY ARE GOING TO HIDE THE HIDE THE SOLAR CANOPIES TO A DEGREE. AND YOU CAN'T OR WOULD NOT WANT TO HAVE SO MANY TREES BECAUSE THEY'LL CAST SHADOWS ON THE SOLAR RAYS AT A CERTAIN HEIGHT AND CERTAIN TIMES A YEAR. SO THAT OF COURSE, DEFEATS THE PURPOSE OF HAVING A SOLAR ARRAY. SO I THINK THE MAYBE THE SCHOOL WOULD BE BETTER SERVED BY CONCENTRATING ON LOW LEVEL PLANTINGS IN BETWEEN THE TREES, WHICH WOULD CREATE BETTER SCREENING OF THE PARKING LOT. SO THAT WOULD BE MY SUGGESTION IN 4.5.
- MR. BUTLER: AND I DON'T THINK THAT THERE'S, THERE'S AN ISSUE WITH WORKING WITH YOU MR. SLAUGH TO COME UP WITH SOMETHING THAT MAKES SENSE, YOU KNOW, JUST TAKING INTO ACCOUNT WHAT'S OUT THERE RIGHT NOW, OBVIOUSLY, WE DON'T WANT TO PLANT SOMETHING THAT'S GOING TO DIE, WE WANT TO MAKE SURE IT'S GOING TO BE HEALTHY AND IT'S GOING TO PROVIDE THE, THE SCREENING THAT THAT WE ALL WANT IT TO PROVIDE. SO, I THERE'S THERE ISN'T AN ISSUE WITH WORKING WITH YOU ON THAT THAT SCHEDULE.
- MR. SLAUGH: OKAY. SO THEN LIGHTING IS AN ISSUE THAT'S ALREADY BEEN ADDRESSED BY MIS TOTTEN REGARDING THE COLOR TEMPERATURE, THE LIGHTING UNDER THE UNDER THE SOLAR ARRAY. SO THOSE ARE MY COMMENTS.
- MR. BUTLER: OKAY.
- MS. ASSELSTINE: OKAY, UM, DO WE WANT TO GO TO GEORGE CHIN. GEORGE, YOU'VE GOT COMMENTS THAT ARE QUITE SIMILAR AND FOCUSED A LOT ON THE PARKING.
- MR. CHIN: YES.
- MS. ASSELSTINE: AND I THINK GEORGE, THEY DID NOT RECEIVE YOUR MEMO. SO, COULD YOU PLEASE GO THROUGH THE EACH ITEM?
- MR. CHIN: OKAY, THE FIRST ITEM CONCERNS THAT YOU NEEDED SEVEN ADA PARKING WHICH THEY HAVE.
- MS. ASSELSTINE: YEAH,
- MR. CHIN: YEAH, FOR THE NUMBER OF PARKING SPACES. THE STATE REQUIRES SEVEN ADA PARKING. SO THAT ONE'S OKAY. THE OTHER ONE WAS THE SAFE PASSAGE IS REQUIRED FROM THE ADA PARKING SPACES TO THE BUILDING. AND THAT'S WHERE IF YOU LOOK AT



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- MR. CHIN: WHERE THE DROP OFF IS, ARE YOU HAVING PEOPLE WALK ACROSS A DROP OFF TO THE TO THE WALKWAY THAT'S IN THE MIDDLE OF THE ISLAND. YOU SEE...
- MS. TOTTEN: NO, THE PROPOSAL WOULD BE TO WALK ALONG THIS NEW CONCRETE SIDEWALK THAT IS CONNECTED TO THE EXISTING SIDEWALK THAT PREVIOUSLY ABUTTED THE HANDICAP SPACES TO COME DOWN TO GO TO THE BUILDING.
- MR. CHIN: OKAY, CAUSE THE PLAN I HAVE WHICH IS A-5 IS SHOWING A FLUSH CURB FOR THE ON THAT WALKWAY I GUESS I HAVE A DIFFERENT ONE. I'M LOOKING AT A DIFFERENT ONE THAT THEN WHAT YOU...
- MS. TOTTEN: WELL, THE, THE FLUSH CURB AND WE DO NEED TO PERHAPS CLARIFY IN SOMEWHERE AS WE'RE NOT PROPOSING FLUSH CURB ALONG THE BUILDING SIDE OF THIS WALKWAY OR PROPOSED, PROPOSING FLUSH CURB ALONG THIS SPACES. AND THEN THERE'S ADEQUATE SPACE TO WALK OR MOVE ALONG THE SIDEWALK AND DOWN TO THE EXISTING SIDEWALK.
- MR. CHIN: OH, YEAH. SO WHAT I'M SAYING IS ON MY THE SITE PLAN THAT I HAVE, WHICH IS DRAWING NUMBER FIVE, IT SHOWS ON THE WALK THAT'S ON ISLAND PUT A DROP OFF IT SHOWS THAT AS A FLUSH CURB.
- MS. TOTTEN: WE DID THAT BECAUSE IT SEEMED LIKE A GOOD IDEA, JUST IN CASE.
- MR. CHIN: YEAH, BUT THEN IF I DON'T HAVE, IT LOOKS LIKE YOU'RE ENCOURAGING. I HAVE A WHEELCHAIR TO GO ON THAT. THAT'S WHY I WAS SAYING IT'S BETTER TO DO WHAT YOU WANT TO DO IS HAVING WALKING AROUND,
- MS. TOTTEN: THEN WE WILL TAKE THE FLUSH CURB OUT AND MAKE THAT FULL FACE GROUP THERE.
- MR. CHIN: OKAY. LET ME GET TO MY LIST. SO THAT WAS SAFE PASSAGE. AND THEN, YEAH, SO YOU GOT A FULL CURB ON THE NORTH SIDE. AND THEN IT'S A FLUSH CURB FACING PARK, ADA PARKING, RIGHT?
- MS. TOTTEN: YES.
- MR. CHIN: OKAY.
- MS. TOTTEN: THAT'S CORRECT.
- MR. CHIN: AND THEN MY QUESTION WAS ON THE TWO SPACES THAT YOU HAVE UNDERNEATH THE SOLAR PANEL NUMBER TWO, IS THERE ANYWAY, IF YOU LOOK TO THE RIGHT OF WHERE IT ISN'T LABELED, DON'T I HAVE ENOUGH ROOM TO PUT A PARKING. YEAH, IF YOU, IF YOU LOOK TO THE RIGHT OF, THERE'S, YOU HAVE A, WHERE'S THERE'S NO ADA SIGN.
- MS. TOTTEN: IT'S MISSING?
- MR. CHIN: YEAH. CAN'T I PUT ANOTHER PARKING SPOT ON THE OTHER SIDE OF MY ACCESS AISLE?
- MS. TOTTEN: YOU MEAN?
- MR. CHIN: YEAH, OVER THERE. AND THEN IF I CAN GET A IF YOU LOOK OVER ON THE LEFT-HAND SIDE, YOU SEE WHERE I CAN GET, I SHOULD BE ABLE TO GET AN AISLE AND A PARKING SPOT OVER HERE. BECAUSE



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- MS. TOTTEN: ON THIS SIDE, IT MIGHT BE GETTING CLOSE, NO WAIT A MINUTE. LET'S SEE.
- MR. CHIN: YEAH.
- MS. TOTTEN: OH, NEVERMIND. YOU COULD. YOU COULD, BUT YOU'RE GETTING CLOSE TO THE...
- MR. CHIN: DOWN AT THE, YEAH, IF YOU LOOK OVER THERE. YOU SEE HOW IT'S CUT BACK MORE?
- MS. TOTTEN: YES.
- MR. CHIN: CUZ THEN YOU THEN YOU HAVE ALL YOUR BARRIER FREE PARKING IN ONE AREA. AND THEY YOU DON'T HAVE TO CROSS ANY ROAD OR ANYTHING.
- MS. TOTTEN: WE'LL TAKE A LOOK AT THAT.
- MR. CHIN: OKAY, SO THAT WAS, WELL SEE WHY CAN'T DO. OH, YEAH. SO THE OTHER ONE WAS JUST A COMMENT ON WHERE YOU HAVE TO WALK WAY ON THE ISLAND FOR THE DROP OFF ISLAND, IF YOU GO UP?
- MS. TOTTEN: YES.
- MR. CHIN: YEAH, SO OVER THERE, IS THERE ANY REASON WHERE YOU CAN'T GET IT TO GO MORE TO THE WEST? JUST SO THAT IF THE CARS TURNING INTO THE DROP OFF, THEY CAN SEE PEOPLE WALKING ACROSS THE ROAD FIRST? WELL, IT'S EASIER IF YOU GO, IF YOU GO DOWN, SCROLL DOWN A LITTLE. A LITTLE BIT MORE? YEAH, SO WHEN YOU, I HAVE PEOPLE TURNING IN THERE THAT THEY COULD SEE PEOPLE WALKING ACROSS SO THEY'RE NOT, THEY COULD SEE THEM BETTER BEFORE THEY TURN INTO IT. IN CASE THEY'RE RUSHING THERE, IF THEY'RE LATE FOR SOMETHING AND THEY'RE TRYING TO DROP THE KIDS OFF, RIGHT?
- MS. TOTTEN: SO, YOU WOULD LIKE TO SEE THE PARKING ON THE SIDEWALK, MORE ON THIS SIDE.
- MR. CHIN: YEAH. OR IF YOU NEED TO ANGLE IT BACK TO THAT, JUST SO THAT IF I'M GOING DOWN A ROAD AND I'M GOING TO TURN INTO I COULD SEE PEOPLE WALKING ACROSS THE ROAD BEFORE I TURN THERE INTO THE ROAD.
- MS. TOTTEN: OKAY.
- MR. CHIN: BUT THEN WHAT WHAT'S THE DIMENSION OF THE PARKING SPACES AND THE AISLES? YEAH,
- MS. TOTTEN: SO, THESE IN HERE, THE AISLES ARE FIVE FEET WIDE. AND THIS ONE IS? EIGHT FEET. ACTUALLY, IT'S MORE THAN THAT BECAUSE I JUST TOOK A PARKING SPACE OUT TO MAKE IT
- MR. CHIN: YEAH. BUT NOW YOU CAN'T IF YOU IF YOU PUT TWO SPACES UP THERE, YOU GAIN THREE SPACES, THREE ADA SPACES. SO NOW ON DRAWING NUMBER 10 IT SHOWS THE LENGTH AT EIGHTEEN FEET. OUR ORDINANCE IS FOR NINE BY TWENTY FEET. SO, WHAT'S, WHAT SPACE, WHAT SIZE SPACES ARE YOU USING FOR THE PARKING?
- MS. TOTTEN: THESE SPACES ARE THE SAME SIZE SPACES AS THE ONES ON THE, THAT ARE CURRENTLY THERE.



**THE BOROUGH OF HIGHTSTOWN
PLANNING BOARD**

REGULAR VIRTUAL MEETING MINUTES

FEBRUARY 14, 2022, 7:30 P.M.

- MS. ROBERTS: GEORGE AND LORALI AT THE, THE PRIOR APPROVAL GRANTED A WAIVER, I BELIEVE IT IS, FOR THE NINE BY 18 RATHER THAN WHAT IS IN THE BOROUGH ORDINANCE. THAT HAS BEEN APPROVED IN THIS PARKING LOT FOR WHAT WAS ALREADY THERE.
- MR. CHIN: ALRIGHT, SO WOULD, CAUSE IF IT'S EIGHTEEN FEET, AND THEN IF I HAVE A THREE-FOOT COLUMN, I'M GOING A FOOT AND A HALF INTO THE PARKING SPACE ON, FOR SOLAR PANEL ARRAY NUMBER ONE. SO, YOU TAKE AN 18 FOOT SPACING, YOU'RE NOW GOING DOWN TO SIXTEEN AND A HALF.
- MS. TOTTEN: WELL, ONLY ONE CORNER.
- MR. CHIN: WELL, BECAUSE WHAT MY COMMENT WAS IT GOEW, YOU'RE A FOOT IN HALF INTO THE LENGTH AND ALSO TO THE WIDTH OF THE PARKING SPACE. SO IS THERE ANY WAY BECAUSE YOU GOT THAT BIG AISLE THAT'S, THAT'S UNDER SOLAR PANEL NUMBER TWO, IS THERE ANYWAY YOU CAN TAKE SOME OF THAT SPACE AND PUT IT TO A THREE FOOT SPACE ALONG, UNDER SOLAR PANEL NUMBER ONE?
- MS. TOTTEN: THIS IS, THIS AREA UNDER SOLAR PANEL NUMBER TWO IS WHERE ALL THE RUNOFF DRAINS ACROSS TO IT. AND COLLECTS ANYTHING THAT'S NOT, THAT DOESN'T RUN THROUGH THE POROUS PAVEMENT?
- MR. CHIN: YEAH. DOES THAT HAVE TO BE THAT WIDE? CAN I TAKE SOME SPACE? CAN I TAKE THREE FEET FROM THAT AND THEN PUT IT SO THAT I DIDN'T ELIMINATE WHERE MY COLUMNS ARE? SO THAT IF I'M SAYING SO THAT MY PARKING SPACE DOESN'T INCLUDE THE THREE-FOOT DIAMETER COLUMNS?
- MR. BUTLER: ARE YOU ASKING IF, IF THERE CAN BE A THREE-FOOT SPACE PUT IN THE AREA UNDERNEATH? CANOPY ARRAY ONE?
- MR. CHIN: YEAH, THAT GOES ALL THE WAY ACROSS. SIMILAR TO WHAT YOU SEE ON, BUT IT'S ONLY THREE FEET JUST TO COVER MY COLUMNS.
- MS. TOTTEN: SO, THERE'S NO PROPOSED DISTURBANCE, BASICALLY, IN MOST OF THIS, I GUESS FROM LIKE THIS AREA OVER, IN THIS PARKING LOT. BECAUSE, BECAUSE WE'RE KEEPING THE SAME ARRANGEMENT AS BEFORE. SO, BY DOING THAT, IT WOULD INCREASE THE DISTURBANCE IN THE PARKING LOT SIGNIFICANTLY.
- MR. CHIN: OKAY, WELL, THAT WAS JUST MY COMMENT. ESPECIALLY IF IT'S AN 18 FOOT PARKING SPOT, YOU'RE NOW DOWN TO 16 AND A HALF FEET. AND SO THAT AFFECTS ON WHERE EACH COLUMN IS IT AFFECTS FOUR PARKING SPOTS. YOU KNOW, SO BASICALLY, WHEN YOU LOOK AT IT, IT'S ONLY THE MIDDLE SPACES ON THE FULL 18 FEET. OR BECAUSE YOU GOT THREE SPACES IN BETWEEN EACH COLUMN.
- MS. ASSELSTINE: SHOULD THOSE BE LABELED FOR COMPACT CARS?
- MR. CHIN: YEAH, I GUESS YOU COULD DO THAT. SO, THE OTHER ONE IS WHAT'S THE OVERALL DIMENSION OF THE SOLAR PANEL ARRAYS? BECAUSE THEY PROJECT OVER THE PARKING SPOTS, RIGHT? INTO THE AISLES.
- MS. TOTTEN: THEY'RE ABOUT FORTY FEET WIDE, I THINK AND 100, 390 FEET LONG.



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- MR. CHIN: OKAY, SO THE GUTTER DETAIL ON DRAWING 10 SHOWS THE DOWNSPOUTS HANGING BELOW THE THIRTEEN FOOT SIX INCH TRUCK HEIGHT CLEARANCE.
- MS. TOTTEN: RIGHT?
- MR. CHIN: YEAH.
- MS. TOTTEN: NO, THEY'RE, I THINK THEY'RE ABOVE.
- MR. CHIN: NO, THE DRAW, IF YOU GOT TO DRAWING 10.
- MR. BUTLER: YOU MEAN SHEET, SHEET 10.
- MR. CHIN: YEAH, SHEET 10. YEAH, YOU SEE THE THIRTEEN FOOT SIX INCHES SHOWING THE HEIGHT FOR THAT STRUCTURE? THE DOWNSPOUTS ARE BELOW THAT.
- MS. TOTTEN: WELL, THIS IS JUST A GENERAL IDEA. I AM, I THINK THAT ECOGY COULD PROBABLY TELL YOU MORE ABOUT IT AND THAT MAYBE THEY'RE GOING TO BE CLOSER TO THIS UPPER RAIL UP HERE.
- MR. CHIN: YEAH, IT SEEMS LIKE THEY CAN TUCK IT UP HIGHER SO THAT IT'S WITHIN THE STRUCTURE AND NOT BELOW IT.
- MS. TOTTEN: SO THEY'LL HAVE TO BE ABLE TO PROVIDE THE RIGHT UNDER CLEARANCE
- MR. CHIN: YEAH BECAUSE THAT IS, IT IS PROJECTING OVER, RIGHT, IT PROJECTS OVER THE AISLE SO YOU WON'T GET TRUCKS CAUGHT ON THAT AND IT IS POSSIBLE TO HAVE IT UNDERNEATH THAT.
- MR. BUTLER: OKAY, AND, AND I, I THINK WE CAN WE CAN MAKE SURE THAT THERE'S ENOUGH ROOMS UNDERNEATH THE CANOPIES TO ENSURE THAT THERE'S NO INTERFERENCE
- MR. CHIN: OKAY, THEN THE OTHER ONE WHICH IS A QUESTION ON. IS THERE A REASON WHY THE SOLAR PANEL ARRAY NUMBER TWO IS OFFSET FROM SOLAR PANEL ONE AND THREE?
- MS. TOTTEN: THERE IS. IT IS TO MINIMIZE THE IMPACT ON THE EXISTING DRAINAGE STRUCTURES THAT ARE HERE IF WE PUSH IT BACK WE INTERFERE WITH, I THINK THREE, TWO OUT OF THREE INSTEAD OF BEING CLOSE TO ONE. YOU HIT THIS, THERE'S ONE ON THE END THAT WOULD HIT IT SMACK IN THE MIDDLE YOU'D ALSO BE VERY CLOSE TO THIS ONE IN THE MIDDLE AND BE VERY CLOSE TO THIS OTHER THIRD ONE SO NOW WE'RE RELATIVELY CLOSE TO ONE AS OPPOSED TO BEING ON TOP OF, OR CLOSE TO THREE.
- MR. CHIN: OKAY, SO WHAT'S, WHAT IS THAT ON THE DRAINAGE AREA, WHAT DOES THAT COMPRISE OF? DOES THAT AFFECT HOW MY COLUMNS OR THE RESISTANCE, THE LATERAL RESISTANCE? IF I HAVE WATER DRAINING THROUGH THAT.
- MS. TOTTEN: I...
- MR. CHIN: VERSUS WHERE I HAVE REGULAR DIRT, I KNOW I HAVE A CERTAIN RESISTENCE. IS THE COLUMNS UNDERNEATH WHERE THE DRAINAGE IS, IS THAT DESIGN WAS THE DRAINAGE IN MIND?



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- MS. TOTTEN: I BELIEVE AND THE ECOGY TEAM WILL TESTIFY, I BELIEVE THAT THE COLUMNS HAVE NOT BEEN DESIGNED YET BUT THAT THAT WILL BE TAKEN INTO ACCOUNT.
- MR. CHIN: OKAY. AND THEN MY LAST ONE WAS JUST TO VERIFY THAT FIRE TRUCKS CAN GET AROUND THE DROP OFF ZONE WHERE YOU CALL IT A FIRE LANE.
- MS. TOTTEN: WE CAN PROVIDE A TURN BUT WE DID DESIGN IT SO THEY COULD GET AROUND
- MR. CHIN: YEAH, SO I JUST HAD TO VERIFY WITH THE HIGHTSTOWN FIRE DEPARTMENT THAT, THAT THE TRUCKS CAN HAVE ACCESS.
- MS. TOTTEN: UM, I'M NOT SURE THAT THEY ACTUALLY NEED TO GET BEHIND HERE THOUGH BECAUSE THEY CAN COME STRAIGHT IN AND COME ALONG THE BUILDING AND GO ON DOWN TO THE OTHER PARKING LOT THAT'S BEHIND IT.
- MR. CHIN: OH, SO WHY DID YOU CALL IT A FIRE LANE?
- MS. TOTTEN: WELL, WE WILL CONFIRM WITH THE FIRE DEPARTMENT WHERE THEY WOULD LIKE THEIR FIRE LANE STRIPED.
- MR. CHIN: YEAH, CAUSE THE ENTRANCE IS RIGHT, IS RIGHT UP ABOVE IN CASE THEY WANT TO PARK BY THE ENTRANCE. YOU KNOW, THE ENTRANCE TO THE?
- MS. TOTTEN: YES. YEAH. WE WILL, WE WILL GET THEIR APPROVAL.
- MR. CHIN: OKAY, THAT'S, THAT WAS MY COMMENTS.THANK YOU.
- MR. BUTLER: PERFECT. THANK YOU.
- MS. ASSELSTINE: GREAT. OKAY, SHALL WE MOVE ON NOW TO YOUR NEXT PRESENTER?
- MR. BUTLER: YES. YES. THANK YOU. THANK YOU, MISS TOTTEN. SO, OUR NEXT PRESENTER IS FARIHA. I'M ALWAYS GOING TO MISPRONOUNCE YOUR NAME AND I APOLOGIZE. MAHJABIN AND SHE IS A REPRESENTATIVE OF ECOGY SO SHE'S GONNA BASICALLY SHOW YOU THE PRESENTATION THAT HER TEAM HAS PUT TOGETHER FOR THE CANOPIES. UM, AND YOU KNOW, HOW THEY'LL BE CONSTRUCTED, WHAT THEY'RE GOING TO LOOK LIKE AND THE POWER THAT THAT THEY'RE GOING TO BE PROVIDING FOR THE PEDDIE SCHOOL. AND THEN...
- MS. MAHJABIN: ALL RIGHT, I'M TRYING TO FIGURE OUT THE SCREEN PRESENTATION. GIVE ME A SECOND.
- MR. BUTLER: SURE.
- MS. MAHJABIN: I'M HAVING A LITTLE BIT OF TECHNICAL DIFFICULTY WOULD IT BE POSSIBLE FOR YOU TO PRESENT LORALI FOR OUR PRESENTATION?
- MS. TOTTEN: ABSOLUTELY.
- MS. MAHJABIN: THANK YOU SO MUCH. AMAZING, ALRIGHT.
- MR. BUTLER: SO, THIS IS THIS IS WHAT WE HAD EARLIER MARKED AS A-7, THE ECOGY PRESENTATION. ALL RIGHT, SORRY FOR INTERRUPTING. GO AHEAD.



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MS. MAHJABIN:

YES, NO WORRIES. THANK YOU, LORALI FOR PRESENTING. SO, I'LL GIVE A LITTLE BIT OF BACKGROUND ON ECOGY. SO ECOGY ENERGY IS DEVELOPER, FINANCIER, OWNER AND OPERATOR OF DISTRIBUTED GENERATION RESOURCES WITH A FOCUS ON SOLAR. ECOGY WAS FOUNDED IN 2010. OUR CURRENT PORTFOLIO INCLUDES OVER FORTY SYSTEMS ACROSS NINE STATES, MOSTLY FOCUSING ON THE NORTHEAST, ALONG WITH PROJECTS IN D.C. AND THE CARIBBEAN TOTALING TO ABOUT 27 MEGAWATTS UNDER DEVELOPMENT OPERATION. SO, I'LL GO INTO A LITTLE BIT ABOUT THIS PROJECT, LORALI HAS ALREADY GONE OVER MOST OF IT. SO A LOT OF IT WOULD BE A REPETITION, BUT I'LL FOCUS MOSTLY ON THE SOLAR PART OF IT. SO THIS SOLAR PROJECT CONSISTS OF THREE CANOPY STRUCTURES MOUNTED OVER THE NEW PARK COLOR CONFIGURATION. THE SOLAR WILL TOTAL 720-KILOWATT AC AND IT WILL BE CONNECTED TO EXIST, THE EXISTING ELECTRICAL SERVICE AT THE PEDDIE SCHOOL TO OFFSET MORE OF THE SCHOOL'S ENERGY USE USING RENEWABLE ELECTRICITY. YOU CAN MOVE ON TO THE NEXT SLIDE. SO, I, LORALI ALREADY WENT OVER THIS PROPERTY LOCATION, BUT JUST TO PROVIDE A LITTLE BIT OF BACKGROUND. AS YOU CAN SEE, THERE'S A LOT MORE AREA THAT COULD HAVE BEEN CONSIDERED FOR SOLAR. BUT THE REASON WE CHOSE PEDDIE AND ECOLOGY CHOSE TO NOT FOCUS ON THOSE AREAS WITH TREES BECAUSE THAT WOULD REQUIRE MORE OF A TREE REMOVAL AND THUS, LARGER NEGATIVE ENVIRONMENTAL IMPACTS. INSTEAD, WE LOOK TO THE PARKING LOT FOR SUITABILITY TO ADD MORE CANOPIES. SO, WE CAN MINIMIZE THE ENVIRONMENTAL, ENVIRONMENTAL IMPACT WE'RE HAVING. NEXT SLIDE PLEASE. SO, UM, THIS IS THE PARKING LOT THAT WILL BE RECONFIGURED AS PROPOSED FOR THIS PROJECT AND IT WILL BE THE LOCATION FOR OUR SOLAR CANOPIES. THE PARKING LOT IS ALREADY PAVED AND HAS FEWER TREES COMPARED TO THE OTHER AREAS OF THE CAMPUS, WHICH WILL ALLOW FOR THE SOLAR CANOPIES TO BE INSTALLED WITH MINIMAL IMPACT. NEXT SLIDE. HERE'S THE SITE PLAN SHOWING WHERE THE SOLAR CANOPIES WILL BE LOCATED OVER THE NEW PARKING LOT CONFIGURATION AS, WE'RE ZOOMING IN. THE CANOPIES ARE DESIGNED TO FOLLOW THE SHAPE OF THE LOT SO THERE IS NO INTERFERENCE WITH TRAFFIC PATTERNS OR PARKING SPACES. THE BASE OF EACH COLUMN WILL BE IN THE CORNER OF PARKING SPACES SUCH THAT ALL THE PARKING SPACES ARE STILL USABLE. AND YOU CAN SEE THESE SOLAR, SOLAR CANOPIES WILL ADD TO THE EXISTING SOLAR GENERATION THAT ARE ALREADY PRESENT AT THE PEDDIE SCHOOL. NEXT SLIDE. SORRY, I WAS HAVING A LITTLE BIT OF AUDIO ISSUE. DID ANYBODY SAY SOMETHING?

MR. BUTLER:

NO, YOU'RE GOOD. GO AHEAD.

MS. MAHJABIN:

UM, LOTS OF TECHNICAL ISSUES TODAY. SO THE NEXT THREE SLIDES ARE OUR RENDERINGS TO SHOW WHAT THE CANOPIES WILL LOOK LIKE FROM, FROM VIEW, VIEWPOINTS ALONG ETRA ROAD THE CANOPIES ARE TILTED TO FACE APPROXIMATELY SOUTH TOWARDS ETRA ROAD. AND THESE RENDERINGS SHOW SEVERAL BENEFITS THAT COME FROM SOLAR CANOPIES, INCLUDING SHADE, NO IMPACT ON TRAFFIC SINCE THE COLUMNS ARE LOCATED BETWEEN PARKING SPACES AND AWAY FROM DRIVING AISLES AND EFFICIENT USE OF LAND LOOK BY LOCATING CANOPIES OF EXISTING PARKING LOT RATHER THAN AN OPEN FIELD. WE CAN GO TO THE NEXT SLIDE. SO YEAH, JUST SHOWING A COUPLE OF OTHER VIEWPOINTS FROM ETRA ROAD. WHILE THE CANOPIES ARE RELATIVELY TALL, THIS CAN BE ALSO CONSIDERED AS AN ADVANTAGE SINCE THEY CAN, THESE CAN SERVE AS A VISUAL REMINDER FOR PEDDIE'S DEDICATION TO RENEWABLE



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- MS. MAHJABIN: ENERGY AND COMMITMENT TO BEING A GOOD CITIZEN. WE CAN GO TO THE NEXT SLIDE. JUST ANOTHER RENDERING TO SHOW UP CLOSE WHAT THE CANOPIES WOULD LOOK LIKE. ALL RIGHT, MOVING ON. NEXT SLIDE PLEASE. SO LIGHTING PLAN I KNOW WE ALREADY DISCUSSED A GOOD AMOUNT ABOUT THE LIGHTING PLAN. I CAN GIVE A LITTLE MORE DETAILS ON THIS. SO, THE CURRENT PLAN INVOLVES INSTALLATION OF 38 LIGHT FIXTURES AT 13.5 FEET AND 16.5 FEET BENEATH ALL THE, ALL THREE CANOPIES. THE AVERAGE FOOT CANDLES BENEATH THE CANOPIES CURRENTLY ARE 2.65 UNDER CANOPY ONE. 2.85 UNDER CANOPY TWO AND 3.41 UNDER CANOPIE THREE. PER COMMENTS RECEIVED AND AS WE DISCUSSED, WE CAN ALSO INSTALL MULTILEVEL MOTION SENSOR FOR THE LIGHTS WHICH WILL DIM THE LIGHT TO LOW LEVELS NEEDED FOR SECURITY DURING THE NIGHT. AND WE WILL ALSO ENSURE THE LIGHTS MEET THE RECOMMENDED COLOR TEMPERATURE. ALRIGHT, NEXT SLIDE. SO, THESE, THIS SHOWS THE ELEVATIONS OF ALL OF THE CANOPIES. SO, THE MAXIMUM HEIGHT WOULD BE AS DISCUSSED TWENTY, TWENTY-TWO FEET THREE INCHES ABOVE GRADE. AND THE LOW END OF THE CANOPIES IS 16 FEET THREE INCHES TALL, WHICH ALLOWS FOR SUFFICIENT CLEARANCE FOR VEHICLES INCLUDING EMERGENCY VEHICLES AND FIRE TRUCKS. WE ALSO WANT TO NOTE THAT THE CONCRETE BASE OF EACH CANOPY POST IS 36 INCHES AND DIAMETERS AND WILL BE IN CORNERS OF PARKING SPACES. THIS CONCRETE BASE PROTECTS THE METAL CANOPY POSTS AND AVOIDS THE NEED FOR BOLLARD IN PARKING SPACES. AND JUST TO JUST TO ADDRESS THE COMMENT ABOUT THE HEIGHT OF THOSE, WE CAN LOOK INTO INCREASING THAT HEIGHT FROM, I THINK CURRENTLY IT SAYS, TWO FEET.
- MR. BUTLER: HAT YOU CAN INCREASE THAT I THINK THE COMMENT WAS THAT WHAT WAS YOUR, YOUR OPINION FOR SAFETY WAS UH, DO YOU THINK IT SHOULD BE RAISED HIGHER? IF THAT'S POSSIBLE WHAT, WHAT NUMBER MAKES SENSE TO, TO ECOGY FOR.
- MS. MAHJABIN: YEAH, SO THAT IS SOMETHING WE CAN LOOK INTO BUT I BELIEVE WHAT WE HAVE FOR TWO FEET SHOULD BE SUFFICIENT BUT IF THAT SEEMS LIKE A MAJOR SAFETY CONCERN, WE CAN DEFINITELY LOOK INTO INCREASING THAT HEIGHT.
- MR. BUTLER: OKAY.
- MS. MAHJABIN: ALL RIGHT. SO, WE, HERE WE HAVE THE GUTTER AND DOWNSPOUT DETAILS. SO, THE CANOPY STRUCTURES WILL BE FITTED WITH GUTTERS AND DOWNSPOUTS WHICH WILL DIRECT THE STORMWATER RUNOFF TOWARDS THE COLUMNS IN THE CENTER OF EACH CANOPY AND THEN TO THE GROUND. AND THE STORMWATER WILL THEN BE MANAGED AS NORMAL ON THE PARKING LOT AND THE SOLAR CANOPIES WILL NOT HAVE ANY NEGATIVE IMPACT ON THE STORMWATER RUNOFF. AND I BELIEVE THAT THERE IS A TYPO HERE THE DOWNSPOUT PIPE THAT, COMMENT THAT WAS BROUGHT UP. I BELIEVE THAT WE CAN DEFINITELY TALK THE DOWNSPOUT PIPE HIGHER UP SO THAT WE HAVE A LOT CLEARANCE FOR ANY SORT OF EMERGENCY VEHICLES THAT NEEDS TO GO IN.
- MR. BUTLER: PERFECT TO BEAT ME TO MY QUESTION.
- MS. MAHJABIN: THANK YOU.



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FEBRUARY 14, 2022, 7:30 P.M.

- MR. MICCIO: QUICK QUESTION. QUICK QUESTION SINCE WE'RE ON THE SLIDE. SO WHAT IS THE, FOR OUR PURPOSES USING OUR MEASURING SCHEME, WHAT IS THE LOWEST POINT THAT THE SOLAR CANOPY WILL BE? IS IT 13 FEET SIX INCHES? OR IS IT TWO FEET MORE THAN THAT? WHAT, WHAT'S THE, WHAT'S THE CORRECT MEASUREMENT THERE?
- MS. MAHJABIN: IT WOULD BE THIRTEEN FEET SIX INCHES ABOVE GRADE.
- MR. MICCIO: OKAY.
- MR. BUTLER: SO, IF YOU IF YOU WERE USING THE, THE RIGHT SO IT'S 13.6 INCHES ABOVE GRADE, IF YOU'RE USING THE BUILDING HEIGHT MEASUREMENT THAT WE TALKED ABOUT BEFORE, IT'D BE 15. BUT FOR PURPOSES OF AN EMERGENCY VEHICLE, IT WOULD, YOU WOULD USE THE 13 NUMBER BECAUSE OBVIOUSLY THE VEHICLES NOT DRIVING ON THE CURB.
- MS. MAHJABIN: CORRECT? YEP
- MR. MICCIO: UNDERSTOOD.
- MR. CHIN: THIRTEEN FOOT SIX IS THAT TYPICAL TRUCK CLEARANCE. SO, YOU WANT TO KEEP THAT THIRTEEN FOOT SIX, YOU DON'T WANT TO GO LOWER.
- MS. MAHJABIN: RIGHT.
- MR. BUTLER: AGREED.
- MS. MAHJABIN: YEP. ALL RIGHT, WE CAN MOVE ON.
- MR. BALCEWICZ: JUST LET ME ASK A QUICK QUESTION. THOSE CONCRETE PILLARS THAT ARE NOW TWO FEET ABOVE AND MAYBE WILL BE A LITTLE BIT HIGHER. I THINK SOMEBODY RAISED A QUESTION IN ONE OF THE LETTERS THAT I READ ABOUT POSSIBLY PUTTING SOMETHING A CURB, A WHEEL STOP TO KEEP A CAR FROM BUMPING INTO THEM. GETTING, GETTING TOO CLOSE, ESPECIALLY IF IT'S LOW ENOUGH THAT YOU REALLY CAN'T SEE IT AS YOU'RE AS YOU'RE APPROACHING IT. I CAN SEE THAT BEING AN ISSUE IF PEOPLE ARE NOT FAMILIAR WITH, WITH IT.
- MS. MAHJABIN: YEAH, THAT THAT DEFINITELY IS A VALID CONCERN. AND WHAT WE CAN DO IS WE CAN INSTALL A PLASTIC CUP OR LIKE TO INCREASE THE HEIGHT OR PAINT THE COLUMN BASIS TO INCREASE VISIBILITY IN THAT SENSE, BUT WE CAN DEFINITELY LOOK INTO THAT MORE.
- MR. BALCEWICZ: OKAY, BUT YOU'RE NOT THINKING ABOUT SOMETHING TO PREVENT A CAR FROM GETTING FROM TOUCHING IT FROM GETTING CLOSE TO IT.
- MS. MAHJABIN: THAT IS SOMETHING THAT WE HAVEN'T REALLY CONSIDERED RIGHT JUST YET. THE COLUMN IS REALLY THERE FOR THE PROTECTION OF THE CANOPY BUT WE CAN ALSO LOOK INTO THAT OF LIKE WHAT HOW WE CAN PREVENT PEOPLE FROM RUNNING INTO THOSE.
- MR. BALCEWICZ: OKAY, I'D LIKE TO MAYBE PUT THAT KIND OF A COMMENT IN THE, IN THE RESOLUTION THAT WE'VE PREPARED.



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- MR. BUTLER: THANK YOU. AND I THINK RAISING, RAISING THE LEVEL OF THE CONCRETE FROM TWO TO MAYBE THREE AND MAYBE INCLUDING REFLECTIVE, REFLECTIVE TYPE OF PAINTING OR, OR TAPING ON, ON THOSE CONCRETE WOULD, WOULDN'T, WOULDN'T SIGNIFICANTLY INCREASE THE VISIBILITY OF, OF THOSE COLUMNS.
- MS. MAHJABIN: ALRIGHT. OKAY, SOUNDS GOOD. SO, MOVING ON TO THE ENVIRONMENTAL BENEFITS, MY FAVORITE SLIDE HERE. SO THE PRIMARY BENEFIT OF THIS INSTALLATION OF SOLAR CANOPIES IS, OF COURSE, THE CLEAN RENEWABLE ENERGY THAT THE SOLAR PANELS WILL GENERATE. THIS PROJECT IS EXPECTED TO PRODUCE 29,575,000 KILOWATT HOURS OVER ITS LIFETIME, WHICH WILL BE EQUIVALENT OF AVOIDING 20,900 METRIC TONS OF EMISSIONS. THE ELECTRICITY WILL BE USED ON SITE BY THE PEDDIE SCHOOL IN ADDITION TO THE CLEAN ELECTRICITY THEY ALREADY GENERATE BY THEIR EXISTING SOLAR SYSTEMS. AND IN TOTAL, ONCE COMMISSIONED, THIS SOLAR CANOPY WOULD ENABLE PEDDIE TO INCREASE THE SHARE OF CLEAN ALTERNATIVE ENERGY TO 40% OF ITS OVERALL CONSUMPTION, WHICH IS QUITE AMAZING.
- MR. BALCEWICZ: WHAT IS THE EXPECTED LIFETIME OF THESE ARRAYS? HOW LONG WOULD IT TAKE THEM TO, TO WEAR OUT?
- MS. MAHJABIN: WE USUALLY EXPECT OUR PROJECTS TO BE FUNCTIONING FOR AT LEAST 25 YEARS.
- MR. BALCEWICZ: COULD YOU SAY THAT AGAIN? PLEASE?
- MS. MAHJABIN: WE EXPECT OUR PROJECTS TO BE FUNCTIONING FOR AT LEAST 25 YEARS.
- MR. BUTLER: OKAY
- MS. MAHJABIN: OKAY. MOVING ON TO OTHER BENEFITS THAT ARE NOT JUST SO THE BENEFITS OF THE PARKING LOT CANOPIES EXTEND PAST THAT PARKING LOT CANOPIES ARE A GREAT USE OF EXISTING PAVED AREA, WHICH AVOIDS THE USE OF NATURAL GREEN SPACES SUCH AS FIELDS AND FORESTS, AND ALSO ALLOWS FOR GENERATION OF ELECTRICITY WITHOUT ANY NOISE OR ODOR. THE SOLAR CANOPIES ALSO PROVIDE SHADE FOR VEHICLES AND SHELTER FOR PEOPLE FOR GETTING IN AND OUT OF VEHICLES AND DO NOT INTERFERE WITH THE PARKING LOT TRAFFIC OR THE ABILITY TO PARK. AND FINALLY, THE CANOPIES ARE A GREAT VISIBLE ENVIRONMENTAL INITIATIVE FOR THE SCHOOL. ALL RIGHT, NEXT SLIDE. SO, IN CONCLUSION, ECOGY AND PEDDIE SCHOOL VIEW THE SOLAR CANOPIES AS A GREAT ADDITION TO THE SCHOOL'S ENVIRONMENTAL GOALS, ECOGY HAS ALREADY OBTAINED YOUR APPROVAL FROM THE UTILITY JCP & L AND WE HOPE TO OBTAIN ALL NECESSARY PERMITS FOR CONSTRUCTION OF THE SOLAR CANOPIES IN APRIL WHICH WILL ALLOW US TO START CONSTRUCTION, HOPEFULLY IN MAY AND COMPLETE THE PROJECT, PROJECT IN AUGUST. WE ALSO WE WANT TO ADDRESS OUR, THE COMMENTS THAT WE HAVE RECEIVED FROM ROBERTS ENGINEERING IN FEBRUARY 9, 2022 LETTER AND THE CLARK CATON HINTZ FEBRUARY 10, 2022. MEMORANDUM WE HAVE NO PROBLEM ADDRESSING THE COMMENTS IN THE LETTERS AND PLAN TO DO SO PRIOR TO SUBMITTING FINAL DRAWINGS FOR REVIEW. IN PARTICULAR, AS WE HAVE ALREADY SPOKEN, THE FINAL DETAILS ON THE LIGHTING FIXTURES WILL NOT BE KNOWN UNTIL FULL DESIGN OF THE SYSTEM IS COMPLETE AND A VENDOR IS CHOSEN. AND WE WILL ENSURE ILLUMINATION LEVELS AND COLOR TEMPERATURE WILL MEET THE TOWNSHIP CODE AND LIGHTS CAN BE DEEMED TO SECURITY LEVELS DURING THE EVENINGS. AND



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- MS. MAHJABIN: WE THANK YOU FOR YOUR CONSIDERATION OF THIS PROJECT AND ATTENTION TO OUR PRESENTATION.
- MR. BUTLER: PERFECT. IF I COULD JUST CIRCLE BACK, JUST WHAT WITH JUST, JUST ONE QUESTION ON, ON THE TIMING OF THE PROJECT. YOU, YOU HAD MENTIONED THAT THE GOAL OF, OF THIS DEVELOPMENT IS TO HAVE IT COMPLETED AND OPERATIONAL BY AUGUST. IS THERE ANY REASON WHY THAT. THAT, THAT DATES IMPORTANT?
- MS. MAHJABIN: YEAH, SO ONE OF THE REASON THAT DATE IS SUPER IMPORTANT IS BECAUSE WE HAVE A NEW JERSEY STATE INCENTIVE THAT IS CONNECTED TO THAT AUGUST DEADLINE. AND IF WE WERE TO MISS THAT DEADLINE THAT WOULD REQUIRE THIS PROJECT TO BE REEVALUATE IN ITS FINANCIAL TERMS, WHICH WOULD ALSO MAKE IT NOT BE AS VALUABLE AS A PROJECT IF YOU MISSED THAT DEADLINE.
- MR. BUTLER: OKAY. PERFECT. THANK YOU. THANK YOU. I'M NOT SURE IF THE BOARD OR ANY OF THEIR PROFESSIONALS HAVE ANY QUESTIONS.
- MR. BALCEWICZ: I JUST HAD A, I HAD A QUESTION OR TWO. ARE YOU EXPECTING THAT THE PEDDIE WILL BE RETURNING SOME OF THIS ENERGY BACK TO THE JERSEY CENTRAL POWER AND LIGHT COMPANY UTILITY? OR WILL IT ALL BE USED ON, ON THE CAMPUS?
- MS. MAHJABIN: WE EXPECT ALL OF THE POWER TO BE USED ON CAMPUS?
- MR. BALCEWICZ: BUT IN CASE IT ISN'T, IS, IS IT GOING TO BE SET UP TO RETURN POWER?
- MS. MAHJABIN: I BELIEVE IT WON'T BE SET UP TO RETURN POWER. BUT THAT IS SOMETHING THAT I CAN LOOK INTO AND GET BACK TO, GET BACK TO YOU.
- MR. BALCEWICZ: AND YOU SAID THE YOU GAVE FIGURES FOR WHAT THE AZIMUTH AND ELEVATION OF THE ARRAYS ARE. IS THAT OPTIMUM FOR THIS PART OF NEW JERSEY? OR IS IT PRETTY MUCH DETERMINED BY THE ORIENTATION OF THE PARKING LOT?
- MS. MAHJABIN: I BELIEVE BOTH OF THOSE THINGS ARE TAKEN INTO ACCOUNT WHEN WE DETERMINE THE AZIMYTH AND THE TILT.
- MR. BALCEWICZ: SO, THIS IS SORT OF THE OPTIMUM POINTING FOR THOSE ARRAYS TO GIVE, UH,
- MS. MAHJABIN: THAT'S CORRECT.
- MR. BALCEWICZ: THANK YOU.
- MR. BUTLER: AND I THINK THAT I THINK THAT TESTIMONY FOR, FARIHA WAS THAT, IN COMBINATION DID THIS SOLAR PANEL, PANEL CANOPY IN COMBINATION WITH THE EXISTING SOLAR PROJECT ON THE PEDDIE SCHOOL AND EVEN THAT THE ROOFTOP PANELS WOULD EQUAL TO ABOUT 40% OF THE GENERATION THAT THE SCHOOL NEEDS TO OPERATE? SO OBVIOUSLY, I THINK IF, YOU KNOW, IF, IF, IF IT GETS TO THE POINT WHERE THE SCHOOL IS, IS PRODUCING MORE THAN IT NEEDS, IT WOULD, YOU KNOW, RETURN THAT TO THE GRID. BUT YOU KNOW, AT THE MOMENT, THE PROJECTION IS THAT IT'S ALL THE COMBINED SOLAR THAT'S ON, ON THE PROPERTY WOULD, WOULD GENERATE ABOUT 40% OF WHAT'S NEEDED FOR THE SCHOOL.



**THE BOROUGH OF HIGHTSTOWN
PLANNING BOARD**

REGULAR VIRTUAL MEETING MINUTES
FEBRUARY 14, 2022, 7:30 P.M.

- MR. BALCEWICZ: IS THERE ANY BENEFIT TO MAKING THE ARRAYS ARTICULATED SO THAT THEY CAN TRACK THE SUN BETTER, RATHER THAN JUST DEALING WITH THE A FIXED ORIENTATION?
- MS. MAHJABIN: I BELIEVE THIS IS THE, THE FACE ORIENTATION ALLOWS FOR THE MINIMAL DISTURBATION OF THE PARKING LOT, WHICH IS WHY IT WAS SELECTED.
- MR. BALCEWICZ: OKAY, THANK YOU.
- MS. ASSELSTINE: BRIAN, DID YOU HAVE ADDITIONAL QUESTIONS ON THE SOLAR?
- MR. SLAUGH: I THINK THEY'VE BEEN ANSWERED. THE ONLY QUESTION REALLY IS SHOULD THE FOOTER BE, BE TALLER. SO, IT CAN BE SEEN, I'M THINKING, YOU KNOW, OBVIOUSLY, THE COLUMN IS A PRETTY OBVIOUS THING IN THE PARKING LOT. BUT BECAUSE THE FOOTER STICKS OUT MORE PEOPLE ARE MORE LIKELY TO HIT IT BECAUSE THEY CAN'T SEE IT. SO I THINK IN MOST INSTANCES, EVEN WITH PARKING LOT, LIGHTING, TYPICALLY A FOOTER IS YOU KNOW, IT'S PROBABLY 36 INCHES TALL. CARMELA MAY HAVE A STANDARD HEIGHT THAT SHE THINKS MIGHT BE, MIGHT BE BEST, BUT I THINK IT SHOULD BE TALLER THAN TWO FEET.
- MR. BUTLER: AND I THINK WE'VE AGREED THAT THAT WILL WE WILL LOOK AT THAT AND RAISE THAT, THAT THAT COLUMN UP TO THE THREE FEET, IF THAT MAKES THE MOST SENSE.
- MR. SLAUGH: YOU KNOW, IF YOU'RE IN AN SUV, WITH LIMITED THE ABILITY TO LOOK PAST THE FRONT OF YOUR VEHICLE, YOU KNOW, THAT'S IT'LL BE EASY TO CRUNCH THE FRONT OF YOUR VEHICLE AGAINST THAT. AND OF COURSE, THAT'LL DISTURB, YOU KNOW, THAT WILL DISTURB THE STRUCTURE ALSO, EVEN THOUGH THAT'S A PRETTY MASSIVE FOOTER THAT'S BEING PUT IN THERE.
- MR. BUTLER: RIGHT.
- MS. TOTTEN: MAY I SEE SOMETHING? I THINK, I THINK THAT FARIHA, SHE SAID THAT THERE'S SOME KIND OF A PLASTIC CUP THAT CAN GO ON TOP TO TO RAISE THE HEIGHT WITHOUT ACTUALLY HAVING TO PUT ALL THAT CONCRETE THERE. SO I THINK WE CAN LOOK INTO BOTH OF THOSE AND PROVIDE WHATEVER MAKES THE BEST OPTION. I AND I BELIEVE THAT PUTTING SOME KIND OF SOMETHING TO MAKE IT STAND OUT IN HEADLIGHTS IS ALSO A VERY GOOD IDEA.
- MR. SLAUGH: IF THERE'S REFLECTIVE TAPE THAT GOES AROUND THAT WOULD DO THAT. I'M NOT NECESSARILY WEDDED TO THE FACT THAT IT'S GOT TO BE CONCRETE BUT IF THERE'S SOME MEANS OF MAKING IT MORE VISIBLE OR TALLER. AND THAT MIGHT BE A BETTER SOLUTION THAN THEN HAVING A CAR STOP THAT MAYBE IT REDUCES, REDUCES THE THE PARKING SPOT EVEN FURTHER IF IT CAN BE MADE MORE VISIBLE. SO THAT'S A DETAIL IF THE BOARD WOULD BE WILLING THAT I THINK BETWEEN US AND THE BOROUGH ENGINEER, COULD BE FIGURE IT OUT FOR THE PARKING LOT.
- MS. ASSELSTINE: ANY OBJECTIONS TO THAT FROM THE BOARD? OKAY, SOUNDS GOOD. ALL RIGHT. ANY OTHER COMMENTS? QUESTIONS FROM THE PROFESSIONALS? OKAY, HOW ABOUT THE BOARD?
- MS. ROBERTS: NOTHING HERE.



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- MS. ASSELSTINE: THANK YOU, CARMELA. ANY OTHER QUESTIONS FROM THE BOARD? OKAY, UM, LORALI, IF YOU CAN STOP SHARING THE DOCUMENT, SO WE CAN GET BACK TO OUR VIEW. SO, I WANT TO OPEN IT UP FOR PUBLIC COMMENT, IF ANYBODY IN THE PUBLIC WISHES TO MAKE A COMMENT, IF YOU COULD RAISE YOUR..
- MR. MICCIO: I'M SORRY. REAL QUICK, BEV. I THINK WE STILL HAVE SOME PLANNING COMMENTS THAT WE NEED TO HEAR FROM APPLICANT. IS THAT RIGHT, MR. BUTLER?
- MR. BUTLER: YEAH.
- MS. ASSELSTINE: OH, I'M SORRY.
- MR. BUTLER: YOU BEAT ME TO IT AND I JUST WANTED, I JUST WANTED LORALI, JUST TO COME BACK ON IF SHE COULD PROVIDE SOME JUST SOME PLANNING TESTIMONY TO SUBSTANTIATE THE VARIANCES? AND THEN AND THEN AND THEN WE'LL LEAVE YOU ALONE, I PROMISE.
- MS. ASSELSTINE: ALL RIGHT.
- MS. TOTTEN: OKAY, I AM PUTTING MY PLANNING HAT ON NOW. SO, THE VARIANCES CONSIST OF, I'M NOT SURE IF IT'S A DESIGN WAIVER, OR A VARIANCE BUT WE'LL PROVIDE THE TESTIMONY ACCESSORY STRUCTURE IN THE FRONT YARD, AS WELL AS A SIZE EXCEEDING 256 SQUARE FEET. THE VARIANCE FROM THE HEIGHT REQUIREMENT FOR ACCESSORY STRUCTURE FROM SIXTEEN FEET TO TWENTY-FOUR FOOT THREE INCHES ABOVE THE AVERAGE CURB ELEVATION. AND THEN THE VARIANCE FOR THE SIX OR SIX TO SEVEN FEET SETBACK FOR THE FIRST ARRAY IN ORDER TO MEET THREE TIMES THE HEIGHT FROM THE RIGHT OF WAY LINE. I'M NOT POSITIVE IF WE NEED A REDUCTION IN PARKING WAIVER. BUT I'LL INCLUDE THAT BEING ON THE SIDE OF CAUTION. SO, THE STANDARDS FOR, THESE ARE ALL C, C VARIANCES AND C2 VARIANCES WHERE IT MUST RELATE TO THE PIECE OF PROPERTY. IT FURTHER, FURTHERS THE PURPOSES OF THE MLUL AND THE THAT THE BENEFITS OF VARIANCES OUTWEIGH THE DETRIMENTS. SO, WITH REGARD TO THE RELATING TO A SPECIFIC PIECE OF PROPERTY. THIS, THIS PART OF PEDDIE SCHOOL IS VERY SPECIFICALLY THE BEST PLACE TO RECONFIGURE THE PARKING LOT, WHICH IS WHAT RESULTS IN THE REDUCING OF THE PARKING SPACES, BECAUSE IT'S FOR THAT VERY REASON OF THIS LOCATION THAT WE'RE DOING THAT. IT'S ALSO THE SPECIFICALLY THE BEST LOCATION FOR THE PROPOSED SOLAR CANOPIES, AS WAS DESCRIBED BY THE ECOGY TEAM FOR NOT DISTURBING OTHER PARTS OF THE SITE THAT ARE ALREADY WOODED OR LAWN AREAS, ALREADY USED PIECE OF PROPERTY, NO TREES, ASIDE FROM THE ONES IN THE ISLANDS THAT REALLY NEED TO BE REMOVED. WITH REGARD TO THE, AND ALSO WE NEED THE HEIGHT OF THE SOLAR PANELS IN ORDER TO ALLOW EMERGENCY VEHICLES TO PASS UNDERNEATH. WE NEED THE SIZE OF THE SOLAR PANELS TO BE ABLE TO COLLECT ENOUGH SUN TO PROVIDE A REASONABLE AMOUNT OF RETURN FOR THE SOLAR PANELS AND REDUCE THE SCHOOL'S FOOTPRINT TO A TOTAL OF 40%. AS PREVIOUSLY NOTED, THE PURPOSES OF THE MLUL ARE FURTHERED AND I HARDLY EVER GET TO USE EITHER ONE OF THESE, GOAL B TO SECURE SAFETY FROM FIRE, FLOOD, PANIC AND OTHER NATURAL AND MANMADE DISASTERS, IE THE SAFETY OF CHILDREN AND ADULTS DURING THE DROP OFF PROCESS AND GOAL N WHICH IS TO PROMOTE THE UTILIZATION OF RENEWABLE ENERGY RESOURCES SO THE BENEFITS OF THE VARIANCES OUTWEIGH ANY DETRIMENTS. THE BENEFITS ARE: (A) A BETTER CIRCULATION PATTERN AND SAFER DROP OFF FOR CHILDREN AND (B) FOR THE SOLAR PANELS. THE INCREASE IN



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- MS. TOTTEN: RENEWABLE ENERGY RESOURCES AND THE DECREASE OF PEDDIE'S IMPACT ON THE ENERGY USE FOR THIS AREA. THE DETRIMENTS ARE A COUPLE OF VARIANCES. THE VARIANCE FOR HEIGHT, WHICH IS MITIGATED BY THE BUFFER ON THE FRONT BY THE FACT THAT THE STRUCTURES ARE NOT SOLID, LIKE A BUILDING WOULD BE. THAT THE LOSS OF PARKING SPACES THERE IS A PLAN THAT TO THAT IS CURRENTLY BEING USED AND WILL STILL BE AVAILABLE FOR A SLIGHTLY SMALLER PARKING SPACE AREA. SEE, DO I MISS ANY OF THOSE. SO THEREFORE, I THINK THAT THE BENEFITS OF THE RENEWABLE ENERGY AND THE BETTER CONFIGURATION OF THE PARKING LOT OUTWEIGH ANY OF
- MS. TOTTEN: THE, THE DETRIMENTS OF THE SETBACK, THE HEIGHT, THE SIZE OF THE SOLAR PANELS, AND THE LOSS OF PARKING SPACES. SO, I BELIEVE THAT YOU CAN GRANT THESE VARIANCES WITHOUT SUBSTANTIAL DETRIMENT TO THE PUBLIC GOOD. AND WITHOUT SUBSTANTIAL DETRIMENT TO THE INTENT OF THE MASTER PLAN AND ZONING ORDINANCE.
- MR. BUTLER: THAT WAS A VERY NICE HAT.
- MS. TOTTEN: THANK YOU.
- MR. BUTLER: DOES ANYONE, DOES THE, DOES THE BOARD PROFESSIONALS OR THE BOARD HAVE ANY QUESTIONS OF MS. TOTTEN'S PLANNING TESTIMONY?
- MR. SLAUGH: I ACTUALLY THOUGHT THAT WAS PRETTY GOOD.
- MS. TOTTEN: WELL, THAT'S HIGH PRAISE. THANK YOU.
- MR. SLAUGH: I MIGHT HAVE SAID SOMETHING ABOUT THE STATE ENERGY MASTER PLAN TOO, BUT THAT WOULD PROBABLY JUST BE GILDING THE LILY. I DID HAVE ONE QUESTION ABOUT YOU KNOW, IT DID RAISE A QUESTION ABOUT ELECTRIC CHARGING SPOTS ON CAMPUS, GIVEN THAT A SOLAR ARRAY, AND WHETHER THAT HAVE BEEN GIVEN ANY THOUGHT. I DON'T THINK IT APPLIES THE NEW LEGISLATION, BECAUSE IT'S NOT A NEW PARKING LOT FACILITY, PER SE. BUT I WAS WONDERING IF THE SCHOOL HAD PLANS FOR THAT.
- MS. TOTTEN: WHEN WE WERE HAVING SOME OF OUR MEETINGS, I BELIEVE THAT THAT WAS BROUGHT UP. BECAUSE THERE ARE PEOPLE ON THE PEDDIE CAMPUS THAT DO HAVE ELECTRIC CARS, AT LEAST I KNOW THAT, LIKE MCKIDDISH HAD AN ELECTRIC CAR, AND I'M SURE THERE'S OTHERS ON CAMPUS THAT DO.
- MR. SLAUGH: SO MOST LIKELY SOMETHING IN THE NEAR TERM FUTURE, WE'LL START SEEING THAT.
- MR. BUTLER: I THINK IT'S SOMETHING THAT THAT'S, THAT'S, YOU KNOW, I KNOW, IT'S NOT JUST THE PEDDIE SCHOOL, I THINK IT'S SOMETHING THAT'S EVERYONE IS THINKING ABOUT, GENERALLY. YOU KNOW, THE MARKET, THE MARKET IS THERE NOW. AND, AND, YOU KNOW, I THINK THE, I THINK I READ SOMETHING YESTERDAY THAT THE FEDERAL GOVERNMENT'S PUTTING \$5 BILLION INTO ELECTRIC VEHICLE CHARGING STATIONS. SO I THINK IT'S SOMETHING THAT'S ALWAYS IN THE BACK OF EVERYONE'S MIND, I THINK PEDDIE IS THINKING ABOUT IT, JUST LIKE EVERYBODY ELSE.
- MR. PURI: AT SOME POINT OF TIME IN THE FUTURE, WE PLAN TO DO SOMETHING ON OUR MAIN ANNENBERG PARKING LOT. AND THIS IDEA WAS DISCUSSED MAYBE ABOUT TWO MONTHS



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- MR. PURI: AGO THAT YOU KNOW, ONCE WE START WORKING ON THAT, THAT HAVING THAT FACILITY WOULD BE A BIG, YOU KNOW, BIG UPGRADE.
- MR. BALCEWICZ: ONE QUICK QUESTION. I UNDERSTAND I THINK I READ SOMEPLACE IN THE LITERATURE THAT CAME ALONG WITH THE APPLICATION THAT THERE'S NO, NO BATTERIES INVOLVED THERE. YOU'RE NOT GOING TO STORE ANY ENERGY IF YOU ARE PRODUCING SOMETHING TO USE AT NIGHT OR WHEN IT'S CLOUDY OR ANYTHING LIKE THAT. IS THAT CORRECT? IT'S JUST WHAT, WHAT YOU CAN USE AS IT'S BEING GENERATED?
- MR. BUTLER: YES, YEAH, THAT THAT THAT THAT IS THE BUT, THAT THAT IS THE UNDERSTANDING. YES, BECAUSE IT'S LESS THAN IT'S LESS THAN THE AMOUNT THAT'S NEEDED FOR THE ENTIRE CAMPUS TO RUN. SO, IT'S WHAT, WHATEVER, WHATEVER CAN BE. WHATEVER CAN BE USED IS GOING TO BE USED.
- MS. MAHJABIN: THAT'S CORRECT. YES.
- MS. ASSELSTINE: OKAY. ANYBODY ELSE? ALL RIGHT. I WILL NOW OPEN IT UP FOR PUBLIC COMMENT. SO IF ANYBODY FROM THE PUBLIC WOULD LIKE TO MAKE A COMMENT ABOUT THIS APPLICATION, JANE, OUR SECRETARY WILL CALL ON YOU IF YOU COULD JUST RAISE YOUR HAND. OKAY, I DON'T SEE ANYBODY RAISING THEIR HAND. ALL RIGHT. I WILL CLOSE PUBLIC ON IT, THEN. THANK YOU VERY MUCH. AH, OKAY. SO, BOARD DISCUSSION, ANYTHING, ANY COMMENTS FROM BOARD MEMBERS?
- MR. BALCEWICZ: I'LL JUST MAKE A COUPLE OF COMMENTS. I, USUALLY WHEN WE HAVE AN APPLICATION, WE'VE ALREADY SOLICITED AND RECEIVED COMMENTS FROM THE FIRE DEPARTMENT AND FROM THE POLICE ABOUT THE IF, IF THEY HAVE ANY COMMENTS ABOUT THIS APPLICATION. AND SINCE WE HAVEN'T GOTTEN ANY OF THOSE YET, I'M GUESSING WE'RE GOING TO HAVE TO INCLUDE THAT IN THE, IN THE RESOLUTION THAT WILL GET SOME DISCUSSION OR AT LEAST APPROVAL FROM THOSE ORGANIZATIONS.
- MS. ASSELSTINE: THAT WOULD AGREE WITH THAT JOE.
- MR. BALCEWICZ: BEFORE THEY CAN MOVE AHEAD WITH THE CONSTRUCTION. YEAH. AND I MEAN, THE ONLY OTHER THING IS THAT WE'VE RAISED A NUMBER OF POINTS. OUR PROFESSIONALS HAVE, THAT I'D LIKE TO SEE NAIL I WOULD NORMALLY LIKE TO SEE NAILED, BEFORE WE VOTE AND GIVE APPROVALS THAT ARE NOT YET DETERMINED. AND EVERYONE SAID, YEAH, WE'LL WORK WITH THE, OUR PROFESSIONALS TO MAKE SURE EVERYBODY'S HAPPY WITH THE WAY THINGS ARE, COME OUT. BUT THAT GIVES ME AN UNEASY FEELING. AND, YOU KNOW, I'M A LITTLE BIT CONCERNED THAT WE'RE GONNA POSSIBLY GIVE APPROVAL FOR SOMETHING TONIGHT, AND NOT REALLY KNOW WHAT WE'RE APPROVING. SO THAT'S MY COMMENT.
- MS. ASSELSTINE: THANK YOU, JOE. SCOTT, I KNOW YOU'VE BEEN TAKING NOTES. AND, YOU KNOW, I WILL FINISH OUR COMMENTS FROM THE BOARD. BUT WHEN WE'RE DONE, IF YOU COULD RUN THROUGH THE COMMENTS AND THE CONDITIONS THAT YOU HAVE TAKEN NOTES ABOUT. AND IF WE COULD PUT THEM INTO TWO CATEGORIES, I THINK THERE WERE A LOT OF HOUSEKEEPING ISSUES RELATED TO TYPOS AND INCONSISTENCIES FROM ONE PLACE TO ANOTHER IN THE MATERIALS PRESENTED. SO I'D LIKE TO SEE US PUT THOSE INTO ONE CATEGORY WITH A DEADLINE FOR RETURNING REVISED MATERIALS FOR FINAL



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- MS. ASSELSTINE: INSPECTION AND THEN APPROVAL. AND THEN THE SECOND IS ITEMS THAT STILL NEED TO BE WORKED OUT. AND LET'S MAKE SURE THAT WE TALK ABOUT HOW THEY'RE GOING TO BE WORKED OUT AND WHO THE POINT PEOPLE ARE GOING TO BE. THAT MAKES SENSE?
- MR. MICCIO: IT DOES. THE DRAFT I HAVE RIGHT NOW ISN'T NECESSARILY SET UP LIKE THAT, BUT I THINK WE COULD JUST ADD ALL REVISED PLANS MUST BE SUBMITTED AND APPROVED BY AND THEN "X" DATE, AND WHAT SHOULD THAT DATE BE?
- MS. ASSELSTINE: UM, SO THAT'S A REALLY GOOD QUESTION. I WOULD THINK THAT WE WOULD WANT TO SEE EVERYTHING REVISED AND RESUBMITTED AND REVIEWED WITHIN THE NEXT THREE WEEKS.
- MR. BUTLER: I DON'T THINK THAT'S A, I'LL TURN TO MISS TOTTEN, BECAUSE A LOT, A LOT OF THE COMMENTS WERE JUST HOUSEKEEPING ITEMS OR ITEMS FROM HER FROM THE PLANS. MISS TOTTEN DO YOU BELIEVE, IN THE NEXT THREE WEEKS, THOSE ITEMS COULD BE TUCKED.
- MS. TOTTEN: YES.
- MS. ASSELSTINE: OKAY.
- MR. MICCIO: AND OF COURSE, YOU, YOU TO ME, YOU HAVE THERE WAS AN URGENCY ON YOUR END AS WELL. AND WE, SO, WE COULD EITHER WE CAN MAKE IT TWO WEEKS, WHICH WOULD BE THE 28TH OR WE COULD MAKE IT THREE WEEKS WHICH WOULD BE MARCH 7TH.
- MR. BUTLER: YEAH.
- MR. SLAUGH: THAT'S NOT A REASONABLE PERIOD OF TIME. I'M SORRY.
- MR. BUTLER: I'M SORRY. YEAH.
- MR. SLAUGH: YEAH, TWO WEEKS IS TOO SHORT OF TIME YOU NEED TO GIVE THEM LONGER TIME THAN THAT TO GET THAT DONE.
- MR. BUTLER: YEAH. I WAS GOING TO SAY, SAY THREE, THREE IF WE CAN GET IT SOONER THAN,
- MR. SLAUGH: THREE IS TIGHT. OKAY, SO YOU KNOW.
- MR. BUTLER: THREE IS TIGHT, I AGREE. BUT.
- MR. MICCIO: MARCH SEVENTH?
- MR. BUTLER: LORALI IS GIVING TWO THUMBS UP.
- MS. ASSELSTINE: OKAY. ANY OTHER COMMENTS FROM THE BOARD? OKAY. OKAY, SOMEBODY WITH A TV ON IN THE BACKGROUND IF YOU COULD GO ON MUTE. SCOTT, YOU WANT TO RUN THROUGH THE, THE ITEMS THAT YOU HAVE AND THEN WE CAN GIVE YOU A CHANCE TO TIGHTEN IT UP AND MOVE ON TO A COUPLE OF OTHER ISSUES. BUT LET'S, LET'S GO THROUGH THE ITEMS AND THEN WE'LL TAKE OUR VOTE.



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- MR. MICCIO: SURE. IS IT EASIER FOR ME TO PUT THE DRAFT RESOLUTION ON THE SCREEN OR WOULD YOU LIKE ME TO...
- MS. ASSELSTINE: I THINK THAT WOULD BE EASIER. YEAH.
- MR. MICCIO: OKAY. WILL DO I THINK I CAN DO THAT HERE
- MR. BUTLER: I THINK I THINK WHOEVER IS HOSTING MAY HAVE THE ABILITY TO TO MUTE ALSO CERTAIN INDIVIDUALS.
- MS. ASSELSTINE: JANE, CAN YOU HELP US OUT? THANK YOU.
- MR. MICCIO: OKAY, SO SHALL WE START WITH THE CONDITIONS?
- MS. ASSELSTINE: YES, PLEASE.
- MR. MICCIO: ALRIGHT, I'LL, I'LL GO THROUGH APPLICANT. LET'S MAKE APPROPRIATE REVISIONS TO THE SITE PLAN AND RELATED DOCUMENTS PURSUANT TO THE BOARD PROFESSIONALS REPORTS, THE BOARD'S ACTION AND AS INDICATED BELOW, IT'S JUST A GENERAL STATEMENT. THE FIRST FEW COMMENTS WERE FROM CARMELA'S INITIAL GENERAL STATEMENTS ABOUT THE KEY MAP, THE TITLE OF THE PLAN, THE LIST OF OWNERS. AND THESE ARE SOME OF THOSE, THESE ARE SOME OF THOSE ITEMS THAT CAN BE REMEDIED RATHER QUICKLY. INCONSISTENCIES AND TOTAL SQUARE FOOTAGE ON THE DIFFERENT PLANS. OKAY, CONDITION F THE FULL EXTENT OF THE DEPRESSANT FULL HEIGHT CURBS IS NOT CLEAR IN THE HANDICAP PARKING AREA, PLEASE REVISE THE PLANS TO CLEARLY SHOW THAT DISTINCTION. PLEASE PROVIDE THE SPECIFIC LOW PEAK LOCATIONS OF ANY NEW OR RELOCATED TRAFFIC SIGNS ON THE SITE PLAN. AT THE DROP OFF AREA NEAR THE ATHLETIC CENTER, THERE IS PROPOSED PAINTED AREA. DETAIL OF THE COLOR IN LINE WITH THE STRIPING MUST BE PROVIDED. THE EXTRA ROAD ENTRANCE MUST REMAIN AVAILABLE FOR FIRE AND OTHER EMERGENCY VEHICLES DURING CONSTRUCTION. APPLICANT SHALL PROVIDE ADDITIONAL SPOT ELEVATIONS TO ASSURE POSITIVE DRAINAGE ON THE NEW DRIVEWAY AND NEWLY PAVED AREAS AND CONFIRM THAT THE DRIVEWAY AND PAVED AREAS WILL HAVE A SUFFICIENT SLOPE. WAS THAT TAKEN CARE OF TODAY? CAN I REMOVE THAT ONE OR SHOULD I SHOULD THAT ONE REMAIN? WE'LL LEAVE IT.
- MS. ROBERTS: THAT SHOULD REMAIN. I SKIPPED OVER IT AS WE WERE MOVING ALONG BUT THAT SHOULD REMAIN
- MR. MICCIO: OKAY. CONFIRM THAT THE ADA COMPLIANT SLOPES ARE PROVIDED FOR THE HANDICAPPED SPACES AND THE RAMP/WALK. THE TREES ARE MUCH CLOSER TO THE NEW DRIVEWAY ENTRANCE LOCATION CONFIRM THAT THE SITE TRIANGLES ARE ADEQUATE AND MAKE ANY MODIFICATIONS NECESSARY THAT WAS DISCUSSED. INDICATE THE SPECIFIC LOCATIONS WHERE SOIL COMPACTION TESTING IS REQUIRED. THAT WAS NOT, I DON'T BELIEVE DISCUSSED TODAY. BUT WE'LL, WE'LL KEEP THAT AS A CONDITION UNLESS ANYONE SAYS OTHERWISE. IT APPEARS THAT THE TYPICAL POROUS PAVEMENT SECTION DETAIL IS NOT CONSISTENT WITH THE TYPICAL INFILTRATION BED IN PARKING LOTS DETAIL ON SHEET 10 DETAILS, THIS MUST BE CORRECTED. CONCRETE SIDEWALK DETAILS SHOULD INDICATE A FIVE FOOT WIDTH AS SHOWN ON THE SITE PLAN. THE PLAN SHOULD IDENTIFY ALL FIXTURES THAT WILL BE USED FOR SECURITY LIGHTING WITH A



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- MR. MICCIO: NOTATION ADDED TO THE PLAN INDICATING THE SHUT OFF TIME FOR THE REMAINING SITE LIGHTING. THAT WAS SORT OF DISCUSSED AND MIGHT NEED TO MODIFY THAT BASED ON A CONDITION I'LL GET TO IN A SECOND. LIGHTING COLOR TEMPERATURE SHALL BE LESS THAN 4000. WHAT IS IT, WHAT DOES THAT NOTATION IS IT? WHAT DOES THE K STAND FOR?
- MR. SLAUGH: KELVIN.
- MR. MICCIO: KELVIN, RIGHT
- MR. SLAUGH: KELVIN? YEAH,
- MR. MICCIO: AND FOR PREFERABLY ONE BETWEEN 2800-3400 AND I SUPPOSE THAT, IS THAT ACCURATE AS TO WHAT THE CURRENT EXISTING LIGHTS BECAUSE THAT'S REALLY WHAT, WHAT WAS DISCUSSED TODAY. ARE THOSE EXISTING LIGHTS THERE BETWEEN 20800-3400, CARMELLA? ARE YOU AWARE? OR SHOULD WE JUST SAY SOMETHING MORE GENERAL?
- MS. ROBERTS: YEAH, I AM NOT AWARE AT THE TIME, I DON'T RECALL THEM USING LEDS.
- MR. SLAUGH: WE'LL LOOK AT THE CUT SHEET, WE'LL LOOK AT THE MANUFACTURERS AND FIGURE OUT WHAT THE EXISTING ONES ARE AND GET SOMETHING THAT'S COMPATIBLE. THE THING IS THAT THE, THE 2009 ONES MIGHT NOT BE LEDS, AND I WOULD IMAGINE THAT THEY'LL PUT UNDER THE CANOPY, IT'S LED ANYWAY. SO, THEY'RE NOT GOING TO HAVE THE SAME LAMP REGARDLESS.
- MS. ASSELSTINE: SO, CAN YOU SAY
- MS. ROBERTS: NO, WE'RE JUST
- MS. ASSELSTINE: SIMILAR
- MS. ROBERTS: LOOKING FOR THE SAME OR CLOSE, FOOT CANDLES, RIGHT?
- MR. SLAUGH: YOU'LL GET YOU'LL HAVE THE SAME FOOT CANDLES. AND THE COLOR TEMPERATURE MAY BE A LITTLE DIFFERENT.
- MR. MICCIO: GOTCHA. OKAY, I'LL GET TO THAT ONE LATER. MAYBE SHOULD BE MOVED AROUND. BUT WE'RE DOING THIS ON-THE-FLY HERE. THE PLAN SHOULD BE REVISED TO INCLUDE THE CALCULATION. SO, AREAS COVERAGE DOCUMENT COMPLIANCE WITH THE REQUIREMENTS, THE SUM OF ALL AREAS COVERED BY ALL PRINCIPAL ACCESSORY BUILDINGS SHALL NOT EXCEED 30% OF THE AREA OF THE LOT. THAT'S NOT THAT'S NOT REALLY AN ISSUE BUT IT JUST NEEDS TO BE REFLECTED ON THE PLAN. BOTH THE DEMOLITION AND LANDSCAPE PLAN SHOULD BE REVISED TO IDENTIFY EACH OF THE TREES TO BE SAVED AND RELOCATED WITH DETAILS OF PRESERVATION AND REPLANTING, PUTTING SPECIFIC NOTES AND TIMING RELATIVE TO THE DEMOLITION AND CONSTRUCTION PHASES. ANY REPLACEMENT TREES MUST BE OF AN AT LEAST FOUR-INCH CALIPER THAT WAS PRESENT IN MR. SLAUGH'S, I DON'T KNOW IF WE SPECIFICALLY TALKED ABOUT THE CALIPER WIDTH TODAY, BUT THAT WAS IN MR. SLAUGH'S REPORT. APPLICANT SHALL WORK WITH THE BOROUGH PLANNER REGARDING THE RELOCATION REPLACEMENT TREES AND ADDED SHRUBBERY, THAT'S WHAT WE DISCUSSED AT THE



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- MR. MICCIO: HEARING TODAY. APPLICANT HAS AGREED TO CREATE A PAINTED AND ACCESSIBLE SPACE AND CURB CUT TO LINK THE FIVE SPACE AND TWO SPACE HANDICAPPED ACCESSIBLE PARKING SPACES. APPLICANT SHALL CONSIDER LOCATING THE WALKWAY ON THE DROP OFF ISLAND FURTHER TO THE WEST TO MAKE IT EASIER FOR CARS TURNING INTO THE DROP OFF LANE TO SEE PEDESTRIANS CROSSING THE DROP OFF LANE. NOW THIS ISN'T, THIS IS REALLY JUST WRITTEN AS IN A SENSE OF SOMETHING TO LOOK INTO. IT'S NOT A CONDITION CERTAIN I'LL SAY, BUT THIS WAS IN GEORGE'S REPORT AND APPLICANT SHOULD LOOK INTO THAT. APPLICANT SHALL INCLUDE REFLECTIVE TAPING ON SOLAR ARRAY FOOTERS TO THE CONCRETE PILLARS TO IMPROVE VISIBILITY
- MR. MICCIO: AND SHALL CONSIDER INCREASING THE HEIGHT OF THE FOOTER TO THREE FEET. THESE IMPROVEMENTS SHALL BE SUBJECT TO THE APPROVAL OF THE BOROUGH ENGINEER. THE APPLICANT MUST CONTACT THE PLANNING BOARD OFFICE SETTLE ANY OUTSTANDING REVIEW ESCROW, ESCROW ACCOUNTS PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
- MR. BALCEWICZ: SCOTT?
- MR. MICCIO: WHAT'S UP?
- MR. BALCEWICZ: IF YOU GO BACK ONE TO THE COMMENTS ABOUT THE FOOTERS. I'D ALSO LIKE TO ADD LOOKING AT WAYS TO PREVENT VEHICLES FROM COMING IN CONTACT WITH THEM. WHEEL STOPS OR SOMETHING OF THAT NATURE. THANK YOU
- MS. ASSELSTINE: AND BRIAN, WERE YOU ON THAT ONE AS WELL? TO WORK WITH YOU AND CARMELA?
- MR. SLAUGH: YES, BUT IF CARMELA WANTS TO HANDLE IT'S OK BY ME.
- MS. ROBERTS: NO, I'LL BE FINE.
- MS. ASSELSTINE: OKAY.
- MS. ROBERTS: I'LL BE FINE.
- MR. MICCIO: ONE COPY OF THE REVISED, AND THIS IS REALLY FOR JANE PERHAPS HOW WE WANT TO DO THIS. ONE COPY OF THE REVISED PRELIMINARY AND FINAL SITE PLAN SHALL BE SUBMITTED TO THE BOARD OFFICE BOROUGH PLANNER AND THE BOROUGH ENGINEER FOR RESOLUTION COMPLIANCE REVIEW. IF THE PLANS ARE FOUND TO BE AN ORDER, THEN EIGHT SETS OF THE DRAWINGS WILL BE REQUIRED FOR SIGNATURE. IS THAT HOW WE, THIS IS MY FIRST SITE PLAN HEARING HERE IN IN HIGHTSTOWN. SO, THIS IS GENERALLY HOW WE ADDRESS THESE, THIS ISSUE.
- MS. ROBERTS: I'VE USUALLY ASKED FOR; I USUALLY START WITH SIX. I TAKE TWO ORIGINALS HIGHTSTOWN GETS AN ORIGINAL AND APPLICANT CAN TELL US AND BRIAN GETS AN ORIGINAL APPLICANT CAN LET US KNOW HOW MANY THEY WANT.
- MR. MICCIO: GOT IT.
- MS. ROBERTS: SO, THE NUMBER IS VARIABLE DEPENDING UPON WHAT THE SCHOOL NEEDS.
- MR. MICCIO: OKAY. APPLICANT WILL ADHERE TO ALL TESTIMONY FROM THE HEARING. APPLICANT SHALL ABIDE BY ALL AGREEMENTS MADE ON THE RECORD BEFORE THE BOARD AND ALL REVISED PLANS SHALL BE SUBMITTED BY AS REQUIRED BY, ALL REVISED PLANS SHALL



**THE BOROUGH OF HIGHTSTOWN
PLANNING BOARD**

REGULAR VIRTUAL MEETING MINUTES

FEBRUARY 14, 2022, 7:30 P.M.

- MR. MICCIO: BE RESUBMITTED BY, WE'LL JUST SAY GET RID OF THIS, MARCH 7 2022. AND THEN FOR THE OUTSIDE AGENCY APPROVALS WE'VE GOT AN I UNDERSTAND THAT THERE HAVE BEEN HAS BEEN APPROVAL BY THE MERCER COUNTY PLANNING BOARD BUT IF THERE'S ANY CONTINUING APPROVALS REQUIRED WE'LL JUST KEEP THAT IN THERE FOR NOW. SO, WE HAVE THE MERCER COUNTY PLANNING BOARD, THE SOIL CONSERVATION DISTRICT, THE FIRE DEPARTMENT AND POLICE DEPARTMENT IN THE BOROUGH, THE EAST WINDSOR TOWNSHIP PLANNING BOARD AND A CATCH ALL HAVE ANY OTHER AGENCY THAT MAY BE NECESSARY.
- MS. ASSELSTINE: I'M SORRY, SCOTT, WAS THERE SOMETHING ELSE ABOUT VERIFYING THE FIRE LANE?
- MR. SLAUGH: WELL, YEAH, SO THAT WOULD GO TO THE, THE LAST SET WHERE IT WOULD HAVE TO GO TO THE,
- MR. MICCIO: YEAH, I GUESS THAT WOULD BE FIRE,
- MR. SLAUGH: ACTUALLY, GO TO THE FIRE DEPARTMENT UNDER C
- MR. MICCIO: I COULD CERTAINLY SAY SPECIFICALLY TO EVALUATE THE LOCATION OF THE FIRE LANE.
- MS. ASSELSTINE: OKAY. OKAY. AND TRUCK ACCESS AND ALL OF THAT STUFF THAT THEY NORMALLY LOOK AT.
- MR. MICCIO: ANYTHING ELSE? JOE, I HEAR YOUR CONCERNS. DO YOU THINK THIS, THIS CAPTURES IT IN A WAY THAT MAKES YOU FEEL COMFORTABLE?
- MR. BALCEWICZ: YES, I'M, I'M COMFORTABLE WITH WHAT, WHAT THE RESOLUTION SAYS.
- MR. MICCIO: OKAY.
- MR. BALCEWICZ: THANK YOU.
- MS. ASSELSTINE: OKAY, SO, WE WILL GIVE, WE'LL GIVE SCOTT SOME TIME TO TIGHTEN THAT UP. BUT WHAT I WOULD LIKE TO DO IS GET A MOTION FOR A VOICE VOTE. AND SCOTT, HELP ME OUT HERE. IT WOULD BE A MOTION TO APPROVE THE APPLICATION.
- MR. MICCIO: YEAH, IT'D BE A MOTION TO APPROVE. YEP, WITH THE CONDITIONS AND VARIANCES. AND I GUESS WHILE I'M AT IT, I SHOULD PROBABLY, I COULD LIST THE VARIANCES THAT HAVE BEEN REQUESTED. ALTHOUGH, I THINK MISS, MISS TOTTEN DID A GREAT JOB OF THAT I'LL JUST, I'VE GOT IT RIGHT HERE ON THE RESOLUTION. SO, WE'LL JUST PUT THAT UP THERE AS WELL. JUST TO CONFIRM. OKAY, SO PARAGRAPH SIX LISTED VARIANCES THAT HAVE, VARIANCES BEING REQUESTED. SO, THE MAXIMUM HEIGHT FOR ACCESSORY STRUCTURES IS RESTRICTED TO SIXTEEN FEET, AND THE PROPOSED HEIGHT AND SOLAR CANOPIES IS APPROXIMATELY TWENTY-FOUR FEET. YARD STRUCTURES WHICH SOLAR CANOPIES QUALIFY AS ARE PERMITTED ONLY IN THE REAR YARD CANNOT BE CLOSER THAN 10 FEET ANY PROPERTY LINE WHEREAS APPLICANT PROPOSES TO INSTALL THE SOLAR ARRAYS IN THE FRONT YARD, WHICH EXCEED 256 SQUARE FEET. AND LASTLY, NO SCHOOL BUILDING OR PART THEREOF SHALL BE ERECTED NEAR THAN A DISTANCE EQUAL TO THREE TIMES THE HEIGHT OF SUCH BUILDING TO ANY PROPERTY LINE, OTHER THAN A STREET LINE. WHEREAS ONE OF APPLICANT'S PROPOSED SOLAR ARRAYS TWENTY-FOUR FEET THREE INCHES IS LOCATED 66.6 FEET AWAY. THAT'S NOT RIGHT. I



**THE BOROUGH OF HIGHTSTOWN
PLANNING BOARD**

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- MR. MICCIO: HAVE TO CHANGE THAT NOW. WHAT WAS THE CALCULATION ON THAT YOU HAD MR. SLAUGH?
- MR. SLAUGH: 72.25. WELL, ACTUALLY, THAT THAT LOCATION IS CORRECT. BUT IT NEEDS TO BE 72.25 FEET. I'M SORRY, THE SIXTY-SIX POINT. THAT'S CORRECT. FROM THE RIGHT OF WAY LINE.
- MR. MICCIO: ALL RIGHT. UNDERSTOOD. OKAY.
- MR. SLAUGH: THE WAY YOU'VE WORDED IT IS EXACTLY CORRECT.
- MR. MICCIO: ALRIGHT, GOT IT. YEAH, I GOT IT. I GOT YOU. I'M WITH YOU. OKAY. SO THOSE ARE THREE ARE THE THREE VARIANCES BEING REQUESTED HERE.
- MS. ASSELSTINE: AND ARE WE WAIVING PARKING REQUIREMENTS?
- MR. MICCIO: SO, ACCORDING TO MR. SLAUGH'S REPORT, THERE WERE NO WAIVERS REQUIRED, BUT HE CAN CLARIFY.
- MR. SLAUGH: YES. SO, BEVERLY, I WENT THROUGH USING THE AERIAL YOU COULD VERY CLEARLY SEE THE PARKING SPACES. AND WHILE, AND STRANGELY, THERE ARE ACTUALLY TWO SEPARATE PARKING REQUIREMENTS FOR SCHOOLS IN THE ORDINANCE AND SO IF YOU GO THROUGH BOTH OF THEM, YOU KNOW, THE WHAT WE DON'T HAVE IS A NUMBER OF STAFF THAT'S AT THE SCHOOL, BUT THEY'D HAVE TO HAVE MORE THAN 263 STAFF REQUIRE A PARKING VARIANCE AND I WOULD FIND IT INCREDIBLE THAT THEY WOULD HAVE MORE STAFF THAN THAT. SO, I DON'T THINK THE NEED TO PARKING VARIANCE.
- MS. ASSELSTINE: OKAY.
- MR. SLAUGH: WE KIND OF WENT THROUGH THAT CALCULATION TOO, WITH THE SWIG ART CENTER AND THEY DIDN'T NEED IT AT THAT TIME EITHER.
- MS. ASSELSTINE: OKAY. ALL RIGHT. SO, IT LOOKS LIKE WE'VE GOT IT ALL COVERED. SO, I'M LOOKING FOR A MOTION TO APPROVE THE APPLICATION WITH THE CONDITIONS SPECIFIED THAT SCOTT JUST REVIEWED AND THE, WHAT THE VARIANCES THAT SCOTT JUST APPROVED. CAN I GET A MOTION?
- MR. LAUDENBERGER: I'LL MAKE A MOTION. JOHN.
- MS. ASSELSTINE: BILL SEARING AND JOHN LAUDENBERGER SECONDED. ALL RIGHT, CAN WE GET A VOTE? JANE?
- MS. DAVIS: SORRY, I HAD TO UNMUTE. MAYOR QUATTRONE?
- MAYOR QUATTRONE: YES.
- MS. DAVIS: MR. MISIURA?
- MR. MISIURA: I'M RECUSED.
- MS. DAVIS: I'M SORRY. LET'S SEE. OKAY. MS. ASSELSTINE?
- MS. ASSELSTINE: YES.
- MS. DAVIS: MISS JACKSON?



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MS. JACKSON: YES.

MS. DAVIS: MR. LAUDENBERGER?

MR. LAUDENBERGER: YES.

MS. DAVIS: MR. SEARING?

MR. SEARING: YES.

MS. DAVIS: MS. WATKINS?

MS. WATKINS: YES.

MS. DAVIS: MR. BALCEWICZ?

MR. BALCEWICZ: YES.

MS. DAVIS: MR. CABOT?

MR. CABOT: RECUSE.

MS. DAVIS: MR. GAINEY?

MR. GAINEY: YES.

MS. DAVIS: AND MR. YANDOLI? RECUSED. OKAY.

MS. ASSELSTINE: ALL RIGHT. THANK YOU GUYS VERY MUCH. UM, WE'RE GONNA GIVE SCOTT A LITTLE BIT OF TIME TO GET THIS CLEANED UP. WE'LL COME BACK TO IT AND VOTE ON THE FINAL RESOLUTION LATER ON.

THIS CONCLUDES THE HEARING PORTION OF THE PLANNING BOARD MEETING ON 2/14/22.



THE BOROUGH OF HIGHTSTOWN PLANNING BOARD

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Application #PB2022-02 – Hearing commences and based on heard testimony and discussion, Ms. Asselstine asks for a motion to approve the application with the conditions specified by Mr. Miccio and 3 requested variances.

Mr. Searing motions, seconded by Mr. Laudenberg.

Roll Call Vote: Mayor Quattrone, Ms. Asselstine, Ms. Jackson, Mr. Laudenberg, Mr. Searing, Ms. Watkins, Mr. Balcewicz, & Mr. Gainey. Mr. Misiura, Mr. Cabot & Mr. Yandoli recused. Motion passed 8-0; 3 abstentions.

Old Business

Cannabis Memo – Mr. Balcewicz introduces a memo drafted for Council by Mr. Miccio and the subcommittee and he and the cannabis subcommittee agree it encapsulates the discussion that was had. Ms. Asselstine has a few comments regarding location (proximity to residential areas of Downtown Core & Downtown Gateway) and security. Discussions ensue. Ms. Asselstine asks for a motion to approve the memo to Council with minor edit to location/zone.

Motion made by Mr. Balcewicz and seconded by Mr. Gainey.

Roll Call Vote: Mayor Quattrone, Mr. Misiura, Ms. Asselstine, Ms. Jackson, Mr. Laudenberg, Mr. Searing, Ms. Watkins, Mr. Balcewicz, Mr. Cabot, Mr. Gainey & Mr. Yandoli. Motion passed 11-0

Affordable Housing Plan – Ms. Asselstine asks whether Mr. Slaugh has any updates on the Affordable Housing plan. Mr. Slaugh is still in the review process and plans to have a draft copy for the Board to review at the Planning Board meeting in March. There is no further discussion on this topic.

New Business

Proposed Ordinance from Council for comment

Ms. Asselstine presents a memo received from Peggy Riggio, Borough Clerk, on February 3rd in reference to proposed ordinance changes regarding home-based occupations and professional offices in detached garages, raising the maximum height of a detached garage and tree house setbacks. Mr. Slaugh brings up a minor typo and the possibility installing a tree house in the front yard. Discussion ensues about yard location. Ms. Asselstine moves on to the home-based occupation in a detached garage ordinance and asks for comments from the Board. Mr. Balcewicz states that it's we may want to consider more clearly defining gym and home-based study. There is more discussion on what Borough Code allows in attached garages versus detached garages. Ms. Asselstine refers to the detached garage height change. Mr. Chin explains that the maximum height is to enable residents to rebuild or build new garages that would better match the existing architecture. Mr. Balcewicz asks if this change is in relation to a specific case. Mr. Chin clarifies that it is not. Ms. Asselstine asks for any additional comments. No comments being made, she asks for a motion to approve the ordinance changes with comments expressing concern with additional regulation in the

Motion made by Mr. Balcewicz and seconded by Mr. Laudenberg.



THE BOROUGH OF HIGHTSTOWN PLANNING BOARD

REGULAR VIRTUAL MEETING MINUTES FEBRUARY 14, 2022, 7:30 P.M.

Roll Call Vote: Mayor Quattrone, Mr. Misiura, Ms. Asselstine, Ms. Jackson, Mr. Laudenberg, Mr. Searing, Ms. Watkins, Mr. Balcewicz, Mr. Cabot, Mr. Gainey & Mr. Yandoli. Motion passed 11-0

Downtown Redevelopment Phase 3 & Peddie Lake Shoreline

Ms. Asselstine asks Mr. Slaugh to initiate discussion regarding the downtown redevelopment. Mr. Slaugh presents the existing downtown phased redevelopment plan. Phase 3 currently includes the municipal parking lots along Peddie Lake. He refers to a vision plan as an amendment to the Borough's Master Plan from 2015. With the recent contract/sale of the Wells Fargo building, it would be best that it fit into the Borough's plan and not the other way around and activate the lakefront as an asset to the community. Mr. Slaugh continues that the Board should revisit the previous vision plan to see if it still meets the needs of the municipality. He suggests that we consider expanding the Phase 3 redevelopment. Discussion ensues. The consensus is that the Board will provide a memo to Council to recommend considering the expansion of the redevelopment area to include at least the existing Tavern and the former Wells Fargo Bank, and possibly the church too. Ms. Asselstine asks for a motion to recommend this addition to the downtown redevelopment area for Council consideration.

Motion made by Mr. Laudenberg and seconded by Mr. Cabot.

Roll Call Vote: Mayor Quattrone, Mr. Misiura, Ms. Asselstine, Ms. Jackson, Mr. Laudenberg, Mr. Searing, Ms. Watkins, Mr. Balcewicz, Mr. Cabot, Mr. Gainey & Mr. Yandoli. Motion passed 11-0

NJDEP lead water service replacement mandate

Ms. Asselstine asks Ms. Roberts to briefly explain the NJDEP update. Ms. Roberts explains that per a law passed in July 2021, every town in the state must prepare a lead water service inventory and provide it to the state. If any lead services are found, within 30 days of being sent to the state, the properties that have lead services need to be noticed via certified letter. Every town will be required to replace 10% of the lead water services over the next 10 years. Mr. Balcewicz asks if that includes pipes inside a house. Ms. Roberts clarifies that currently it only includes the line from the main to the curb line. The state is wants to know what material the pipe is from the curb to the house, but there are no requirements to replace those.

Consideration of Final Resolution memorializing approval of Application #PB2022-02

Ms. Asselstine refers to Mr. Miccio for the pre-drafted Resolution that was updated per comments and testimony during the public hearing. The Board reviews the changes. Ms. Asselstine asks if the Board members need to review anything in more detail. As no one had additional comments, Ms. Asselstine asks for a motion to approve Resolution #2022-07 for Application #PB2022-02 for Peddie School

Motion made by Mr. Searing, seconded by Mr. Laudenberg.

Roll Call Vote: Mayor Quattrone, Ms. Asselstine, Ms. Jackson, Mr. Laudenberg, Mr. Searing, Ms. Watkins, Mr. Balcewicz, & Mr. Gainey. Mr. Misiura, Mr. Cabot & Mr. Yandoli recused. Motion passed 8-0; 3 abstentions.



THE BOROUGH OF HIGHTSTOWN PLANNING BOARD

REGULAR VIRTUAL MEETING MINUTES FEBRUARY 14, 2022, 7:30 P.M.

Committee and Professional Reports

Mr. Miccio – Nothing new or additional to report. Mr. Miccio states that he will send a copy of Resolution to Ms. Davis to have signed by herself and Ms. Asselstine for record and distribution.

Ms. Roberts – Nothing new or additional to report.

Mr. Slaugh – Nothing new or additional to report.

Chairman and Board Member Comments

Nothing additional to report.

There being no further business, Ms. Asselstine asks for a motion to adjourn. Motion made by Mr. Laudenberger, seconded by Mr. Balcewicz. All ayes. Meeting adjourned at 11:24 PM.

Submitted by:

Jane Davis, Planning Board Secretary

DRAFT
**Third Round Housing Element and
Fair Share Plan**

**Borough of Hightstown
Mercer County, New Jersey**

Adopted _____
Endorsed _____

Clarke Caton Hintz



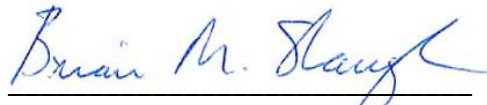
Housing Element and Fair Share Plan

Planning Board Borough of Hightstown Mercer County, New Jersey

Adopted _____

Endorsed by the Borough Council _____

Prepared by



Brian M. Slauch, AICP PP
New Jersey Professional Planner License 3743
With the assistance of
Elaine R. Clisham, AICP Candidate

CLARKE CATON HINTZ, PC
100 Barrack Street
Trenton, New Jersey 08608
(609) 883-8383

A signed and sealed original is on file with the Borough Clerk

Borough Council

Lawrence D. Quattrone, Mayor

Susan Bluth, Council President

Joseph Cicalese

Cristina Fowler

Joshua Jackson

Steve Misiura

Frederick Montferrat

Margaret (Peggy) Riggio, RMC, CMR, Municipal Clerk

Dimitri Musing, Borough Administrator

Frederick C. Raffetto, Esq., Borough Attorney

Carmela Roberts, PE, Borough Engineer

Brian M. Slauch, PP AICP, Borough Planner

Borough Planning Board

Beverly Asselstine, Class IV, Chair

Joanna Jackson, Class IV, Vice Chair

Lawrence D. Quattrone, Class I, Mayor

Bill Searing, Class II

Steve Misiura, Class III

Nathaniel Gainey, Class IV

John Laudenberg, Class IV

Beth Watkins, Class IV

Chris Yandoli, Class IV

Joseph F. Balcewicz, 1st Alternate

Raymond Cabot, 2nd Alternate

Jane Davis, Planning Board Secretary

Scott Miccio, Esq., Planning Board Attorney

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INTRODUCTION

The Housing Element and Fair Share Plan for Hightstown Borough addresses its constitutional obligation to provide for affordable housing under the mandate of the Mount Laurel Doctrine established by the New Jersey Supreme Court beginning in 1975 and codified by the state legislature in the New Jersey Fair Housing Act of 1985.¹ Together, the Housing Element and Fair Share Plan constitute the affordable housing plan for the Borough of Hightstown. The Housing Element is a component of the Borough's Master Plan for development and redevelopment, and the Fair Share Plan constitutes the means and documents designed to implement the Housing Element, also known colloquially as the "Housing Plan."

The Mount Laurel Doctrine has a long and complicated history since it was first articulated by the NJ Supreme Court in 1975. At this point in time, the Supreme Court has retaken control of the process of ensuring the provision of affordable housing in the state. As part of this process, various lower court decisions have been made and one of particular importance to the development of this Housing Plan that established affordable housing numbers in Mercer County for what is called the Third Round of obligation for municipalities. This decision was made in, "In the Matter of the Application of the Municipality of Princeton" (Docket MER-L-1550-15) consolidated with, "In the Matter of West Windsor Township" (Docket MER-L-1561-15) entitled, Opinion on Fair Share Methodology to Implement the Mount Laurel Affordable Housing Doctrine for the Third Round, issued on March 8, 2018. Since the decision was issued by Judge Mary C. Jacobson, A.J.S.C., this is known as the "Jacobson Methodology". This method and determination of affordable housing numbers has been utilized in the development of this Housing Plan.

Hightstown Borough stipulates that its affordable housing obligations are as follows:

- Rehabilitation Share of 39 units;
- Prior Round obligation of 38 units; and
- A Third Round obligation encompassing both the Gap Present Need and Prospective Need of 68 units.

In accordance with this process, the Borough of Hightstown and its Planning Board have prepared this Housing Element and Fair Share Plan and the accompanying Spending Plan.

BRIEF HISTORY AND REGIONAL LOCATION

Hightstown Borough sits at the eastern edge of Mercer County, measuring 1.27 square miles in area. It is entirely surrounded by the Township of East Windsor. It is part of the State Development and Redevelopment Plan's (SDRP) Planning Area 2, the Suburban Planning area, which comprises areas adjacent to higher-density Metropolitan Planning areas but characterized by lower intensity of development and greater availability of developable land. In addition to this regional characterization, however, the State Development and

¹ - *N.J.S.A. 52:27D-301 et seq.*

Redevelopment Plan designates the Borough as a Town Center. The Borough is home to the Peddie School, a private, coeducational boarding and day school founded in 1864, which occupies a 280-acre campus, including Peddie Lake, on the eastern side of the Borough. Rocky Brook feeds Peddie Lake which is a defining feature of Hightstown's downtown, and flows outward to the northwest.

Hightstown was named for John and Mary Hight, who established a tavern in the area in the 1750s. The land that became the Borough of Hightstown and the surrounding East Windsor Township was originally acquired by William Penn in the late 1600s. He wanted to settle the land with Quakers, who were being persecuted in England and New England. The Borough's Stockton Street Historic District covers both sides of Stockton Street (County Route 571), from Railroad Avenue to Summit Street, and a portion of Rogers Avenue. The first railroad in the United States to connect two major cities, New York and Philadelphia, the Camden and Amboy Railroad, originally ran along what is now Railroad Avenue. In 1832, the John Bull, the first locomotive in the country, provided the first steam-powered passenger rail service in the country, stopping at Stockton Street.

Hightstown no longer has train service available. State Route 33 runs through the Borough from the southwest to the northeast and travels eastward at Peddie Lake to nearby Interchange 8 of the New Jersey Turnpike, and County Route 571 (Stockton Street) comes into the Borough from Princeton to the west and continues southeast as far as Toms River, New Jersey. State Route 130 runs north-south immediately to the west of the Borough. Until the COVID-19 pandemic in 2020, there was express bus service via Coach USA between Hightstown and both Midtown and Wall Street in New York City.

The Borough's population from the 2020 U.S. Census was 5,900, an increase of 406, or 7.4% from the 2010 Census count of 5,494. Additional demographic characteristics are found in the tables beginning on page 9. The tables are based on estimates from the American Community Survey² as more detailed information from the 2020 Census is not yet available.

AFFORDABLE HOUSING JUDICIAL AND LEGISLATIVE BACKGROUND

The affordable housing landscape in New Jersey is complex and became more so following the failure of the state agency created by the 1985 NJ Fair Housing Act (FHA), the Council on Affordable Housing (COAH), to produce a set of rules for the Third Round that passed constitutional muster. This section provides an overview of the laws, decisions and rules that pertain to affordable housing in the state in a quest to answer the question of how the Borough came to be at this point in time.

² - The American Community Survey replaced the long-form census as the source for much of the housing data necessary to complete this section. The census is a one-time count of the population while the ACS is an estimate taken over five years through sampling. For this reason, data in the ACS is subject to a greater margin of error than the U.S. Census since it is based on sampling.

Providing affordable housing within developing municipalities was found to be a constitutional obligation by the New Jersey Supreme Court in its landmark 1975 decision now referred to as Mount Laurel I. The Court found that developing municipalities have a constitutional obligation to provide a realistic opportunity for the construction of low- and moderate-income housing.³ In its 1983 Mount Laurel II decision, the Supreme Court extended the obligation to all municipalities within any “growth area” as designated in the State Development Guide Plan (published by the NJ Department of Community Affairs, now superseded by the SDRP). Subject to a number of limitations, Mount Laurel II also gave developers the opportunity to secure a “builder’s remedy.”⁴ In a builder’s remedy, a developer is granted the right to develop what is typically a multi-family project on land that was not zoned to permit this use or at a greater density than otherwise allowed if a “substantial” percentage of the units are reserved for low and moderate income households.

As noted, in 1985, the Legislature enacted the FHA in response to the Mount Laurel II decision. With the creation of COAH, the state Legislature conferred primary jurisdiction for affordable housing matters to the new agency and charged it with promulgating regulations to, (1) establish housing regions; (2) estimate low- and moderate-income housing needs; (3) set criteria and guidelines for municipalities to determine and address their affordable housing numbers; and (4) create a process for the review and approval of housing elements and fair share plans that met constitutional guidelines.

First and Second Round Methods

COAH created the criteria and guidelines for municipalities to determine and address their respective affordable housing obligation, or number of affordable dwellings.⁵ Following guidelines established by the U.S. Department of Housing and Urban Development (“HUD”), COAH defined affordable housing as dwellings that were affordable to households with incomes 80% or less of the regional household income – which typically included between 38% and 41% of the total population. COAH originally established a formula for determining municipal affordable housing obligations for the six-year period between 1987 and 1993 (*N.J.A.C. 5:92-1 et seq.*), which became known as the First Round. The First Round rules established an existing need (variously known as “present need” or “rehabilitation share”) where substandard housing was being occupied by low- and moderate-income households, and future demand (“prospective need” or “fair share”) to be satisfied typically, but not exclusively, with new construction.

The First Round rules were superseded by new COAH regulations in 1994 (*N.J.A.C. 5:93-1.1 et seq.*). The 1994 regulations recalculated a portion of the 1987-1993 affordable housing obligations for each municipality and computed the additional municipal affordable housing need from 1993 to 1999 using 1990 U.S. Census data. The regulations COAH adopted in 1994 are known as the Second Round rules. Though the FHA did not require that the housing

³ - Southern Burlington NAACP v. Twp. of Mount Laurel, 67 N.J. 151 (1975)

⁴ - Southern Burlington NAACP v. Twp. of Mount Laurel, 92 N.J. 158 (1983)

⁵ - Also called a municipality’s “fair share” of affordable housing.

rounds accumulate with time, COAH decided that each municipality's obligation would extend from the First Round forward into the future, *ad infinitum*. This cumulative new construction component from the two earlier rounds is called either the prior obligation or Prior Round. This plan will refer to the new construction obligation for the first and second housing cycles as the Prior Round obligation.

Third Round Method

On December 20, 2004, some five years after the end of the Second Round in 1999, COAH's first version of the Third Round rules (*N.J.A.C.* 5:94-1 and 5:95-1) became effective. The FHA had originally required housing rounds to be for a six-year period, but in 2001, this was amended to extend the time period to 10-year intervals. Therefore, the Third Round should have been from 1999 to 2009. However, because of the delay in promulgating updated rules, the Third Round was extended by five years to 2014 and condensed into an affordable housing delivery period of 10 years from January 1, 2004 through January 1, 2014. In other words, 15 years of obligatory affordable housing activity was to take place in 10 years. This set of rules changed, however, when on January 25, 2007 the New Jersey Appellate Division invalidated key elements of the 2004 version of the Third Round rules. COAH eventually issued revised rules that became effective on June 2, 2008 (as well as a further rule revision effective on October 20, 2008). While the agency met the Court's directive to provide residential development and job projections for the Third Round, it also extended again the time period to 2018. COAH retained the "growth share" approach that was challenged in its 2004 rules, but revised its ratios to require one affordable housing unit for every four market-rate housing units developed and one affordable housing unit for every 16 jobs created.

Just as various parties challenged COAH's initial Third Round regulations, parties also challenged COAH's 2008 revised Third Round rules. The Appellate Division issued a decision about this set of rules on October 8, 2010 (see below). Meanwhile several other important events occurred.

Fair Housing Act Amendments of 2008

On July 17, 2008, Governor Corzine signed P.L. 2008, c. 46, which amended the Fair Housing Act in a number of ways.⁶ Key provisions of the legislation included the following:

- It established a statewide 2.5% non-residential development fee instead of requiring non-residential developers to provide affordable housing.
- It eliminated regional contribution agreements as a means available to municipalities to transfer up to 50% of their required affordable housing to a "receiving" municipality.

⁶ - Also known as the "Roberts Bill," named after former New Jersey Assembly Speaker Joseph Roberts, who sponsored it.

- It added a requirement that 13% of all affordable housing units be restricted to very low-income households (30% or less of median income).
- It added a requirement that municipalities had to commit to spend development fees within four years of the date of collection after the law's enactment on July 17, 2008.

Appellate Division's 2010 Decision

On October 8, 2010, the Appellate Division issued a decision on the legal challenges to the 2008 iteration of COAH's regulations.⁷ The Appellate Division affirmed the COAH regulations that assigned rehabilitation and Prior Round numbers to each municipality, but invalidated the regulations by which the agency allocated future affordable housing obligations in the Third Round. Specifically, the Appellate Division ruled that COAH could not allocate obligations through a "growth share" formula. The Court directed COAH to use similar methods to those used in the First and Second Rounds.

Judicial Activity from 2011 to 2014

COAH sought a stay from the New Jersey Supreme Court of the March 8, 2011 deadline the Appellate Division had imposed in its October 2010 decision for the agency to issue new Third Round housing numbers. On January 18, 2011 the Supreme Court granted COAH's application for a stay, and on March 31, 2011 the Court granted petitions and cross-petitions to all of the various challenges to the Appellate Division's 2010 decision. However, the Supreme Court did not hear oral argument on the various petitions and cross-petitions until November 14, 2012.

In the meantime, the Supreme Court decided an appeal by the executive branch of the Appellate Division's decision on March 8, 2012 that prevented the dissolution of COAH under Governor Christie's Reorganization Plan No. 001-2011. The Supreme Court upheld the lower Court's ruling, finding that the governor did not have unilateral power to dissolve COAH. The Court found that such action requires the passage of new legislation.

On September 26, 2013, the Supreme Court upheld the Appellate Division decision in In Re Adoption of N.J.A.C. 5:96 and 5:97 by New Jersey Council on Affordable Housing, 215 N.J. 578 (2013), and ordered COAH to prepare the necessary rules. Subsequent delays in COAH's rule preparation and ensuing litigation led to the New Jersey Supreme Court, on March 14, 2014, setting forth a schedule for adoption. COAH approved draft Third Round rules on April 30, 2014. Although ordered by the New Jersey Supreme Court to adopt revised new rules by October 22, 2014, COAH failed to do so.

March 2015 New Jersey Supreme Court Decision

The failure of COAH to adopt new regulations as ordered by the New Jersey Supreme Court led Fair Share Housing Center (FSHC), as the lead plaintiff, to file a Motion in Aid of Litigant's

⁷ - In Re N.J.A.C. 5:96 and 5:97, 416 N.J. Super. 462 (App. Div. 2010).

Rights to compel the government to produce constitutional affordable housing regulations. The New Jersey Supreme Court heard oral arguments on the motion on January 6, 2015. Two months later, on March 10, 2015, the Supreme Court issued its ruling entitled, In Re N.J.A.C. 5:96 and 5:97, 221 N.J. 1 (2015).

The decision provided direction for how New Jersey municipalities were to comply with the constitutional requirement to provide their fair share of affordable housing. The Court transferred responsibility to review and approve housing plans from COAH to designated Mount Laurel trial judges. If they wished to be protected from exclusionary zoning lawsuits, municipalities were to apply to a Mount Laurel Court instead of COAH. The trial judges, usually with the assistance of an appointed Special Master to the Court, have been reviewing municipal plans much in the same manner as COAH previously did. Those municipalities whose plans are approved by the Court receive a Judgment of Compliance and Repose, the Court equivalent of COAH's substantive certification.

However, the Supreme Court was silent on the subject of how a municipality's fair share obligation was to be calculated. However, as previously noted, Mercer County municipalities are bound by a separate decision rendered by Judge Jacobson. In negotiated settlements since the Supreme Court's decision between many municipalities in the state and FSHC, the affordable housing numbers have tended towards using the Jacobson Methodology because of the thoroughness of the expert testimony and lengthy trial that took place in 2017, as well as the careful weighing of the evidence in Judge Jacobson's 217-page decision. As became clear during the trial, determining new affordable housing numbers was not a simple matter of rerunning the Second Round methodology with Third Round U.S. Census data. Each step in a 32-step process requires a judgement as to how the data and projections are used. Furthermore, the kinds of data gathered by the U.S. Census changed from 1990 to 2000, and then there is the effect or determination of the 2010 U.S. Census in the methodology.

January 2017 New Jersey Supreme Court Decision

The New Jersey Supreme Court had one additional issue to address before municipalities could complete their plans. On January 17, 2017, the Supreme Court issued its decision In Re Declaratory Judgment Actions Filed by Various Municipalities, County of Ocean, Pursuant to The Supreme Court's Decision in In Re Adoption of N.J.A.C. 5:96, 221 N.J. 1(2015). The Supreme Court found that the "gap period," defined as the period between 1999, which was the end of the Second Round, and 2015, generated a new construction affordable housing obligation that still existed as of the date of the Present Need calculation. The decision required an expanded definition of municipal "Present Need" beyond its original meaning as substandard housing where low- and moderate-income households lived to include new construction for low- and moderate-income households formed during the gap period that were entitled to their delayed opportunity to seek affordable housing.

Accordingly, any municipal affordable housing obligation is now composed of the following four components:

- Present Need or Rehabilitation Share;
- Prior Round Obligation (new construction 1987-1999);
- “Gap” Present Need (new construction 1999 to 2015), part of the Third Round; and
- Prospective Need (new construction in the Third Round from 2015 to 2025).

HOUSING ELEMENT AND FAIR SHARE REQUIREMENTS

In accordance with the Municipal Land Use Law (*N.J.S.A. 40:55D-1, et seq.*), a municipal Master Plan must include a housing plan element as the foundation for the municipal zoning ordinance (*N.J.S.A. 40:55D-28b (3)*). Pursuant to the FHA, a municipality’s housing element must be designed to provide access to affordable housing to meet present and prospective housing needs, with particular attention to low- and moderate-income housing. Specifically, *N.J.S.A. 52:27D-310* requires that the housing plan element contain at least the following:

- An inventory of the municipality’s housing stock by age, condition, purchase or rental value, occupancy characteristics, and type, including the number of units affordable to low and moderate income households and substandard housing capable of being rehabilitated;
- A projection of the municipality’s housing stock, including the probable future construction of low and moderate income housing, for the next 10 years, taking into account, but not necessarily limited to, construction permits issued, approvals of applications for development, and probable residential development trends;
- An analysis of the municipality’s demographic characteristics, including, but not necessarily limited to, household size, income level, and age;
- An analysis of the existing and probable future employment characteristics of the municipality;
- A determination of the municipality’s present and prospective fair share of low and moderate income housing and its capacity to accommodate its present and prospective housing needs, including its fair share of low and moderate income housing; and
- A consideration of the lands most appropriate for construction of low and moderate income housing and of the existing structures most appropriate for conversion to, or rehabilitation for, low and moderate income housing, including a consideration of lands of developers who have expressed a commitment to provide low and moderate income housing.

This housing plan has been drawn utilizing these master plan components.

AFFORDABILITY REQUIREMENTS

Affordable housing is defined under New Jersey’s FHA as a dwelling, either for-sale or rent that is within the financial means of households of low or moderate income as income is

measured within each housing region. Hightstown is in COAH’s Region 4, which includes Mercer, Monmouth and Ocean Counties. These housing regions were established in the mid-1980s. Moderate-income households are those with incomes exceeding 50% up to 80% of the regional median income. Low-income households are those with annual incomes 50% or less than regional median income. In 2008 the New Jersey Legislature created an additional sub-category of low income – very low-income – which has been defined as households with incomes 30% or less of the regional median income.

The Uniform Housing Affordability Controls (“UHAC”) found at *N.J.A.C. 5:80-26.3(d)* and *-(e)*, sets out income limits, maximum rents and maximum sales prices for dwellings to be considered affordable. For example, the maximum rent must be affordable to households that earn no more than 60% of the median income for the region and the average rent must be affordable to households earning no more than 52% of the median income. The maximum sale prices for affordable units must be affordable to households that earn no more than 70% of the median income and the average sale price must be affordable to a household that earns no more than 55% of the median income. However, the UHAC rules were not revised to address the very low-income requirements of the 2008 amendments to the Fair Housing Act. Consequently, this Housing Element and Fair Share Plan relies on the amended Fair Housing Act’s establishment of the very low-income requirement at the 30% of median maximum and a minimum of 13% of total affordable units.

Regional median income had been defined by COAH annually using HUD income limits, but COAH stopped issuing income limits in 2014. To fill this gap, the Affordable Housing Professionals of New Jersey now publishes regional income limits annually for each housing region in New Jersey, using COAH’s formulas. Their use has been approved by many courts in affordable housing decisions. The Borough will use the AHPNJ tables annually (usually in April) to update income limits or if some official agency takes this responsibility back.

Table 1 contains the 2021 income limits for Region 4.

Table 1. 2021 Income Limits for Region 4

Household Income Levels	1 Person Household	2 Person Household	3 Person Household	4 Person Household	5 Person Household	6 Person Household
Median	\$76,469	\$87,393	\$98,317	\$109,242	\$117,981	\$126,720
Moderate	\$61,175	\$69,915	\$78,654	\$87,393	\$94,385	\$101,376
Low	\$38,235	\$43,697	\$49,159	\$54,621	\$58,990	\$63,360
Very Low	\$22,941	\$26,218	\$29,495	\$32,772	\$35,394	\$38,016

Source: Affordable Housing Professionals of New Jersey, April 2021.

Tables 2 and 3 provide illustrative gross rents and sale prices for 2021. The sample rents and sale prices are illustrative and are gross figures, which do not account for the specified utility allowance.

Table 2. Illustrative 2021 Maximum Affordable Gross Rents for Region 4

Household Income Levels (% of Median Income)	1 Bedroom Unit Rent	2 Bedroom Unit Rent	3 Bedroom Unit Rent
Moderate (60%)	\$1,229	\$1,475	\$1,704
Low (50%)	\$1,024	\$1,229	\$1,420
Very Low (30%)	\$614	\$737	\$852

Source: Affordable Housing Professionals of New Jersey Affordable Housing General Rent Calculator, April 2021.

Table 3. Illustrative 2021 Maximum Affordable Sales Prices for Region 4

Household Income Levels (% of Median Income)	1 Bedroom Unit Price	2 Bedroom Unit Price	3 Bedroom Unit Price
Moderate (70%)	\$164,631	\$200,217	\$162,937
Low (50%)	\$113,795	\$139,213	\$92,444
Very Low (30%)	\$62,959	\$78,209	\$72,855

Source: Affordable Housing Professionals of New Jersey Affordable Housing General Sales Price Calculator, April 2021.

HOUSING CONDITIONS

Table 4 describes the types of housing units found in the Borough. Almost two-thirds of the Borough’s housing units are single-family dwellings, either attached or detached. Two-family units are typically one unit above the other, which is often called a duplex (though in some places the single family semi-detached dwelling is also called a duplex). Most of the remaining dwellings are located in smaller-scale multi-family developments, with fewer than 20 units. Almost 60% of units are owner-occupied, and slightly more than one-third are renter-occupied. Of the 6.4% of units that are vacant, almost two-thirds are in two-unit structures.

Demand for homes in the Borough is currently matching and perhaps exceeding supply. (This may be a phenomenon associated with the COVID-19 pandemic, which appears to be precipitating increased demand for housing outside major metropolitan areas.) The 6.4% vacancy rate in the Borough is quite a bit lower than that of the county overall, which is 10.3%, and of the state, which is 10.6%. A check of the website Zillow.com shows that at the beginning of 2022 there were three homes and one vacant lot for sale in the Borough. Realtor.com shows no properties in the Borough currently being sold out of foreclosure, and the website of the Mercer County Sheriff’s office shows two properties in the Borough currently subject to a Sheriff’s Sale and another two recently sold.

Table 4. Units in Housing Structure by Tenure, 2019

Units in Structure	Total Units	%	Owner-Occupied	%	Renter-Occupied	%	Vacant	%
1-unit, detached	1,150	57.6	997	85.9	153	21.7	0	0.0
1-unit, attached	164	8.2	33	2.8	131	18.6	0	0.0
2 family units	98	4.9	0	0.0	17	2.4	81	63.3
3 or 4 units	92	4.6	28	2.4	64	9.1	0	0.0
5 to 9 units	210	10.5	49	4.2	161	22.8	0	0.0
10 to 19 units	211	10.6	54	4.7	180	25.5	47	36.8
20 or more units	70	3.5						
Total	1,995	100.0	1,161	100.0	706	100.0	128	100.0
Percent of Total Units				58.2		35.4		6.4

Source: 2015-2019 American Community Survey 5-Year Estimate (B25032, DP04)

According to the American Community Survey 2015-2019 estimates, the majority of Hightstown’s housing stock was constructed prior to 1939, with smaller building booms between 1950 and 1969 – e.g., the post-war housing boom – and between 1980 and 1989, perhaps reflecting construction of the Wyckoff Mills development.

Table 5. Housing Units by Year Built, 2019

Year Built	Number of Units	Percent of Units
1939	646	32.4
1940 to 1949	31	1.6
1950 to 1959	292	14.6
1960 to 1969	305	15.3
1970 to 1979	129	6.5
1980 to 1989	353	17.7
1990 to 1999	38	1.9
2000 to 2009	125	6.3
2010 to 2017	76	3.9
Total Housing Units	1,995	100.0

Source: 2015-2019 American Community Survey 5-Year Estimate (Tables DP04, B25036, B25037)

Table 6, Housing Units by Number of Rooms, shows that, of the housing stock in Hightstown Borough, 48% of units have between four and six rooms, 28% of homes have seven or eight rooms, and 9.1% have nine or more rooms. The data from this table indicate that the housing stock in Hightstown is of average size, with a median number of rooms equaling 5.4. Further

information on bedroom count details is found in Table 7, Housing Units by Number of Bedrooms.

Table 6. Housing Units by Number of Rooms, 2019

Rooms	Number of Units	Percent of Total
1	53	2.7%
2	34	1.7%
3	212	10.6%
4	460	23.1%
5	273	13.7%
6	223	11.2%
7	115	5.8%
8	443	22.2%
9+	182	9.1%
Total	1,995	100.0%
Median	5.4	

Source: 2015-2019 American Community Survey 5-Year Estimate (Table DP04)

The majority of housing units in the Borough – 63% – have either two or three bedrooms, which tracks with the almost 60% of the households in the Borough comprising two or three people. Thus, Borough residents do not appear to be either significantly over-housed or significantly under-housed, and indeed the ACS estimates that there are only 72 households (3.9% of all occupied units) with between 1.0 and 1.5 occupants per room, and no households with more than 1.5 occupants per room. Likewise, very few units qualify as “substandard;” the ACS estimates there are no units with incomplete plumbing and only 18 units with incomplete kitchen facilities.

Table 7. Housing Units by Number of Bedrooms, 2019

Number of Bedrooms	Number of Units	Percent of Units
No bedroom	112	5.6%
1 bedroom	273	13.7%
2 bedrooms	621	31.1%
3 bedrooms	636	31.9%
4 bedrooms	345	17.3%
5 or more bedrooms	8	0.4%
Total Housing Units	1,995	100.0%

Source: 2015-2019 American Community Survey 5-Year Estimate (Table DP04)

Table 8, Value of Owner-Occupied Housing Units, shows that the median home value in Hightstown increased by approximately 106% between 2010 and 2019. This is in contrast to the 5.9% decline in median home values in Mercer County overall. The Borough had slightly lower median values than the county in both 2010 (\$137,300 vs. \$309,300) and 2019 (\$282,700 vs. \$291,100). The number of owner-occupied units in Mercer County increased 54% between 2010 and 2019. Although the overall number of owner-occupied units in the Borough decreased from 2010 to 2019, the percentage of housing units valued between \$200,000 and \$499,999 has increased from 13.8% to 80.8% of all the Borough’s owner-occupied units.

Based on the 2021 Illustrative Sales Prices for Affordable Housing, no owner-occupied housing units in Hightstown Borough are affordable to low- or very low-income households. Approximately 170 units (depending on the number of bedrooms in the unit), or 14.6% of all owner-occupied units, may be affordable to moderate-income households.

Table 8. Value of Hightstown Owner-Occupied Housing Units, 2010 and 2019

Housing Unit Value	2010 Units	Percent	2019 Units	Percent
Less than \$50,000	0	0.0%	0	0.0%
\$50,000 to \$99,999	271	22.5%	0	0.0%
\$100,000 to \$149,999	451	37.5%	53	4.6%
\$150,000 to \$199,999	309	25.7%	156	13.4%
\$200,000 to \$299,999	139	11.6%	432	37.2%
\$300,000 to \$499,999	26	2.2%	506	43.6%
\$500,000 to \$999,999	7	0.6%	14	1.2%
\$1,000,000 or more	0	0.0%	0	0.0%
Total	1,203	100.0%	1,161	100.0%
Median Value	\$137,300		\$282,700	

Sources: 2010 Census (Tables HO84 and HO85); 2015-2019 American Community Survey 5-Year Estimate (Table DP04)

Rents in Hightstown Borough generally skew higher than in Mercer County overall, with 42.6% of units in Hightstown renting for more than \$1,500 per month, compared to 32.2% of units in Mercer County renting in that range. The median rent in Hightstown in 2019 was \$1,458, compared to \$1,266 across Mercer County. Despite their being higher than in Mercer County overall, rents in Hightstown Borough are relatively affordable. Based on 2021 Illustrative Rents for Affordable Housing, approximately 95 units, or 13.5% of all rental units in the Borough, may be affordable to very low-income renters, depending on the number of bedrooms being rented. Another approximately 237 units, or 33.6% of all rental units in the Borough, may be affordable to low-income renters, and an additional 115 units, or 16.3% of all rental units in the Borough, may be affordable to moderate-income renters. In total, approximately 447 rental units, or 63.3% of all renter-occupied housing units, may be

affordable to low- and moderate-income household, depending on household size and unit size. See Table 9, Gross Rent by Housing Unit in Hightstown and Mercer County, 2019.

Table 9. Gross Rent by Housing Unit in Hightstown and Mercer County, 2019

Gross Rent	Units in Hightstown	Percent of Total	Units in Mercer County	Percent of Total
Less than \$500	80	11.3%	4,885	10.2%
\$500 to \$999	32	4.5%	8,881	18.5%
\$1,000 to \$1,499	239	33.9%	17,453	36.4%
\$1,500 to \$1,999	174	24.6%	8,863	18.5%
\$2,000 to \$2,499	63	8.9%	3,957	8.2%
\$2,500 to \$2,999	35	5.0%	1,647	3.4%
\$3,000 or more	33	4.7%	999	2.1%
No cash rent	50	7.1%	1,326	2.8%
Total	706	100.0%	48,011	100.0%
Median Rent	\$1,458		\$1,266	

Sources: 2015-2019 American Community Survey (Table DP04)

Housing is generally considered to be affordable if the costs of rents, mortgages, and other essential costs consume 28% or less of an owner-household’s income or 30% or less of a renter-household’s income. (Homeowner rates are lower to account for the additional home maintenance costs associated with ownership.) In Hightstown Borough, 38.4% of all households are spending more than 30% of their incomes on housing, and almost 60% of those cost-burdened households are renters.

Table 10. Housing Affordability, 2019

Monthly Housing Costs as Percent of Income	Owner-Occupied	% of Total	Renter	% of Total	All Occupied	% of Total
Less than 20 Percent	574	49.4%	116	16.4%	690	37.0%
20 to 29 Percent	299	25.8%	112	15.9%	411	22.0%
30 Percent or More	288	24.8%	428	60.6%	716	38.4%
No Cash Rent			50	7.1%	50	2.7%
Total	1,161	100%	706	100%	1,867	100%

Source: 2015-2019 American Community Survey (Table S2503)

In 2019, no housing units were estimated to lack adequate plumbing facilities, and only 18 housing units were estimated to lack complete kitchen facilities. No units, including units constructed prior to 1950, were estimated to have more than one occupant per room. These data can, but do not always, indicate substandard housing stock that needs to be rehabilitated. Overcrowded housing can sometimes be occupied by lower income households who share

space to save on housing costs. Anecdotally, fire inspections of commercially owner residential units have uncovered illegally subdivided apartments in Hightstown, which suggests that the American Community survey estimate may be underestimating overcrowding.

Table 11. Indicators of Housing Deficiency, 2019

Indicator	Incomplete Plumbing	Incomplete Kitchen	Crowded or Overcrowded, and Built Pre-1950
Number of Units	0	18	0

Source: 2015-2019 American Community Survey 5-Year Estimate (Tables DP04; B25050)

POPULATION CHARACTERISTICS

The population of Hightstown saw a robust 7.9% increase from 2010 to 2020, larger than the 5.3% increase from 2000-2010 and larger than the increase in Mercer County’s population during the same periods. See Table 12, Population Change.

Table 12. Population Change 2000 to 2020, Hightstown Borough and Mercer County

Government	2000	2010	Percent Change	2020	Percent Change	Percent Change, 2000-2020
Hightstown Borough	5,216	5,494	5.3%	5,900	7.4%	13.1%
Mercer County	350,761	366,513	4.5%	387,340	5.7%	10.4%

Source: U.S. Census 2000, 2010, 2020

Between 2010 and 2019, the American Community Survey estimated a 1.8% decrease in the number of Hightstown residents overall, a 16% decline in residents of elementary school age and those of working age. The largest growth was among the cohorts aged 55 through 74, whose population was estimated to grow 62.4% between 2010 and 2019, helping to raise the estimated median age by 5.8%. There were substantial decreases in older children cohorts, with the 15-19 cohort representing the largest decline (-50.4%). See Table 13, Population Age Cohorts, for additional detail. The 15-19 age cohort is puzzling, since in 2010, those persons would have been 5-9 years old with 292 people. The ACS has this dropping to 124 people in 2019. While perhaps the majority of 18-19 years old left for college, it would still not explain the severe change in this cohort. It may be an artifact of the ACS sampling and the small sample size; the 2020 U.S. Census data will show a clearer picture. (Note the totals in Table 13 are different than in Table 12 since in the former population age cohorts are estimates rather than counts from the decennial census.)

Table 13. Population Age Cohorts, 2010 to 2019

Age Cohort	2010	Percent	2019	Percent	% Change
Under 5	471	8.6%	331	6.2%	-29.7%
5-9	292	5.3%	436	8.1%	49.3%
10-14	393	7.2%	225	4.2%	-42.7%
15-19	250	4.6%	124	2.3%	-50.4%
20-24	345	6.3%	366	6.8%	6.1%
25-34	900	16.4%	852	15.9%	-5.3%
35-44	874	16.0%	854	15.9%	-2.3%
45-54	703	12.8%	570	10.6%	-18.9%
55-59	203	3.7%	411	7.6%	102.5%
60-64	173	3.2%	241	4.5%	39.3%
65-74	389	7.1%	590	11.0%	51.7%
75-84	328	6.0%	228	4.2%	-30.5%
85+	154	2.8%	147	2.7%	-4.5%
Total	5,475	100.0%	5,375	100.0%	
Median Age	36.3		38.4		5.8%

2006-2010 and 2015-2019 American Community Survey 5-Year Estimates (DP05)

HOUSEHOLD CHARACTERISTICS

A household is defined by the U.S. Census Bureau as those people who occupy a single room or group of rooms constituting a housing unit, who may or may not be related. As a subset of households, a family is identified as a group of people including a householder and one or more people related by blood, marriage or adoption, all living in the same household. In 2019, there were an estimated 1,867 households in Hightstown Borough. Approximately 57.7% of the households are married couples, with or without children. Approximately 11.0% of the Borough’s households are non-family households, which include individuals living alone. See Table 14, [Household Composition](#), for additional detail.

Table 14. Household Composition, 2019

Household Type	No. of Households	Percent
Family households	1,719	92.1%
Married-couple family	1,078	57.7%
<i>With own children under 18 years</i>	282	15.1%
Male householder, no spouse present	150	8.0%
<i>With own children under 18 years</i>	22	1.2%
Female householder, no spouse present	491	26.3%
<i>With own children under 18 years</i>	104	5.6%
Nonfamily households	206	11.0%
<i>Householder living alone</i>	150	8.0%
TOTAL HOUSEHOLDS	1,867	100.0%

Source: 2015-2019 American Community Survey 5-Year Estimates (DP02)

INCOME CHARACTERISTICS

Households and families in Hightstown have, on average, higher incomes than households in Mercer County. Median income in 2019 in Hightstown was \$104,864 for households and \$114,409 for families; comparable figures for the county were \$79,492 for households and \$107,209 for families. Table 15, Estimated Household Income, further illustrates these findings. The Borough’s poverty rates for individuals (10.8%) is lower than the county’s individual poverty rate (12.8%), but its poverty rate for families (8.4%) is higher than the county’s 7/7% family poverty rate. See Table 16, Individual and Family Poverty Rates, for the comparison.

Table 15. Estimated Household Income in Hightstown and Mercer County, 2019

Household Income	Hightstown	Percent	Mercer	Percent
Less than \$10,000	75	4.0%	10,689	8.2%
\$10,000-\$14,999	55	2.9%	4,735	3.6%
\$15,000-\$24,999	118	6.3%	7,839	6.0%
\$25,000-\$34,999	119	6.4%	8,717	6.7%
\$35,000-\$49,999	139	7.4%	10,175	7.8%
\$50,000-\$74,999	253	13.6%	19,976	15.3%
\$75,000-\$99,999	491	26.3%	14,936	11.4%
\$100,000-\$149,999	250	13.4%	22,480	17.2%
\$150,000-\$199,999	129	6.9%	11,792	9.0%
\$200,000+	238	12.7%	19,512	14.9%
Total	1,867	100.0%	130,851	100.0%

Household Income	Hightstown	Percent	Mercer	Percent
Median Income	\$104,864		\$79,492	

Source: 2015-2019 American Community Survey 5-Year Estimates (DP03)

Table 16. Individual and Family Poverty Rates, 2019

Jurisdiction	Families	Individuals
Hightstown	8.4%	10.8%
Mercer County	7.7%	12.8%

Source: 2015-2019 American Community Survey 5-Year Estimates (DP03 and S1702)

EMPLOYMENT CHARACTERISTICS

Table 17, Employed Residents by Civilian Economic Sector, shows the distribution of employment by civilian industry for employed Hightstown Borough residents in 2019. The four industries that employ the largest segments of the population were the education, health and social services industry at 29%; professional, scientific, management, administrative and waste management services at 14.8%; retail trade at 10.9%, and transportation, warehousing and utilities at 8.7%.

Table 17. Employed Residents by Civilian Economic Sector, 2019

Industry	Number	Percent
Agriculture, Forestry, Fishing and Hunting, and Mining	19	0.7%
Construction	0	0.0%
Manufacturing	199	7.7%
Wholesale Trade	100	3.9%
Retail Trade	282	10.9%
Transportation, Warehousing, and Utilities	225	8.7%
Information	17	0.7%
Financing, Insurance, Real Estate, Renting, and Leasing	222	8.6%
Professional, Scientific, Management, Administrative, and Waste Management Services	383	14.8%
Educational, Health and Social Services	750	29.0%
Arts, Entertainment, Recreation, Accommodation and Food Services	153	5.9%
Other	56	2.2%
Public Administration	180	7.0%
Total	2,586	100.0%

Source: 2015-2019 American Community Survey 5-Year Estimates (DP03)

Table 18, Employed Residents by Occupation, identifies the occupations of employed residents of Hightstown. While Borough residents work in a variety of industries, almost half (45.2%) of employed residents work in management, business, science, and arts and 22.2% are employed in sales and office occupations.

Table 18. Employed Residents by Occupation, 2019

Occupation	Number	Percent
Management, Business, Science, Arts	1,168	45.2%
Service	438	16.9%
Sales and Office	573	22.2%
Natural Resources, Construction, Maintenance	22	0.9%
Production, Transportation, Material Moving	385	14.9%
Total	2,586	100.0%

Source: 2015-2019 American Community Survey 5-Year Estimates (DP03)

According to the NJ Department of Labor and Workforce Development, between 2010 and 2020, the size of Hightstown’s labor force increased by 23.1%, with the largest year-over-year increase taking place between 2011 and 2012. The Borough’s highest unemployment rates were during 2012 and 2013; however, the 2020 unemployment estimate, reflecting the impact of the first year of the COVID-19 pandemic, rose sharply from previous years to 6.2%. Table 19, Change in Labor Force, illustrates these trends.

Table 19. Change in Labor Force Since 2010

Year	Labor Force	Employed	Unemployed	Unemployment Rate
2010	2,874	2,729	145	5.0
2011	3,015	2,865	149	5.0
2012	3,477	3,243	234	6.7
2013	3,471	3,261	210	6.1
2014	3,501	3,330	171	4.9
2015	3,516	3,376	140	4.0
2016	3,529	3,414	115	3.3
2017	3,408	3,303	105	3.1
2018	3,443	3,352	91	2.6
2019	3,537	3,460	77	2.2
2020	3,539	3,320	219	6.2

Source: New Jersey Department of Labor and Workforce Development

In contrast to Table 19 which indicates an estimate of the number of persons employed who are Hightstown residents, Table 20, Covered Employment Estimates in Hightstown and Mercer County, is intended to show how many jobs are available in the municipality – at least those jobs that are “covered” by unemployment insurance. It does not include the self-employed, unpaid family workers, most part-time or temporary employees, and certain agricultural and in-home domestic workers. In 2010, the number of working-age residents in Hightstown was 57.5% of the number of jobs available in the Borough. By 2019, the most recent year for which census data are available, that relationship had reversed: The workforce was almost 23.1% larger, but the number of jobs within Hightstown Borough had shrunk by almost 35%, and was now almost equal to the number of working-age residents, at least according to the U.S. Census. The difficulty with this statistic is this precipitous drop in employment might have been explained by the Great Recession if it had occurred a few years earlier, since 2010 was generally a time of slowly rising employment gains in the state from the bottom in the prior year. This raises the question of whether the 2010 data includes employers in East Windsor with a Hightstown address that was inaccurately included in the count, or if significant employment was not counted, such as, for example counting the East Windsor Regional High School jobs in East Windsor rather than Hightstown. If the latter, then the 2019 number is suspect. If the data are accurate, Hightstown went from providing 2.3% of all jobs in Mercer County to 1.3% of jobs by 2019. See Table 20, Covered Employment Estimates, for additional detail, but the information presented here should be viewed with some skepticism.

Table 20. Covered Employment Estimates in Hightstown and Mercer County

Year	Hightstown	Mercer County	Hightstown as % of Mercer County
2010	5,001	218,871	2.3%
2019	3,261	250,186	1.3%
% change	-34.8%	14.3%	-43.5%

Source: onthemap.ces.census.gov

The type of employment in Hightstown Borough is spread across a wide variety of industries. Retail trade jobs represented the largest concentration of employment in the Borough, at 18.2% of total jobs, with the next closest category, Professional/Technical, representing another 11.6% of jobs. Again, the data are problematic. Table 21, presumably using similar techniques used to produce Table 20, finds covered employment to be a little over 7,000 people in 2019. That would mean the Borough has an employed resident to jobs imbalance of 1:2.75. Typically, one would have to have large industrial and office parks to achieve that kind of mismatch between the employed population base and number of jobs and Hightstown simply does not have that kind of land use pattern. The most likely reason, again, is the inclusion of employers with Hightstown addresses who are located in East Windsor. Table 21, Covered Employment by Industry Sector, 2019, should perhaps be viewed as the types of jobs in Hightstown and portions of East Windsor.

Table 21. Covered Employment by Industry Sector, 2019

Category	Employment					Wages	
	March	June	Sept.	Dec.	Average	Annual	Weekly
PRIVATE SECTOR							
Agriculture	.	.	.	.	.	.	.
Construction	59	64	77	81	68	\$65,561	\$1,261
Manufacturing	562	580	629	635	598	\$85,990	\$1,654
Wholesale Trade	.	.	.	.	.	.	.
Retail Trade	1,260	1,284	1,279	1,399	1,289	\$24,973	\$480
Transportation/Warehouse	93	95	83	76	90	\$46,896	\$902
Information	341	334	317	326	330	\$107,619	\$2,070
Finance/Insurance	293	246	237	234	257	\$98,573	\$1,896
Real Estate	107	116	135	102	115	\$43,955	\$845
Professional/Technical	793	821	823	849	818	\$89,949	\$1,730
Management	.	.	.	.	.	.	.
Admin/Waste Remediation	390	373	367	347	365	\$47,279	\$909
Education	.	.	.	.	.	.	.
Health/Social	707	847	873	810	789	\$41,676	\$801
Arts/Entertainment	151	154	157	160	163	\$11,651	\$224
Accommodations/Food	751	778	745	732	755	\$18,878	\$363
Other Services	350	342	300	358	342	\$24,836	\$478
Unclassified	27	27	29	40	29	\$57,244	\$1,101
Subtotal/Average	6,698	6,875	6,850	6,868	6,823	\$56,179	\$1,080
PUBLIC SECTOR							
Federal Government	3	3	3	3	3	\$62,529	\$1,202
State Government	75	76	72	71	74	\$102,530	\$1,972
Local Government	175	175	181	176	181	\$66,377	\$1,276
Subtotal/Average	253	254	256	250	253	\$77,145	\$1,484
Total Covered Employment	6,951	7,129	7,106	7,118	7,076		

Source: New Jersey Department of Labor, Quarterly Census of Employment and Wages

As Table 22, Journey to Work, below shows, 70.3% of Hightstown’s employed residents drive to work alone, the same percentage as for Mercer County and only slightly lower than the 71.0% of New Jersey workers overall who drive alone to work. The relatively high percentage of residents driving to work alone is consistent with a town embedded in a suburban land use pattern and other auto-centric employment centers in the region around the Borough. (Note that the numbers in this table are American Community Survey estimates, and are different than those from the New Jersey Department of Labor.)

Table 22. Journey to Work, 2019

Mode	Hightstown Borough	Mercer County	New Jersey
Drive Alone	1,796	121,386	3,137,002
Carpool	277	18,062	348,602
Transit	29	13,306	510,746
Walk	155	7,582	118,774
Other	176	2,082	88,520
Work at Home	123	10,368	217,410
Total	2,556	172,786	4,421,054

Source: 2015-2019 American Community Survey: Selected Economic Characteristics (DP03)

Approximately 8.7% of households in Hightstown Borough have no vehicle, and 39.4% have one vehicle, suggesting that, since the number of one-car households far exceeds the 8.0% of Borough residents who live alone, many of the 34.3% of Borough households that are single-parent households may also have one vehicle. See Table 23, Available Vehicles by Household.

Table 23. Available Vehicles by Household, 2019

Vehicles	Number	Percent
None	162	8.7%
One	735	39.4%
Two	562	30.1%
Three +	408	21.9%
Total	1,867	100%

Source: 2015-2019 American Community Survey: Selected Housing Characteristics (DP04)

The most common single commuting destination of employed residents of Hightstown is Hightstown itself (7.1%), followed by workers commuting to neighboring South Brunswick (5.9%) and East Windsor (5.5%). The availability of express bus service to Manhattan allows 5.1% of Borough residents to commute to New York. As shown in Table 24, Top Ten Commuting Destinations for Hightstown Residents below, the majority of top employment destinations for residents are within Mercer and Middlesex Counties. (Note again that these numbers are from the census Center for Economic Studies survey, and are different than those from the American Community Survey.)

Table 24. Top Ten Commuting Destinations for Hightstown Residents, 2019

Destination	Jobs	Percent
Hightstown Borough	225	7.1%
South Brunswick Township	188	5.9%
East Windsor Township	174	5.5%
Manhattan Borough, NY	162	5.1%

Destination	Jobs	Percent
Cranbury Township	142	4.5%
Hamilton Township	139	4.4%
Monroe Township	117	3.7%
West Windsor Township	106	3.3%
Plainsboro Township	97	3.1%
Edison Township	96	3.0%
All Other Locations	1,727	54.4%
Total	3,173	100.0%

Source: US Census, Center for Economic Studies, Longitudinal Employer-Household Dynamics, 2019

POPULATION PROJECTIONS

The Delaware Valley Regional Planning Commission (DVRPC), the Metropolitan Planning Organization area that includes Hightstown Borough as well as the remainder of Mercer County, published population and employment projections for the year 2040. DVRPC projects that the Borough’s population and employment will increase by 2.4% and 2.5%, respectively, from 2010 to 2040. As Table 25, Population, Household and Employment Projections shows, these rates are lower than for the county as a whole, in part reflecting the Borough’s comparatively built-out status with limited room for either residential or employment growth compared to elsewhere in the County. However, comparing DVRPC’s projection to the 2020 census count indicates that the Borough has already exceeded the projection for 2040 at 5,900 persons (see Table 12), and the County at 387,340 persons is approaching the 2040 projection.

Table 25. Population, Household, and Employment Projections, 2010 to 2040

	Hightstown Borough			Mercer County		
	2010	2040	% Change	2010	2040	% Change
Population	5,494	5,624	2.4%	366,513	390,730	6.6%
Employment	2,654	2,721	2.5%	266,672	286,087	7.3%

Source: Delaware Valley Regional Planning Commission, 2012

The Fair Housing Act requires that housing plans include a 10-year projection of new housing units based on the number of certificates of occupancy, development applications approved, probable developments, as well as other indicators deemed appropriate (N.J.S.A. 52:27D-310.b). Annual certificate of occupancy issuance for residential construction in Hightstown Borough during the years 2000 through 2020 averaged approximately 6.5 units. However, these certificates of occupancy do not represent net new housing units in Hightstown. In addition to the average 6.5 certificates of occupancy issued per year, an average 4.5 demolition

permits have been issued from 2000 to 2020. As a result, the average net new units per year is 2.0 in Hightstown.

Based on trends over the past 20 years, Hightstown could expect to see approximately 10 net new housing units by the year 2032; however, approved and anticipated development with the with and without units from this housing plan is expected to increase this number substantially. See Table 26, Housing Projections to 2032.

Table 26. Housing Projections to 2032

Year	Certificates of Occupancy Issued	Demolition Permits Issued	Net New Housing Units
2000	24	0	24
2001	5	0	5
2002	17	0	17
2003	14	1	13
2004	1	12	-11
2005	7	1	6
2006	18	0	18
2007	6	0	6
2008	14	2	12
2009	6	0	6
2010	8	3	5
2011	3	0	3
2012	1	0	1
2013	1	2	-1
2014	1	5	-4
2015	1	0	1
2016	0	68	-68
2017	1	0	1
2018	6	0	6
2019	0	0	
2020	3	0	3
Total	137	94	43
Average per Year	6.5	4.5	2.0
10-Year Housing Projection to 2032*	17	7	10

Source: NJDCA Construction Reporter, Demolition Permits Yearly Summary data, and Housing Units Certified.

* Based on 10-year period 2011-2020; excludes 2016 demolition permits as outlier year

Based on historical trends alone, Hightstown could expect to see as few as 10 net new housing units by the year 2032. The redevelopment of the Rug Mill property, by an affiliate of the PRC Group and to be called City Line, will generate an additional 387 units, and the sites proposed in Table 33 in this plan for rezoning or redevelopment for inclusionary development or 100% affordable housing development, if they develop at the proposed density, could generate as many as 318 more housing units in total, for a potential grand total of 715 new housing units. With about 2,000 housing units today, this represents an increase of nearly 36% over the next ten years in the number of dwellings, if fully realized.

CONSIDERATION OF LANDS SUITABLE FOR AFFORDABLE HOUSING

According to Rowan University's NJ MAP land cover analysis, 92.2% of the Borough is currently classified as developed or urbanized. The next highest percentage of land use is Peddie Lake, which accounts for just 3.1% of Borough lands, and stream preservation/open space along the Rocky Brook accounts for much of the remainder.

The Hightstown Water Department supplies public drinking water to the entire Borough. With the exception of lands that are considered environmentally sensitive, the entire Borough is within Mercer County's sewer service area and virtually every lot has sewer service available. Sewage is treated at the Borough's Advanced Wastewater Treatment Facility in the northwest corner of the Borough.

Although the lands in the Borough are largely already developed, the Affordable Housing Subcommittee of the Borough's Planning Board has carefully sought to identify lands that might be able to generate affordable housing through rezoning, overlay zoning, or adoption or modification of a redevelopment plan. The properties included in this Housing Element and Fair Share Plan represent those that, in the opinion of the Subcommittee, show the greatest potential for developing new affordable units.

FAIR SHARE PLAN

HIGHTSTOWN AFFORDABLE HOUSING OBLIGATION

There are three components to a municipality's affordable housing obligation: the Rehabilitation share, or Present Need, the Prior Round obligation, and the Third Round obligation.

The Jacobson⁸ methodology for calculating fair share need is binding on participating Mercer County municipalities; thus, according to those calculations, Hightstown has a Rehabilitation share of 39 units; a Prior Round obligation of 38 units; and a Third Round obligation of 68 units. As previously stated, the Third Round includes both the Gap Present Need and Prospective or Future Need categories.

As noted above, the Borough is largely developed, thus constraining opportunities to produce new affordable housing. For this reason, the Borough had originally considered petitioning for approval of a Vacant Land Adjustment, which allows a municipality to calculate what is known as its Realistic Development Potential, or RDP. A municipality's RDP represents the number of affordable units that can reasonably be constructed on undeveloped parcels greater than a certain size. Should a development receive approval on a parcel not originally included in the Vacant Land Analysis, the parcel gets added to the Vacant Land Analysis and the number of potential affordable units that development would be able to produce is added to the RDP. Thus, while Hightstown originally may have been able to lower its Third Round obligation through the Vacant Land Analysis process, the approval of the redevelopment of the former Rug Mill in the Borough, with the residential units it will provide, pushed the RDP above what the Borough's unadjusted obligation would be under the Jacobson methodology.

In addition, a municipality may petition to lower its Rehabilitation obligation by conducting an external conditions survey of every residence in the Borough, calculating the percentage of homes that, based on inspection, are in need of rehabilitation of at least one major system, and then multiplying the resulting number of units by a factor promulgated by COAH that estimates how many substandard units are likely to be occupied by low- and moderate-income households. While the Borough had originally thought to take advantage of this opportunity, the multiplier that Mercer County must use to estimate the percentage of substandard units occupied by low- or moderate-income households is high, so the Borough is currently assessing the cost-effectiveness of undertaking a Borough-wide survey of housing units.

Table 27 summarizes the Borough's three-part affordable housing obligation absent an adjustment of its Rehabilitation obligation.

⁸ - *Opinion on Fair Share Methodology to Implement the Mount Laurel Affordable Housing Doctrine for the Third Round*, issued by Mary C. Jacobson, A.J.S.C., on March 8, 2018 in IMO of the Application of the Municipality of Princeton (MER-L-1550-15) and IMO West Windsor Borough (MER-L-1561-15).

Table 27. Hightstown Affordable Housing Allocation, Third Round Summary

Affordable Housing Component	Number
Rehabilitation Share	39
Prior Round Obligation*	38
Third Round Obligation	68
Total Obligation	145

Sources: Econsult, [Statewide and Municipal Obligations Under Jacobson Opinion](#), March 28, 2018; Council on Affordable Housing Municipal Low & Moderate Income Housing Need, October 11, 1993.

* Hightstown has an employment adjustment of seven units not reflected in COAH’s numbers, which lowers the Prior Round Obligation from 45 to 38 units.

Rehabilitation Obligation

The rehabilitation obligation can be defined as an estimate of the number of deteriorated housing units existing in Hightstown Borough that are occupied by low- and moderate-income households. The Jacobson methodology establishes the Borough’s Third Round rehabilitation obligation as 39 units.

Prior Round Obligation

The Prior Round obligation can be defined as the cumulative 1987 through 1999 new construction affordable housing obligation. This time period corresponds to the First and Second Rounds of affordable housing. Calculation of the Prior Round obligation follows the New Jersey Supreme Court’s 2013 decision affirming the validity of the Prior Round obligation. This time period corresponds to the First and Second Rounds of affordable housing. Hightstown’s Prior Round obligation is 38 units/credits as previously calculated by COAH, reduced as discussed above from 45 units to accommodate an adjustment in the Borough’s employment numbers.

Third Round Obligation

The estimated demand for affordable housing includes the “gap” portion of the Third Round that had already passed by the time of the New Jersey Supreme Court’s decision setting the present course of action (1999-2015), as well as a projection 10 years into the future starting in July 2015 (2015-2025). The 10-year period is derived from the Fair Housing Act that, when amended in 2001, required the projection be for this length of time (*N.J.S.A. 52:27D-310*). The Jacobson methodology calculates Hightstown’s Gap Present Need at 39 units and Prospective Need at 29 units for a total Third Round new construction obligation of 68 units/credits.

REHABILITATION SHARE

N.J.A.C. 5:93-5.2(b) identifies the purpose of a rehabilitation program as the renovation of deficient housing units occupied by low- and moderate-income households. Deficient housing units are those “with health and safety code violations that require the repair or replacement

of a major system,” including “weatherization, a roof, plumbing (including wells), heating, electricity, sanitary plumbing (including septic systems) and/or a load-bearing structural system.”

Through its Housing Rehabilitation Program, Mercer County offers assistance to income-eligible homeowners for home repairs and improvements that address safety, health and/or municipal code violations. The program takes advantage of funds provided by the United States Department of Housing & Urban Development (HUD) as part of the HOME Investment Partnerships Program. Funds are provided in the form of an interest-free deferred loan, which is due in full upon transfer of title to the property.

Renter-occupied units constitute more than one-third of the dwellings in Hightstown. More than 40 percent of those, or an estimated 284, are single family detached and townhouses/row houses. Another 81 are two to four-unit buildings and 161 five to nine-unit buildings. Historically, these rental properties are ones most likely to be owned by small landlord businesses with limited resources. Affordable housing rules indicate that rehabilitation programs need to address both owner-occupied and renter-occupied dwellings. Consequently, the Borough will establish a renter-occupied program to provide assistance to landlords. This will require resources from the affordable housing trust fund as they become available while directing owners to the County program because of limited money.

Funds that rehabilitate for-sale units will be considered a 0% interest loan, for which no repayments are required until the owner transfers title to the property. The loan is recorded as a mortgage, and the homeowner signs a promissory note, creating a perpetual lien on the property that is removed when title changes and the loan is repaid. Any loan proceeds will be recycled into future loans to eligible homeowners.

Rental units that are rehabilitated will have 10-year affordability controls imposed on them.

PRIOR ROUND OBLIGATION

As noted above, calculation of the Prior Round obligation follows the New Jersey Supreme Court’s 2013 decision affirming the validity of the cumulative 1987 through 1999 affordable housing obligation. This time period corresponds to the First and Second Rounds of affordable housing. Hightstown’s Prior Round obligation, after accounting for an adjustment in its employment numbers, is 38 units.

The formulas in Table 28 represent additional requirements pursuant to *N.J.A.C. 5:93-5.14* and *N.J.A.C. 5:93-5.15*:

Table 28. Hightstown Prior Round Formulas

Minimum Rental Units = 10 units

.25 (Prior Round obligation – 20% cap – 1000 unit cap) =

.25 (38 – 0 – 0) = .25 (38) = 9.5 units, rounded up to 10 units

Minimum Low-Income Units = 14 units

.50 (all constructed units) = .50 (28) = 14 units.

Maximum Rental Bonus Credits = 10 units

No more than the minimum rental obligation = 10 units

Maximum Senior Units = 9 Units

.25 (Prior Round obligation) = .25 (38) = 9.5 units, rounded down to 9 units

Hightstown has partially satisfied its Prior Round obligation with 13 units and 10 associated rental bonuses for a total of 23 credits, as shown in Table 29. The existing units being claimed satisfy all of the formula obligations above with the exception of the minimum number of low-income units: The Borough is providing 10 rental units and no age-restricted units. While the Borough has been able to claim all available rental bonuses, it must still provide 15 more affordable units, including six low-income units, above what is already available. The Borough’s efforts to do this are discussed below under **Remaining Obligation**.

Table 29. Credits Towards Hightstown’s Prior Round Obligation.

Housing Mechanism	Rental	For-Sale	Bonus	Total
Holly House (Bl 59/Lt 5.02) – Alternative Living Facility; existing	10	0	10; maximum permitted	20
Spring Crest Group Home (Bl. 55/Lot 4) – Alternative Living Facility; existing	3	0	0	3
Total Prior Round: 38-unit Obligation	13	0	10	23
To Be Satisfied				15 units

Of the 38 needed credits in the Prior Round, 28 need to be actual constructed units. Of this number, 14 are required to be low income; 8 are low income, 5 of the Holly House units and all 3 of the Spring Crest units⁹. Units to be constructed, even though built in the Third Round, can be moved down into the Prior Round to satisfy the new construction obligation.

ALTERNATIVE LIVING ARRANGEMENTS-PRIOR ROUND

Holly House

Holly House (114 Dey Street; Block 59, Lot 5.02) was until the end of 2012 a 10-bedroom Class C boarding home. The facility was first deed-restricted at the end of 1992. The property was sold in 2008 and the new owner opted not to extend the affordability controls. However, the

⁹ - Income levels on some units still need to be verified through crediting documentation.

Borough may claim 10 affordable units and 10 associated rental bonuses for the Prior Round for this residential building.

Spring Crest Group Home

The Spring Crest Group Home, also known as the Hightstown Group Home, is a three-bedroom facility at 114 Spring Crest Drive (Block 55, Lot 4). It was purchased in 1987 by the Center for Innovative Family Achievements, which organization was bought by SERV in 1996. SERV continues to own and operate the facility. The group home originally had 20-year affordability controls that expired in 2007, and in 2013 the Borough executed an agreement with SERV to impose new controls for another 20 years. The Borough is claiming three credits for the three bedrooms (credit for group homes is by the bedroom) in the Prior Round, and three units with three associated rental bonus credits for the extension of controls on the facility in the Third Round.

THIRD ROUND OBLIGATION

As previously indicated, the Borough's Third Round obligation as established via the Jacobson methodology is 68 units, including a 39-unit "Gap Present Need" obligation and a 29-unit "Prospective Need" obligation.

The formulas in Table 30 represent the compliance requirements pursuant to *N.J.A.C. 5:93-5.14*, *N.J.A.C. 5:93-5.15*, and the FHA (P.L. 2008, ch. 46):

Table 30. Hightstown Third Round Formulas

Minimum Rental Obligation = 17 units

$$.25 \text{ (obligation)} = .25 (68) = 17 \text{ units}$$

Maximum Rental Bonus = 17 units

No more than the minimum rental obligation = 17 units

Minimum Family Rental Units = 9 units

$$.50 \text{ (Third Round minimum rental obligation)} = .50 (17) = 8.5 \text{ units, rounded up to 9 units}$$

Maximum Senior Units = 17 units

$$.25 \text{ (obligation)} = .25 (68) = 17 \text{ units}$$

Minimum Total Family Units = 26 units

$$.50 \text{ (obligation - rental bonuses)} = .50 (68-17) = .50(51) = 25.5 \text{ units, rounded up to 26 units}$$

Minimum Low-Income = 26 units

$$.50 \text{ (all constructed units)} = .50 (51) = 25.5 \text{ units, rounded up to 26 units}$$

Minimum Very Low-Income Units = 11 units

$$.13 \text{ (affordable units approved and constructed or to be constructed after mid-2008)} = .13 (82) = 10.66 \text{ units; rounded up to 11 units}$$

Minimum Very Low-Income Family Rental Units = 6 units

$$.50 \text{ (required very low-income units)} = .50 (11) = 5.5 \text{ units, rounded up to 6 units}$$

Hightstown has partially satisfied its Third Round obligation with 21 existing, approved and proposed units and 15 of 17 permitted associated rental bonuses for a total of 36 credits, as shown in Table 31. The existing units being claimed satisfy some but not all of the formula obligations listed in Table 30, as follows:

- The Borough is providing 15 rental units, the majority of which are non-family units, so it must provide six more family rental units in order to comply with both the minimum rental obligation and the minimum family rental obligation. As a result it is only able to claim 15 of 17 available rental bonuses, but may claim the remaining two bonuses when it has a firm commitment for the development of at least two additional affordable family rental units;
- The Borough is providing nine total family units and must provide 17 more;
- The Borough is not claiming any age-restricted units;
- The Borough is providing 13 low-income units, and must provide 14 more;
- The Borough is providing three very low-income units, and must provide eight more in order to satisfy both the very low-income requirement and the very low-income family requirement. These unit will also be counted toward the required low-income total.

The Borough’s efforts to meet these obligations are discussed below under **Remaining Obligation**.

Table 31. Credits Towards Hightstown’s Third Round Obligation.

Housing Mechanism	Rental	For-Sale	Bonus	Total
Habitat for Humanity – 100% affordable family for-sale; scattered sites; existing, approved and proposed		6		6
Spring Crest Group Home (Bl 55/Lt 4) – alternative living facility; existing	3		3	6
Randolph Boarding Home (Bl 38/Lt 1) – alternative living facility; existing	9		9	18
William Street (Bl 13/Lt 24.02) – inclusionary family rentals; existing	3		3	6
Total Third Round: 68-unit Obligation	15	6	15	36
To Be Satisfied				32 units

Of the 68 needed credits in the Third Round, 51 need to be actual constructed units, assuming that all of the rental bonus credits can eventually be achieved. Of this number, 26 are required to be low income; 13 are low income (one Habitat, 3 Spring Crest, 7 Randolph, 2 William St),

of which all 3 of the Spring Crest units also count as very low income units with controls imposed after 2008¹⁰.

100% AFFORDABLE FAMILY FOR-SALE – EXISTING, APPROVED, AND PROPOSED – THIRD ROUND

Habitat for Humanity

For almost 15 years the Borough has worked with the local chapter of Habitat for Humanity to create homeownership opportunities for low- and moderate-income households. The Borough is claiming credit for the following six units, which are in varying stages of completion by Habitat for Humanity as noted below:

250 Academy Street. (Block 40, Lot 28) – one unit, completed: The Borough purchased this property out of foreclosure in 2009 and sold it to Habitat for Humanity, which constructed an affordable single-family home. A deed restriction of at least 30 years was imposed on the unit in 2010. CGP&H, the Borough’s designated affordable housing administrative agent, administers the unit and reports it is a three-bedroom, low-income unit, which received its certificate of occupancy in 2010.

226, 228, 230, and 232 Academy Street. (Block 40, Lots 22, 23 and 24, now consolidated and re-subdivided as Lots 22.01, 22.02, 22.03 and 22.04; 224, 226, 230 and 232 Academy Street) – four units, approved and/or constructed. In 2011, Habitat for Humanity received Planning Board approval to construct two duplex residences on these lots, for a total of four affordable units. In 2012 the Borough authorized the transfer of \$200,000 in affordable housing trust funds to facilitate the units’ construction. The unit at 232 Academy Street, which CGP&H notes is a three-bedroom unit, had a deed restriction imposed in November 2021 and notes the unit is affordable to a moderate-income buyer. The unit at 230 Academy Street, also a moderate-income unit, was due to be transferred to a qualified purchaser in March 2022. Construction has not yet started on the units at 226 and 228 Academy Street.

207 Grant Avenue (Block 34, Lot 4.02) – one unit proposed. The Borough and Habitat for Humanity separately report that this 0.23-acre vacant lot will be donated to the non-profit. As required in *N.J.A.C. 5:93-5.3*, affordable housing sites shall be approvable, developable, and suitable, as defined in *N.J.A.C. 5:93-1.3*, for the production of low- and moderate-income housing. As demonstrated below, this site meets these criteria.

- Site Control (availability). The site has no known title defects or deed restrictions that preclude development of affordable housing.
- Suitability. The lot has approximately 77 feet of frontage on Grant Avenue, one block north of County Route 537 (Stockton Street) and a short distance from Academy Street, close to the Borough’s downtown. It is in the Borough’s R-3 zoning district, which permits single-family dwellings on lots at least 75 feet wide and 100 feet deep. The lot is currently vacant.

¹⁰ - Income levels on some units still need to be verified through crediting documentation.

- State Plan. Development of the site is consistent with the SDRP and the rules and regulations of all agencies with jurisdiction over the site. The site is located in a smart-growth planning area. The adopted 2001 State Plan designates the site as being located in the Suburban Planning Area, PA 2, where infill redevelopment is encouraged.
- Adequate Sewer and Water (developability). The site is located in a sewer service area and a public water area. Water and sewer have been installed along Grant Avenue.
- Approvability. Development of the site can be accomplished that is consistent with the Residential Site Improvement Standards, *N.J.A.C. 5:21-1 et seq.* The site is not within jurisdiction of a regional planning agency or CAFRA. The site is within the Borough's Historic District and would undergo review and recommendation to the Planning Board as part of site plan review.
- Environmental Constraints and Regulations. The site will comply with all applicable environmental regulations. The site contains no steep slopes, wetlands, stream corridors, flood hazard areas, or known environmental contamination that could prevent construction of an affordable single-family home.

In addition to site suitability, the developer of the affordable housing project will be required to meet the applicable requirements of UHAC:

- Administrative Entity. The Borough will require that CGP&H, the Borough's Administrative Agent, administer the initial sale and any resale of any affordable unit developed on the site, as required by Article 28-17 of the Borough Code as well as state regulation, including affirmatively marketing the unit, income-qualifying potential buyers, imposition of minimum 30-year affordability controls on the unit, and long-term administration of the unit in accordance with rules at *N.J.A.C. 5:93-1 et seq.* and *N.J.A.C. 5:80-26.1 et seq.*
- Affirmative Marketing. The affordable unit will be affirmatively marketed in accordance with *N.J.A.C. 5:93-1 et seq.* and *N.J.A.C. 5:80-26.1 et seq.*
- Controls on Affordability. As noted, the affordable unit will have minimum 30-year affordability controls.

INCLUSIONARY FAMILY RENTALS – THIRD ROUND

132C, 132E and 132F William Street

In 2017 the property at Block 13, Lot 24.02 was developed with six apartments, three of which have 30-year affordability controls imposed on them. Of the three, two, two-bedroom units are designated as low-income units and one three-bedroom unit is designated as a moderate-

income unit. The three units are administered by CGP&H, the Borough’s affordable housing Administrative Agent.

ALTERNATIVE LIVING FACILITIES – THIRD ROUND

Spring Crest Group Home

As noted above under Prior Round, the Borough is claiming three credits and three associated rental bonuses for the extension of controls executed between the Borough and SERV for SERV’s three-bedroom group home at 114 Spring Crest Drive. Please see the Prior Round description for additional information.

Randolph Boarding Home

This is an existing Class A boarding facility at 278 Academy Street (Block 38, Lots 1 and 2), with nine income-restricted bedrooms: two designated for moderate-income households and seven for low-income households. The units were deed-restricted for 30 years beginning in 2017, in return for a payment to the owner of \$111,000 from the Borough’s affordable housing trust fund. The Borough is claiming credit for nine units plus nine associated rental bonuses from this facility.

REMAINING OBLIGATION

The Borough acknowledges that it has not yet fully met its Prior Round or Third Round affordable housing obligations as calculated using the Jacobson methodology. Table 32 below summarizes the obligation yet to be satisfied.

Table 32. Hightstown’s Remaining Obligation

Requirement	Obligation	Provided	Remaining
Prior Round Total	38	23	15
<i>Prior Round Low-Income Units</i>	14	8	6
Third Round Total	68	36	32*
<i>Third Round Rental Units</i>	17	15	2
<i>Third Round Family Rental Units</i>	9	3	6
<i>Third Round Family Units</i>	26	9	17
<i>Third Round Low-Income Units</i>	26	12	14
Very Low-Income Units Since 2008	11	3	8
<i>Very Low-Income Family Units Since 2008</i>	6	0	6
Total Units Required	106	59	47

* - Two of these may be satisfied by rental bonuses as soon as the Borough has a firm commitment for the development of affordable family rental units.

Following are the proposed means to satisfy the remaining obligations of the allocated affordable housing numbers in Hightstown.

Inclusionary Zoning and Inclusionary Overlay Zoning

The Affordable Housing Subcommittee of the Borough’s Planning Board has examined opportunities throughout the Borough for the provision of additional affordable housing. Table 33 below lists the properties the Subcommittee believes offer the greatest opportunity for development or redevelopment in a manner that would provide affordable units on an inclusionary basis – that is, as part of a larger development that also includes market-rate housing units. Typically, the percentage of affordable units in a development project ranges from 15% to 20%, but sometimes higher if particular incentives or outside governmental programs can be tapped. In this document, 20% is assumed. Each of the sites is discussed in greater detail below. As Table 33 demonstrates, the Subcommittee believes the Borough has sufficient opportunity via these properties to satisfy its entire Prior Round and Third Round obligations, even if some of the proposed sites do not eventually generate the anticipated number of affordable units. With the adoption of this document, the Planning Board recommends the proposed rezoning of following the sites to permit the residential density and mandatory set-aside noted in the table. More information about each site is set forth following Table 33.

Table 33. Potential Inclusionary Affordable Housing Sites in Hightstown

Address Block and Lot	Gross Acreage	Developable Acreage	Total Potential New Units	Minimum Affordable Units at 20%	Total Feasible New Affordable Units
216-222 Academy Street Block 40, Lot 20	0.28	0.28	3.34	0.67	1
105 Main Street Block 28, Lots 51, 52, and 53	1.33	1.33	54.00	10.80	11
Broad and Monmouth Streets Block 11, Lots 17.01, 17.02, and 19.01	2.15	2.15	25.80 @ 12 units/acre	5.16	5
319 Mercer Street Block 61.01, Lot 25	1.5	1.5	21.00 @ 14 units/acre	4.20	4
Mercer Street Block 61.01, Lots 44 and 45	5.0	5.0; may be less (see below)	60.00 @ 12 units/acre	12.00	12
25 Westerlea Avenue Block 55, Lot 74	8.4	8.4	44.88 @ 18 units/acre	8.98	9
115 Manlove Avenue and 315 Franklin Street Block 24, Lots 6 and 17	2.76	2.76	38.64 @ 14 units/acre	7.73	8
265 Franklin Street Block 24, Lot 7	0.34	0.34	4.76 @ 14 units/acre	0.95	1

Address Block and Lot	Gross Acreage	Developable Acreage	Total Potential New Units	Minimum Affordable Units at 20%	Total Feasible New Affordable Units
278 Monmouth Street Block 24, Lot 9	4.18	4.18	58.52 @ 14 units/acre	11.70	12
Franklin Street Block 24, Lot 15	0.4	0.4	5.60 @ 14 units/acre	1.12	1
Total Potential Affordable Units					64
Surplus Above 47-Unit Unsatisfied Obligation					17

216-222 Academy Street (Block 40, Lot 20): There are existing approvals for development of four units on this vacant lot, currently owned by Ordonez Realty. The approvals require one of the four units to be affordable. To date construction has not started, but the Borough is relying on the future development to produce one affordable unit.

Wells Fargo, 105 Main Street (Block 28, Lots 51, 52 and 53): The Borough has been approached by a developer with a proposal to construct 54 residential units above retail/commercial on this 1.33-acre site. The site is in the DTC, Downtown Core, zoning district, and the lots are designated to be included in a future expansion of one sub-area of the Borough’s adopted Bank Street Redevelopment Plan. If development is subject to the Redevelopment Plan, the affordable housing set-aside will be determined through negotiation with the designated redeveloper. For purposes of this housing plan, the set-aside has been calculated at 20%, for a yield of 11 affordable units. The affordable units must be provided on-site.

As required in *N.J.A.C. 5:93-5.3*, affordable housing sites shall be approvable, developable, and suitable, as defined in *N.J.A.C. 5:93-1.3*, for the production of low- and moderate-income housing. As demonstrated below, this site meets these criteria.

- Site Control (availability). The site has no known title defects or deed restrictions that preclude development of affordable housing.
- Suitability. The site is currently occupied by the former Wachovia Bank building and associated parking. It has adequate frontage on Main Street, which is state Route 33, and it backs up to Peddie Lake. Adjacent to the site and across Main Street are two- and three-story buildings with retail and commercial space on the ground floor and apartments and offices above. As noted above, the site is currently in the Downtown Core zoning district, which permits apartments above ground-floor commercial uses.

- State Plan. Development of the site is consistent with the SDRP and the rules and regulations of all agencies with jurisdiction over the site. The site is located in a smart-growth planning area. The adopted 2001 State Plan designates the site as being located in the Suburban Planning Area, PA 2, where infill redevelopment is encouraged.
- Adequate Sewer and Water (developability). The site is located in a sewer service area and a public water area. Water and sewer have been installed along Main Street.
- Approvability. Development of the site can be accomplished that is consistent with the Residential Site Improvement Standards, *N.J.A.C. 5:21-1 et seq.* The site is not within jurisdiction of a regional planning agency or CAFRA, or within the Borough's Historic District.
- Environmental Constraints and Regulations. The site will comply with all applicable environmental regulations. The site contains no steep slopes, wetlands, stream corridors, flood hazard areas, or known environmental contamination that could prevent its development with the proposed housing project.

In addition to site suitability, the developer of the affordable housing project will be required to meet the applicable requirements of UHAC:

- Administrative Entity. The Borough will require that the residential developer engage an administrative agent, as required by Article 28-17 of the Borough Code as well as state regulation, to administer and affirmatively market the units at the development, income-qualify applicants, place minimum 30-year affordability controls on the units, and provide long-term administration of the units in accordance with rules at *N.J.A.C. 5:93-1 et seq.* and *N.J.A.C. 5:80-26.1 et seq.*
- Very Low-, Low- and Moderate-Income Distribution. At least half of the affordable units developed will be affordable to low-income households, with at least 13% affordable to very low-income households.
- Affirmative Marketing. The affordable units will be affirmatively marketed in accordance with *N.J.A.C. 5:93-1 et seq.* and *N.J.A.C. 5:80-26.1 et seq.*
- Controls on Affordability. As noted, the affordable units will have minimum 30-year affordability controls.
- Bedroom Distribution. The distribution of the number of bedrooms will follow UHAC regulations.

Broad and Monmouth Streets (Block 11, Lots 17.01, 17.02, 19.01): These three lots, totaling 2.15 acres on the north side of Monmouth Street east of Cranbury Station Road where Broad Street dead-ends, currently house low-density automotive-oriented uses, but are adjacent to residential uses. The Borough is proposing to rezone the lots for inclusionary residential development at a density of 12 units per acre with a 20% affordable housing set-aside, which could produce five affordable units.

As required in *N.J.A.C. 5:93-5.3*, affordable housing sites shall be approvable, developable, and suitable, as defined in *N.J.A.C. 5:93-1.3*, for the production of low- and moderate-income housing. As demonstrated below, this site meets these criteria.

- Site Control (availability). The lots have no known title defects or deed restrictions that preclude development of affordable housing.
- Suitability. The lots have adequate frontage on Monmouth Street, which is County Route 633, and Cranbury Station Road. Adjacent to the site and across Main Street are two- and three-story buildings with commercial space on the ground floor and apartments and offices above. The lots are currently part of the DTG, Downtown Gateway, zoning district, which permits single-family and duplex residences as well as apartments above or behind commercial uses. The lots are adjacent to the R-3 single-family zoning district to the east on Monmouth Street; the AA Active Adult Age-Restricted Single-Family zoning district to the north; and the R-4 single-family and R-PMF Planned Multi-Family residential districts across Cranbury Station Road. The R-PMF district includes the existing affordable units on William Street.
- State Plan. Development of the site is consistent with the SDRP and the rules and regulations of all agencies with jurisdiction over the site. The site is located in a smart-growth planning area. The adopted 2001 State Plan designates the site as being located in the Suburban Planning Area, PA 2, where infill redevelopment is encouraged.
- Adequate Sewer and Water (developability). The site is located in a sewer service area and a public water area. Water and sewer have been installed along Monmouth Street and Cranbury Station Road.
- Approvability. Development of the site can be accomplished that is consistent with the Residential Site Improvement Standards, *N.J.A.C. 5:21-1 et seq.* The site is not within jurisdiction of a regional planning agency or CAFRA, or within the Borough's Historic District.
- Environmental Constraints and Regulations. Any inclusionary development will comply with all applicable environmental regulations. The lots contains no steep slopes, wetlands, stream corridors, flood hazard areas, or known environmental contamination that could prevent their development as contemplated.

In addition to site suitability, the developer of the affordable housing project will be required to meet the applicable requirements of UHAC:

- Administrative Entity. The Borough will require that the residential developer engage an administrative agent, as required by Article 28-17 of the Borough Code as well as state regulation, to administer and affirmatively market the units at the development, income-qualify applicants, place minimum 30-year affordability controls on the units, and provide long-term administration of the units in accordance with rules at *N.J.A.C. 5:93-1 et seq.* and *N.J.A.C. 5:80-26.1 et seq.*
- Very Low-, Low- and Moderate-Income Distribution. At least half of the affordable units developed will be affordable to low-income households, with at least 13% affordable to very low-income households.
- Affirmative Marketing. The affordable units will be affirmatively marketed in accordance with *N.J.A.C. 5:93-1 et seq.* and *N.J.A.C. 5:80-26.1 et seq.*
- Controls on Affordability. As noted, the affordable units will have minimum 30-year affordability controls.
- Bedroom Distribution. The distribution of the number of bedrooms will follow UHAC regulations.

319 Mercer Street (Block 61.01, lot 25): This 1.5-acre lot is the site of the Tornquist Garage, which appears not to be operational. The Borough is proposing to rezone the property for inclusionary residential development at a density of 14 units per acre with a 20% affordable housing set-aside, which could produce four affordable units. In addition, the association that manages the adjacent Cedar Hill Cemetery has expressed interest in selling a small parcel adjacent to Lot 25, which would allow for greater frontage along Mercer Street and a more regular lot shape. Should that transpire, the resulting larger lot may yield one more affordable unit, which has not been included in the total potential yield for this property.

As required in *N.J.A.C. 5:93-5.3*, affordable housing sites shall be approvable, developable, and suitable, as defined in *N.J.A.C. 5:93-1.3*, for the production of low- and moderate-income housing. As demonstrated below, this site meets these criteria.

- Site Control (availability). The lot has no known title defects or deed restrictions that preclude development of affordable housing.
- Suitability. The lot has adequate frontage on Mercer Street, which is State Route 33. The lot and the gas station across Grape Run Road are both zoned HC-Highway Commercial, but the lot is otherwise surrounded by various residential zoning districts. To its west and across Route 33 are portions of the Cedar Hill Cemetery, respectively part of the R-1 and R-4 residential zoning districts, and behind the lot

- are the Westerlea and Deerfield apartments, zoned R-MF, Residential Multi-Family.
- State Plan. Development of the site is consistent with the SDRP and the rules and regulations of all agencies with jurisdiction over the site. The site is located in a smart-growth planning area. The adopted 2001 State Plan designates the site as being located in the Suburban Planning Area, PA 2, where infill redevelopment is encouraged.
 - Adequate Sewer and Water (developability). The site is located in a sewer service area and a public water area. Water and sewer have been installed along Mercer Street.
 - Approvability. Development of the site can be accomplished that is consistent with the Residential Site Improvement Standards, *N.J.A.C. 5:21-1 et seq.* The site is not within jurisdiction of a regional planning agency or CAFRA, or within the Borough's Historic District.
 - Environmental Constraints and Regulations. The site will comply with all applicable environmental regulations. The site contains no steep slopes, wetlands, stream corridors, flood hazard areas, or known environmental contamination that could prevent its development as contemplated.

In addition to site suitability, the developer of the affordable housing project will be required to meet the applicable requirements of UHAC:

- Administrative Entity. The Borough will require that the residential developer engage an administrative agent, as required by Article 28-17 of the Borough Code as well as state regulation, to administer and affirmatively market the units at the development, income-qualify applicants, place minimum 30-year affordability controls on the units, and provide long-term administration of the units in accordance with rules at *N.J.A.C. 5:93-1 et seq.* and *N.J.A.C. 5:80-26.1 et seq.*
- Very Low-, Low- and Moderate-Income Distribution. At least half of the affordable units developed will be affordable to low-income households, with at least 13% affordable to very low-income households.
- Affirmative Marketing. The affordable units will be affirmatively marketed in accordance with *N.J.A.C. 5:93-1 et seq.* and *N.J.A.C. 5:80-26.1 et seq.*
- Controls on Affordability. As noted, the affordable units will have minimum 30-year affordability controls.
- Bedroom Distribution. The distribution of the number of bedrooms will follow UHAC regulations.

415 *Mercer Street* (Block 61.01, Lots 44 and 45): These lots, totaling five acres at the very southwestern edge of the Borough, comprise the former Lucas Electric site, currently being used by an automotive-oriented retail business and the Borough Police Department. The Borough is in the process of relocating the Police Department, and is proposing to rezone the property for inclusionary residential development at a density of 12 units per acre with a 20% affordable housing set-aside, which could produce 12 affordable units.

As required in *N.J.A.C. 5:93-5.3*, affordable housing sites shall be approvable, developable, and suitable, as defined in *N.J.A.C. 5:93-1.3*, for the production of low- and moderate-income housing. As demonstrated below, this site meets these criteria.

- Site Control (availability). The lots have no known title defects or deed restrictions that preclude development of affordable housing.
- Suitability. The lots has adequate frontage on Mercer Street, which is State Route 33. The lots are currently zoned HC, Highway Commercial, as are neighboring properties on both sides of Mercer Street. The rear of the lots borders R-1 single-family zoning district.
- State Plan. Development of the site is consistent with the SDRP and the rules and regulations of all agencies with jurisdiction over the site. The site is located in a smart-growth planning area. The adopted 2001 State Plan designates the site as being located in the Suburban Planning Area, PA 2, where infill redevelopment is encouraged.
- Adequate Sewer and Water (developability). The site is located in a sewer service area and a public water area. Water and sewer have been installed along Mercer Street.
- Approvability. Development of the site can be accomplished that is consistent with the Residential Site Improvement Standards, *N.J.A.C. 5:21-1 et seq.* The site is not within jurisdiction of a regional planning agency or CAFRA, or within the Borough's Historic District.
- Environmental Constraints and Regulations. The site will comply with all applicable environmental regulations. The site contains no steep slopes, wetlands, stream corridors, or flood hazard areas, that could prevent the site producing affordable housing. However, there is a small area of known groundwater contamination toward the front of Lot 45. While any actual development is envisioned to take place on the rear portion of the lot, the extent of contamination may hinder development of affordable units on the site.

In addition to site suitability, the developer of the affordable housing project will be required to meet the applicable requirements of UHAC:

- Administrative Entity. The Borough will require that the residential developer engage an administrative agent, as required by Article 28-17 of the Borough Code as well as state regulation, to administer and affirmatively market the units at the development, income-qualify applicants, place minimum 30-year affordability controls on the units, and provide long-term administration of the units in accordance with rules at *N.J.A.C. 5:93-1 et seq.* and *N.J.A.C. 5:80-26.1 et seq.*
- Very Low-, Low- and Moderate-Income Distribution. At least half of the affordable units developed will be affordable to low-income households, with at least 13% affordable to very low-income households.
- Affirmative Marketing. The affordable units will be affirmatively marketed in accordance with *N.J.A.C. 5:93-1 et seq.* and *N.J.A.C. 5:80-26.1 et seq.*
- Controls on Affordability. As noted, the affordable units will have minimum 30-year affordability controls.
- Bedroom Distribution. The distribution of the number of bedrooms will follow UHAC regulations.

25 *Westerlea Avenue* (Block 55, Lot 74): These 8.4 acres are the site of the Westerlea Apartments, currently developed at a density of just over 12 units per acre. The Borough is proposing to adopt inclusionary overlay zoning on the site, which would give the owner of the apartments the option to construct additional apartments by adding on to existing buildings, up to an overall density of 18 units per acre. This could potentially produce 45 new apartments. Should the owner opt to do this, the overlay zoning would require a 20% affordable housing set-aside, which could produce nine affordable units. Should a 20% set-aside on just the new units prove infeasible for the owner, a 15% set-aside, which is permitted by Borough ordinance for inclusionary rental development, could produce six or seven affordable units. The owner could choose to deed-restrict the requisite number of older units, providing the opportunity to charge full market rent for all of the newly constructed units.

As required in *N.J.A.C. 5:93-5.3*, affordable housing sites shall be approvable, developable, and suitable, as defined in *N.J.A.C. 5:93-1.3*, for the production of low- and moderate-income housing. As demonstrated below, this site meets these criteria.

- Site Control (availability). It is anticipated that the current owner of the existing Westerlea Apartments would take advantage of the overlay zoning.
- Suitability. The property has access to Route 33 via Westerlea Avenue and Grape Run Road, and access to Main Street via Spring Crest Drive. The property is

- currently zoned R-MF, which permits multi-family residential development at a maximum density of 12 units per acre.
- State Plan. Development of the site is consistent with the SDRP and the rules and regulations of all agencies with jurisdiction over the site. The site is located in a smart-growth planning area. The adopted 2001 State Plan designates the site as being located in the Suburban Planning Area, PA 2, where infill redevelopment is encouraged.
 - Adequate Sewer and Water (developability). The site currently has water and sewer service.
 - Approvability. Development of the site can be accomplished that is consistent with the Residential Site Improvement Standards, *N.J.A.C. 5:21-1 et seq.* The site is not within jurisdiction of a regional planning agency or CAFRA, or within the Borough's Historic District.
 - Environmental Constraints and Regulations. The site will comply with all applicable environmental regulations. The site contains no steep slopes, wetlands, stream corridors, flood hazard areas, or known environmental contamination that could prevent its development as contemplated.

In addition to site suitability, the developer of the affordable housing project will be required to meet the applicable requirements of UHAC:

- Administrative Entity. The Borough will require the residential developer to engage an administrative agent, as required by Article 28-17 of the Borough Code as well as state regulation, to administer and affirmatively market the units at the development, income-qualify applicants, place minimum 30-year affordability controls on the units, and provide long-term administration of the units in accordance with rules at *N.J.A.C. 5:93-1 et seq.* and *N.J.A.C. 5:80-26.1 et seq.*
- Very Low-, Low- and Moderate-Income Distribution. At least half of the affordable units developed will be affordable to low-income households, with at least 13% affordable to very low-income households.
- Affirmative Marketing. The affordable units will be affirmatively marketed in accordance with *N.J.A.C. 5:93-1 et seq.* and *N.J.A.C. 5:80-26.1 et seq.*
- Controls on Affordability. As noted, the affordable units will have minimum 30-year affordability controls.
- Bedroom Distribution. The distribution of the number of bedrooms will follow UHAC regulations.

Eastern Downtown Gateway. This area comprises several lots that could be rezoned to encourage development or else could be studied to determine if they collectively meet the criteria for an area in need of redevelopment designation and subsequent redevelopment plan. The concept is to rezone all these lots into a single inclusionary residential zone permitting commercial/retail uses along Franklin Street and residential development above and behind the commercial/retail uses at a density of 14 units per acre with a 20% affordable housing set-aside. In the alternative, adopt a redevelopment plan for the lots that would enable similar development, depending on the interest of the landowners. A total of 21 affordable units could be produced at the acreage and densities proposed. The area includes the following properties:

115 Manlove Avenue and 315 Franklin Street (Block 24, Lots 6 and 17): These lots comprise the Comisky Nurseries property. Lot 6, the larger lot, is zoned R-MF, Residential Multi-Family, and Lot 17, which has frontage on Franklin Street, is zoned DTG, Downtown Gateway, which permits single-family and duplex residences and apartments above or behind commercial uses. At the proposed density of 14 units per acre, these two lots could produce eight affordable units.

265 Franklin Street (Block 24, Lot 7): This lot, currently zoned Downtown Gateway, contains a small single-family residence, used as rental property. At the proposed density of 14 units per acre, this lot could yield one affordable unit.

278 Monmouth Street (Block 24, Lot 9): This lot, currently zoned R-MF, Residential Multi-Family, houses the Empire Antiques business. At the proposed density of 14 units per acre, this property could produce 12 affordable units.

Franklin Street (Block 24, Lot 15): This is a U-shaped lot, currently vacant, that surrounds Lot 7 (above) on three sides. It is also zoned Downtown Gateway. At the proposed density of 14 units per acre, this property could produce one affordable unit.

As required in *N.J.A.C. 5:93-5.3*, affordable housing sites shall be approvable, developable, and suitable, as defined in *N.J.A.C. 5:93-1.3*, for the production of low- and moderate-income housing. As demonstrated below, these lots meet these criteria.

- Site Control (availability). The lots have no known title defects or deed restrictions that preclude development of affordable housing.
- Suitability. The lots have adequate frontage on Franklin Street, which is state Route 33, Manlove Avenue and Monmouth Street.
- State Plan. Development of the lots is consistent with the SDRP and the rules and regulations of all agencies with jurisdiction over them. The lots are located in a smart-growth planning area. The adopted 2001 State Plan designates them as being located in the Suburban Planning Area, PA 2, where infill redevelopment is encouraged.

- Adequate Sewer and Water (developability). The lots are located in a sewer service area and a public water area. Water and sewer have been installed along all street frontages
- Approvability. Development of the lots can be accomplished that is consistent with the Residential Site Improvement Standards, *N.J.A.C. 5:21-1 et seq.* The site is not within jurisdiction of a regional planning agency or CAFRA, or within the Borough's Historic District.
- Environmental Constraints and Regulations. Development will comply with all applicable environmental regulations. The lots contain no steep slopes, wetlands, stream corridors, flood hazard areas, or known environmental contamination that could prevent their development as contemplated.

In addition to site suitability, the developer of the affordable housing project will be required to meet the applicable requirements of UHAC:

- Administrative Entity. The Borough will require that any residential developer engage an administrative agent, as required by Article 28-17 of the Borough Code as well as state regulation, to administer and affirmatively market the units at the development, income-qualify applicants, place minimum 30-year affordability controls on the units, and provide long-term administration of the units in accordance with rules at *N.J.A.C. 5:93-1 et seq.* and *N.J.A.C. 5:80-26.1 et seq.*
- Very Low-, Low- and Moderate-Income Distribution. At least half of the affordable units developed will be affordable to low-income households, with at least 13% affordable to very low-income households.
- Affirmative Marketing. The affordable units will be affirmatively marketed in accordance with *N.J.A.C. 5:93-1 et seq.* and *N.J.A.C. 5:80-26.1 et seq.*
- Controls on Affordability. As noted, the affordable units will have minimum 30-year affordability controls.
- Bedroom Distribution. The distribution of the number of bedrooms will follow UHAC regulations.

Other Potential Sites for Future Consideration

132 Maxwell Avenue (Block 27, Lot 38): It was the Subcommittee's opinion that even at a residential density of six units per acre, the minimum density for triggering an affordable housing set-aside, the development intensity would be too high for this 0.59-acre vacant site. However, it is included because of its potential to support a single-family unit or duplex, should an affordable housing developer such as Habitat for Humanity be interested.

107 Manlove Avenue (Block 24, Lot 4): This is the site of the Townhouse Gardens Apartments, currently zoned R-MF, Residential Multi-Family, and developed at a density of 14 units per acre. The Affordable Housing Subcommittee believes there is an opportunity to develop this area of the Borough into a residential and local retail center, and that 14 residential units per acre is an appropriate density. Therefore, it has not projected any additional units to be developed on this site, but has included it as an “anchor” site in the hope of sparking inclusionary residential development on the various lots around it listed below. The Townhouse Gardens Apartments property and those in the Eastern Downtown Gateway total 11.42 acres.

Mandatory Set-Aside

In 2019 the Borough voluntarily adopted a mandatory affordable housing set-aside ordinance, which requires all new housing developments to set aside as affordable 15% of new units developed if the units are to be rental units, and 20% of new units developed if the units are to be for-sale units. For assisted-living units, the required set-aside is 10%. In cases where the set-aside calculation does not result in a full integer, the developer may round the set-aside up to the nearest full integer and set aside that number of units as affordable; or, if the partial integer is 0.4 or less, the developer may round the set-aside down and provide a payment in lieu of construction for the fractional unit, which will be deposited into the Borough’s affordable housing trust fund. Exempted from the set-aside requirement are individual single-family and duplex construction if not part of a larger development, and new residential units developed in a redevelopment area, where the set-aside is permitted to be negotiated as part of the redevelopment agreement.

VERY LOW-INCOME UNITS

Pursuant to the 2008 amendments to the FHA, P.L. 2008, c.46 (codified as *N.J.S.A. 52:27D-329.1*), municipalities must provide units affordable to very low-income households equal to 13% of all affordable units approved and constructed after July 1, 2008. If all of the above-listed potential affordable housing sites yield the projected number of affordable units, the Borough’s very low-income requirement from existing and proposed units would be as follows:

Table 34. Hightstown’s Very Low-Income Obligation

Affordable Housing Site	Total Affordable Units Post-2008	Very Low-Income Units Required	Very Low-Income Units Provided or to be Provided
Spring Crest Group Home	N/A	N/A	3
Habitat for Humanity	6	0.78	0
William Street	3	0.39	0
Randolph Boarding Home	9	1.17	0
216-222 Academy Street	1	0.13	0
105 Main Street	11	1.43	1
Broad and Monmouth Streets	5	0.65	1
319 Mercer Street	4	0.52	0
415 Mercer Street	12	1.56	1
25 Westerlea Avenue	9	1.17	1
115 Manlove Avenue and 315 Franklin Street	8	1.04	1
265 Franklin Street	1	0.13	0
278 Monmouth Street	12	1.56	1
Franklin Street	1	0.13	0
Totals	82	10.66, rounded up to 11	9
Total Family Very Low-Income Units		6	6

The Borough will seek to engage in with developers and redevelopers to convert at least two additional low income units to very low income units in order to meet the 11 necessary for the Third Round. In accordance with Chapter 28-17-16, the Borough will ensure that, as part of any development or redevelopment agreement that includes the development of affordable housing, 13% of all affordable units will be deed-restricted as available to households earning 30% or less of area median income.

COST GENERATION

The relevant land-use provisions of the Borough Code been reviewed to determine if there are unnecessary cost-generating standards, and the Borough has not identified any that could be characterized in that manner. Development applications containing affordable housing will be reviewed for consistency with the relevant portions of the Borough Code, Residential Site Improvement Standards (*N.J.A.C. 5:21-1 et seq.*), the Municipal Land Use Law (*N.J.S.A. 40:55D-40.1 through -40.7*), and the mandate of the FHA regarding unnecessary cost-generating features. Hightstown will comply with *N.J.A.C. 5:93-10.1(a)*, procedures for development applications containing affordable housing, *N.J.A.C. 5:93-10.1(b)*, and requirements for special

studies and escrow accounts where an application contains affordable housing (*N.J.A.C. 5:93-10.3*).

AFFORDABLE HOUSING ORDINANCE, MUNICIPAL HOUSING LIAISON, ADMINISTRATIVE AGENT, AND AFFIRMATIVE MARKETING

In 2019, the Borough adopted an Affordable Housing Ordinance in accordance with *N.J.A.C. 5:80-26.1 et seq.* This ordinance governs the creation, administration, and occupancy of affordable units, the required low- and moderate-income set-asides; and outlines eligibility requirements and occupancy standards. Since UHAC predates the very low-income requirements established in mid-2008, the Affordable Housing Ordinance includes a modification that addresses the amended Fair Housing Act in this regard.

In 2008 the Borough established in Subsection 2-25 of the Borough Code the position of Municipal Housing Liaison, and enumerated the responsibilities of the position. The Borough will yearly appoint by resolution a Borough employee as the Municipal Housing Liaison.

The Borough has retained the services of Community, Grants, Planning and Housing (CGP&H), an experienced and qualified Affordable Housing Administrative Agent, to provide general Administrative Agent services for the Borough.

Each developer of new inclusionary development will be required to submit an Affordable Housing Plan in accordance with Chapter 28-17-4. This will include the affirmative marketing plan meeting the requirements of *N.J.A.C. 5:93-11.1* and the Borough's Code at 28-17-16. The costs of the Affordable Housing Plan are the responsibility of the developers/owners of affordable units.

DEVELOPMENT FEE ORDINANCE

Hightstown Borough first adopted a development fee ordinance in 2004, and most recently amended it in 2021. It may be found in the Borough Code at Section 26-10. The funds from the collection of fees have been utilized in accordance with all applicable regulations, and will continue to be utilized henceforth as provided for in the Spending Plan accompanying this Housing Element and Fair Share Plan.

AFFORDABLE HOUSING TRUST FUND

As of December 31, 2021, the Borough had approximately \$_____ remaining in its affordable housing trust fund. Since the fund's inception the Borough has collected \$_____ in development fees and \$_____ in interest. The Spending Plan accompanying this Housing Element and Fair Share Plan is based on the reconciled account through December 31, 2021. Upon approval of the Borough's Spending Plan by the Borough Council, annual trust fund monitoring reports will be posted on the Borough's website

SPENDING PLAN

The Borough's Spending Plan, which discusses anticipated revenues, collection of revenues, and the use of revenues, was prepared in accordance with *N.J.A.C. 5:93-5.1(c)* and is included as Appendix ___ to this Plan. All collected revenues are placed in the Borough's Affordable Housing Trust Fund and will be dispensed for the use of affordable housing activities as indicated in the Spending Plan. In general, the Borough anticipates using the funds for its rehabilitation and to render units affordable to very low income households in accordance with this housing plan. In addition to these primary uses of Affordable Housing Trust Fund monies, the Spending Plan may determine that the following needs have been identified to facilitate the implementation of the housing plan and may be so modified from time to time or at any time:

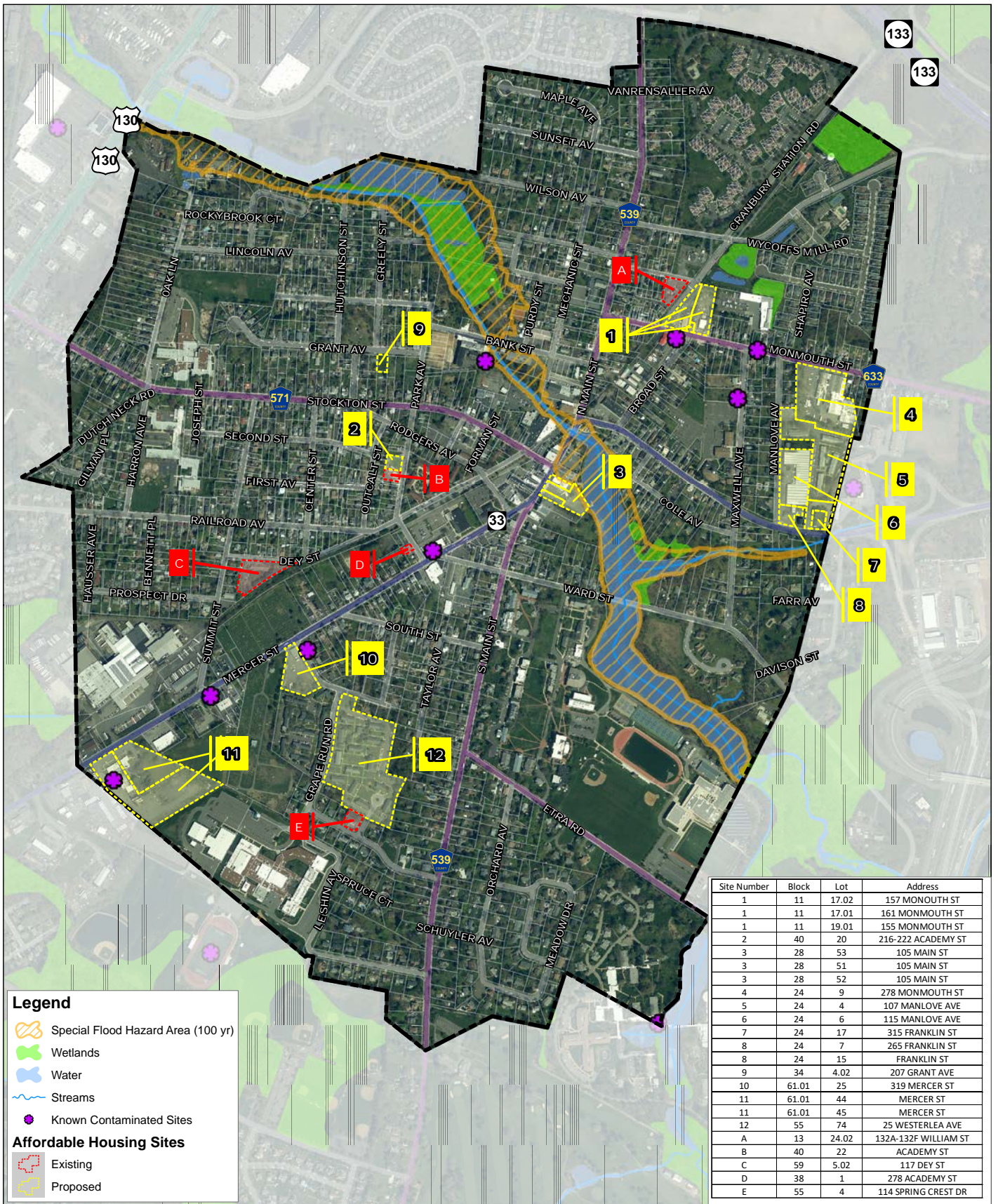
- New construction;
- Purchase of land for low- and moderate-income housing;
- Improvement of land to be used for low- and moderate-income housing;
- Extensions and/or improvements of roads and infrastructure to low- and moderate-income housing sites;
- Administration of the implementation of the Housing Element and Fair Share Plan.

At least 30% of development fees and interest collected must be used to provide affordability assistance to low- and moderate-income households in affordable units included in a municipal Fair Share Plan and for the creation of very low-income units. Additionally, no more than 20% of the revenues collected from development fees may be expended on administration, including, but not limited to, salaries and benefits for municipal employees or consultant fees necessary to develop or implement a rehabilitation program, a new construction program, a Housing Element and Fair Share Plan, and/or an affirmative marketing program.

The adoption of the Borough's Spending Plan will constitute a "commitment" for expenditure per the FHA at *N.J.S.A. 52:27D-329.2* and *-329.3*, with a four-year time period for expenditure that will start with the entry of the Superior Court's Judgment of Compliance and Repose.

CONCLUSION

The Borough of Hightstown has consistently demonstrated good-faith efforts to create affordable units in the Borough, despite a shortage of open, developable land for new residential development. This plan establishes the mechanisms by which the Borough proposes to discharge its Rehabilitation, Prior Round and Third Round obligations as calculated by the Jacobson methodology.



Clarke Caton Hintz ● ● ■
 Architecture
 Planning
 Landscape Architecture

Affordable Housing Sites

LOCATION:
 Hightstown Borough, Mercer County, NJ

DATE:
 March 8, 2022