

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

The regular meeting of the Newton Planning Board took place on the above date. Vice-Chairman Marion read the Open Public Meetings Act and requested Mrs. Citterbart to call the roll. Board Secretary Mrs. Citterbart stated there was a quorum.

SALUTE TO THE FLAG: Was recited.

OATH OF OFFICE:

Barbara Vrahnos
John Paul Couce

ROLL CALL: Was taken

Attendance: Mr. Flaherty, Mr. Marion, Mr. Wink, Mrs. Vrahnos, Mr. Ragsdale, Ms. Hall, Mr. Couce, Mr. Russo

Excused: Mr. Flynn, Mrs. Le Frois, Chairman Le Frois

Professionals present: David H. Soloway, Esq. of Vogel, Chait, Collins & Schneider
Jessica Caldwell, J. Caldwell & Associates
David Simmons, Harold E. Pellow and Associates

THE SUNSHINE STATEMENT: Was read.

CONSIDERATION OF MINUTES

January 16, 2019

A motion was made by Mr. Flaherty and seconded by Mrs. Vrahnos to approve the January 19, 2019 meeting minutes with correction on page 2, changing 2018 to 2019.

AYE: Mr. Flaherty, Mr. Marion, Mr. Wink, Mrs. Vrahnos, Ms. Hall, Mr. Russo

The motion was carried.

HISTORIC RESOLUTIONS

None

RESOLUTIONS

None

SECTION 31 REVIEW

Sussex County Community College – New Academic Building (#PB-2-2019)
Block 301, Lot 19
One College Hill Road

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

Stephen Tomilockin, Esq. of Weiner Law Group, LLP representing the applicant.

Sworn in: Dr. Jon Connolly, 100 Swartswood Road, President of SCCC.

Mr. Soloway gave an overview of Section 31 Reviews and stated: For your information as Board Members, under Municipal Land Use Law when the governmental body or agency such as the County College is trying to embark on a capital improvement they are required to bring it before the Planning Board for what is sometimes called a courtesy review. The Board's task is to review the proposal for consistency with the Master Plan and make any suggestions or comments that you might have. Because the County is a superior governmental agency, this is not before the Board for approval. You do not have the power to do that.

Dr. Connolly reviewed the project and stated: A little background on this project. It began in 2013 when Trenton issued a general obligation bond for all institutions of higher education in the State of NJ. We applied for grant funds from that and after a couple of delays as a result of bureaucracy and uninspected distributions by other institutions, we were able to secure those funds in the last year or two. We are using those general obligation bonds with matching funds from the freeholders to put down a 13,000 square foot extension of the Performing Arts Center building on campus. The focus of this building is to provide students with more academic space that we do not currently have of a particular kind. An example would be in STEM and engineering. These are terribly important programs and you've heard a great deal about this. We do not have presently on campus the facilities for Freshman and Sophomore level laboratory engineering experience. Whether its civil, mechanical, electrical engineering there are certain fundamental principles in engineering and physics that require certain laboratories, software, computers, etc.. We don't have the square footage. This particular building is going to address that need. In addition we do not have electrical of any kind on the campus at this time. Much less not equipped with modern technology and IT streaming video that most institutions have. There are also going to be 3 or 4 other classrooms that will have IT capability. The idea is that we will be able to simultaneously broadcast to high schools and colleges in the area. The idea is we will have an ITV classroom to play in Newton High School and Vernon. This will allow students within the high school to begin taking our college classes taught by our faculty. That comes by virtue of what is called the Dark Fiber Grant. We are excited about the new space. It will be very modern technologically in multiple ways.

Mr. Tomilockin stated: We believe this application is fully compliant with the Master Plan. These are programs for the public's benefit. We are ready to answer any questions that the Board may have.

Mr. Marion stated: I think it's a long time coming. It will definitely improve the college. It looks like a very nice building. It will benefit Sussex County going into the future.

Sworn in: Susan DeHart, Architect, 29 Cambridge Road, Bedminster. Leonard Savino, Engineer from Langan Engineering, 615 Terrace Drive, Flanders.

Mr. Simmons stated: The proposed addition was shown as a future addition on a site plan years ago. Now they are bringing more detail. Because of the close proximity to Slate Hill Road I want to make sure some of these items are addressed. As far as the location of any additional HVAC equipment, is that proposed for the roof area or close to Slate Hill Road?

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

Mrs. DeHart stated: Currently the only exterior HVAC is proposed for the roof and directly adjacent to what's now the existing building so it would be as far away as it can possibly be from the road.

Mr. Simmons questioned: I looked at the floor plan in the addition. Is there any additional elevator in this part?

Mrs. DeHart stated: There is not. The building will connect to the existing quarters there already.

Mr. Simmons questioned: I assume the addition will use the existing generator and there will not be an additional one?

Mrs. DeHart stated: Correct. There is no generator proposed for this addition.

Mr. Simmons questioned: I just noted by the detention basin near the sidewalk area where it's close to that, perhaps a suggestion of some railings for safety purposes on that.

Mr. Savino stated: We'll look into that.

Mr. Simmons questioned: Any additional lighting on the end of the building toward Slate Hill Road with the idea of minimizing the impact on the neighbors?

Mr. Savino stated: Yes. The lighting arm has 12 fixtures and all down facing.

Mr. Simmons questioned: Any additional water main extension for this facility?

Mrs. DeHart stated: Everything will be coming from the existing building.

Mr. Simmons questioned: Adequacy of fire protection, I know the College has its own separate pressure zone in that area. I just want to make sure because they do get water off of Swartwood Road and then they go through the pump station to protect the adequacy level.

Mrs. DeHart stated: We will look into that.

Mr. Simmons questioned: The area in the back by the pond, is it still going to be a gravel area?

Mrs. DeHart stated: The plan is to maintain it as a gravel area for overflow parking.

Mr. Simmons stated: I would just note that all the ADA information be approved by the Construction Official.

Mrs. DeHart stated: Of course.

Mrs. Caldwell stated: It is not inconsistent with the Master Plan.

Mr. Flaherty made a motion to find that it is not inconsistent with the Master Plan with the following recommendations: the lighting be downward facing and a safety rail be installed around the detention pond and they check on the adequacy of water pressure for firefighting purposes. Mrs. Vrahnos seconded it.

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

Aye: Mr. Flaherty, Mr. Wink, Mrs. Vrahnos, Mr. Ragsdale, Ms. Hall, Mr. Couce, Mr. Russo, Mr. Marion

Motion carried.

OLD BUSINESS

None

NEW BUSINESS

**PERCC Group, LLC (#PB-4-2019)
4 – 6 Pine Street
T-3 Zone**

The applicant is requesting a Certification of a Preexisting Nonconforming Use.

At the applicant's request, the application has been moved to the April 17th meeting of the Planning Board without further notice.

DISCUSSION

Ordinance 2019-1- An Ordinance amending Section 240-3.C regarding site plan approval and Section 320-34 revising generator regulations in the Town of Newton.

Ms. Caldwell gave an overview of the emergency generator Ordinance 2019-1.

Mr. Flaherty made a motion to recommend that the Planning Board Secretary write a letter to the Town Council that it is not inconsistent with the Master Plan. Mrs. Vrahnos seconded it.

Aye: Mr. Flaherty, Mr. Wink, Mrs. Vrahnos, Mr. Ragsdale, Ms. Hall, Mr. Couce, Mr. Russo, Mr. Marion

Motion carried.

NEW BUSINESS

**Thorlabs (#PB-1-2019)
Block 18.02, Lots 2, 3, 19-23, 31 & 32**

The applicant is requesting site plan approval for a new light industrial/manufacturing three-story building and renovating the old Camp Iliff building, warehouse and office uses.

Peter Donnelly, Esq. of Donnelly, Minter & Kelly, LLC is representing the applicant.

Sworn in:

Gary Dean, Dolan & Dolan Consulting Engineers, LLC, 181 West High Street, Somerville, NJ.

John Mannino, AIA, Cerminara Architect, 224 Courtyard Drive, Hillsborough, NJ.

Thomas Graham, Dykstra Walker Design Group, PA, 21 Bowling Green Parkway, Lake Hopatcong, NJ.

Robert Regimbal, Esq., Thorlabs, 56 Sparta Avenue, Newton, NJ.

John Olivo, LLA, Bosenberg Landscape Architecture, PO Box 486, Far Hills, NJ.

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

Carmine Lencsak, Thorlabs, 56 Sparta Avenue, Newton, NJ.

Mr. Soloway stated: Mr. Dean has done traffic consulting for the Board so we will accept his qualifications.

Mr. Regimbal provided a brief introduction and stated: I am the CFO and General Counsel for Thorlabs. I am familiar with this application. The professionals will go through the application in much greater detail. This project addresses three priorities for Thorlabs. The first priority is it satisfies our operations requirement. It allows for the expansion of our mechanics business unit and operations business unit. Both of these operations depend on large capital equipment that we use to design and manufacture our products. Both of those operations have grown out of the footprints that they currently occupy. The existing facilities are 56 Sparta Avenue as well as the Andover facility at 455 Route 206. The plan is to move the mechanics business unit and the machine works division from their current facilities at 56 Sparta Avenue and 455 Route 206 to the facilities that are covered by this application within the Redevelopment Plan area. When the project is complete we will relocate approximately 260 employees from the core operations at 56 Sparta and 455 Route 206 to this site. The second thing it does is it allows us to complete the campus that we want to have in Newton. We currently operate from One Brooks Plaza, 56 Sparta Avenue, 19 Woodside Avenue as well as 23 Sparta Avenue, the property commonly referred to as NovaPhase. We believe that by expanding our operations within the current Redevelopment-Plan area we are going to achieve a campus feel for our operations and it will encourage and promote a better circulation of our employees through Newton and it is closer to the downtown area. Third, we are really hoping that this project is positive to Newton. That is our goal. The operations that we have within Newton all exist within a mixed use area. We are looking to address one specific issue with this plan and that is parking. With this plan as well as some measures we believe we are addressing parking as operational issues for Thorlabs. Recently we moved our finished warehouse operations out of 56 Sparta to the Brooks facility. That took 80 employees off of that site to Brooks. We are in the process of building 165 parking spaces within the Merriam Gateway Redevelopment Plan area. With that additional parking and that movement along with the additional parking we are going to build with this plan, we are going to address parking which has become an issue for Thorlabs. That is the introduction and I will turn it over to the professionals.

Mr. Marion questioned: The proposed site, is that all manufacturing?

Mr. Regimball stated: Yes. There may be some ancillary administrative with that. But it is manufacturing.

Mr. Marion questioned: How many shifts?

Mr. Regimbal stated: It's at least two shifts. The Operations Manager will speak on it.

Mr. Donnelly introduced Thomas Graham. Thomas Graham gave a brief background. He is a licensed Professional Engineer for the State of NJ. His license is current. The Board accepted his qualifications.

Mr. Graham stated: These are site plan documents that were submitted to the Board. We are here tonight for the Quantum Leap Project, Thorlabs Property. The property is at block 18, lots 2-3, 19-23, 31, and 32. It is shown on the key map that the total project area is 6.38 acres surrounded by commercial and residential units. The property is located on Sparta Avenue,

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

Diller Avenue and lower Spring Street. The property is located in the Diller Avenue Redevelopment zone district. We are requesting no variances. The project proposes the demolition of two buildings on Sparta Avenue. Those are the NovaPhase building and the old Newton Pizza building. The rehabilitation of the Camp Iliff building and the construction of a new 3-story building with a 53,000 square foot footprint. We are going to create two lots from the lots that we have here today. One will be the new Quantum Leap building. Then lot 31 will be the lot around the Iliff building. The assessor advised that the new lot numbers be used as we go forward.

Mr. Graham described Exhibit A1, a colorized rendering of Site Layout Plan dated 3/2/2019 and stated: This is an exhibit identified as Site Layout Exhibit dated 1/28/2019. It is a color rendering of the Site Layout Plan that was provided to the Board. The Iliff building is in the lower left hand corner, Sparta Avenue is running along the bottom of the plan, Diller Avenue is running along the top. Spring Street is in the upper left hand corner of the property. The larger of the two buildings is the proposed new structure. There are residences on Sparta Avenue. The building access point is opposite the Woodside Avenue intersection along to Spring Street. There are parking lots and then the big building and loading areas. In addition to the building and parking lots we are proposing site lighting for safety for the employees. There is also some landscaping and the landscape architect can better address that.

Mr. Donnelly questioned: Are you familiar with the Diller Avenue Redevelopment Plan and the bulk requirements such as building height and setbacks?

Mr. Graham stated: Yes.

Mr. Donnelly questioned: Do we have any deviations from those bulk requirements?

Mr. Graham stated: No. We do not. The location of the buildings, the impervious coverage, and the building height all fall within the requirements that are allowed in the Diller Avenue Redevelopment Plan. We meet all the setbacks.

Mr. Graham continued: In addition to the improvements on the surface we are improving stormwater management facilities for the property. It is underground stormwater detention basins. This project is what they consider a major development. We have to satisfy stormwater requirements including the reduction of peak flow. We have to reduce the peak flow for the property by 50% in a 3 year span, 75% in a 10 year span, and 80% for the 100 year span. This project meets the requirement as well as the water quality standards and the infiltration standards as outlined in the State regulations.

Mr. Graham continued: Again, the proposed use is light manufacturing and is anticipated to be some office administrative space.

Mr. Donnelly questioned: Is light manufacturing a permitted use in this zone?

Mr. Graham stated: Yes. It is specifically permitted in the Diller Avenue Redevelopment Plan. We were snowed out last month and it gave us the opportunity to address some of the concerns and comments we had from the Board's professional's reports. In the initial plan there was an issue with one of the generators being considered an accessory structure. We have since relocated that generator area to the northwest corner of the building and eliminated the need for a variance. We also had the opportunity to meet with the County Fire Marshall, the Fire

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

Chief, and the Town's Emergency Management Coordinator to review results and location of fire hydrants for emergency services and access for fire trucks. We got the specific requirements from Mr. Simmons and we modelled the truck on the site to the satisfaction of the Emergency Service personnel. They had a few more requests we were able to satisfy. They wanted a fire lane in the front of the building. Some of these won't be shown until it's constructed.

Mr. Graham continued: With respect to the site, topographically, on the plans that were submitted on March 8 the plans show on Sparta Avenue the elevations vary between 592 and 605. On Diller Ave it varies from 598 to 606 and then along Spring Street it's the flattest and goes between 598 and 600. To fit the site into all of those different elevations we've come up with the proposed first floor for the Quantum Leap building which will be at 603.5 which is about the midpoint of the roadway along the frontage. So the building is going to look like it fits in the road. Currently if you stood on Diller Avenue looking at the site you'd be looking down into a hole. It will be approximately equal to the elevation of the roadway so it's going to look like it fits into the buildings not down in a pit. Both building heights meet the Town requirements for allowable improvement height. It's a three story building. With respect to the driveway access, because there will be a lot of pedestrian access along with vehicular access, we want to keep it as flat as we can. Coming along Sparta Avenue at the steepest point of our access driveway it is just under 5%. The bulk of the main access drive is at 1% and then 2% at Spring Street. So it is very comfortable slope to walk on. The parking areas are less than 5%.

Mr. Donnelly questioned: Is there filling that will need to be moved offsite?

Mr. Graham stated: Yes. As part of the project, we are proposing some underground retention basins so we are going to be doing some excavation and replacing that material with pipes for stormwater. Assuming the project gets approved that will determine which contractor will be used and the location ultimately of where the material is moved off the property. Any soil movement activities will be approved by the Town and traffic control is required. There is a retaining wall in this area and we have had some discussions with adjacent property owners about a potential grading easement so that maybe we can eliminate that wall and have a smooth transition between the properties. I would like to point out that there are 19 spaces dedicated to the use of the DMV facility. Access to those spaces will be through the DMV lot. There will be a gate at either end to separate from Thorlabs. So you can't get to the DMV spaces through Thorlabs. That was another agreement between the property owners.

Mr. Donnelly stated: Thorlabs has met with both neighbors and property owners and have talked about the work that may go on on the property. There will be a new site which you just talked about and over there on the other side of the Iloff building both of those neighbors gave us letters.

Mr. Graham stated: And with respect to site lighting we have open parking areas which we expect to have to light. The operations of the building will be in 3 shifts. We need to have adequate safe lighting. Typically from dusk to dawn. We may have an opportunity to eliminate some from behind for the residential buildings. The proposed lights are the decorative globe lights like the ones in Newton today.

Mr. Donnelly questioned: What is the lighting on Spring and Diller?

Mr. Graham stated: We are proposing no site lighting along the back corners of the property. There are four exit doors at the back. They will have a light above the door to illuminate the

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

door. And they will be shrouded downward. We touched on this, but we are trying to create a campus on this property in this part of Newton. So we expect traffic to enter the site through the Sparta Avenue entrance. This is an existing intersection with a traffic signal. It is our proposal to make it a four way intersection. You will have site access through the main drive and then through the property and have access to parking spaces. In addition to that there will be existing sidewalks in the area and we are proposing to connect our internal sidewalk to the sidewalk on Sparta Avenue. We will also add one on Spring Street and we will add a connection and a new sidewalk on Diller Avenue. That is to try and promote pedestrian movements between our facilities. Truck traffic is expected to come in off of Sparta Avenue via route 15 or Woodside from Route 206. The truck will come in and enter the loading area, back in, and then leave. We have islands that help divide the main access group through here. The islands are going to be either concrete or a surface that the trucks can drive across. In order for tractor trailers to come in, even though a large tractor trailer is not coming here every day, but they could access this site if they needed to. For tractor trailers accessing the site, they could cross over that island. There are two ways we could have done it; one is to use asphalt with paint striping so that traffic would stay out of that area or we could come up with a large surface with a mountable curb so the truck can go over it as if it was smooth edges. It defines the entry ways of the property and does not allow for the trucks to exit the site.

Mr. Donnelly questioned: At the TRC meeting there was a question about trucks coming down Sparta Avenue and making a right into the project. Is that intersection sufficiently large so they don't have to swing out into the oncoming southbound traffic on Sparta Avenue?

Mr. Graham stated: Yes.

Mr. Donnelly questioned: I understand there will be a shelter.

Mr. Graham stated: Yes. It is a waiting area for the shuttle. It will be a place where employees can wait for a shuttle or can be discharged at the Diller Avenue site. The dimensions are 10' x 20'. It is a safe place where employees can wait.

Mr. Graham continued: There is a bike rail trail that goes through Sparta. We have incorporated a portion of it in the Diller-Sparta Avenue parking lot where it meets Diller Avenue through the Merriam Gateway property. There is an easement through the DMV property. This section of the bike path we are not constructing. We are proposing finishing it through our property utilizing the existing private access drive. We are proposing a shared lane very similar to what you would find in Morristown or New Brunswick. We propose to bring it out to Spring Street where it will continue on the path as it is shown in the Master Plan. I don't believe that the next section is constructed yet either. This is providing for the ultimate connection of the bike paths shared with vehicular traffic. In the original proposal we had submitted we had proposed a bike trail along the sidewalk with the pedestrian traffic. That was determined to not be a suitable option based on the input of the professionals. We are going to allow those paths in our access drive. There will be two lines to designate the bicycles.

Mr. Soloway questioned: So it will be on the side of the vehicular way?

Mr. Graham stated: It will be in the vehicular way. The driveway is 24' at its narrowest. So 12' in either direction. It will be for a car or a bike. They will share the road.

Mr. Donnelly questioned: And this is better?

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

Mr. Graham stated: In the Town's Master Plan there are areas in Town where the vehicles and bikes will share the same space. Again, this is not a high speed roadway. It's a private driveway. We have not proposed a speed limit. We could post it less than 30 miles per hour. We can also provide signage if there is a specific name for the bike trail. Mr. Simmons suggested we provide signage.

Mr. Donnelly questioned: Would you like to discuss snow removal?

Mr. Graham stated: Yes. There are not a lot of places to provide for the temporary storage of snow and it could be a problem for parking. Similar to what they do today, they will load it and truck it off to the EJ Brooks site or one of the other properties they have. Certainly we will try to keep the snow onsite but if it becomes problematic it can be hauled off site. Regarding fencing on the property, we are proposing fencing particularly along the common line with the residential properties. There is an existing fence on Diller and on this portion of the property on Sparta Avenue. That is going to be the subject of some discussion with the County. Whose wall is it? Whose fence is it? These questions were brought up by Mr. Simmons following our discussions. There might need to be some repair and we will address that with the County.

Mr. Graham continued: Regarding generators, we are proposing two generators. One for each building. One will be next to the dumpster location. The other one will be next to the building. Both will be located to satisfy the minimum separation distances and will be surrounded by enclosures. There is concern about the potential noise. They have been designed to satisfy the State ordinance as is required. We have an acoustical engineer to testify to that. We did provide an exhibit to Mr. Simmons that showed the sound pressure diagram and we brought copies of those but I will leave them to be presented by the acoustical engineer. The generators do meet all of the Municipal and State noise requirements. In regards to recycling, in this corner of the building there is a dumpster. In addition there is some waste associated with the metal rubs that happen in the building. There will be a location for the collection of that. It will be recyclable.

Mr. Graham continued: We have filed our application with the Soil Erosion and Sediment Control District as well as the County of Sussex for our site plan applications. We did have some preliminary discussions with the County early on. At that time it was determined that this was the best location for the access driveway. In addition to that, given the site distance measurements that they like, this was the best location for the maximum ???. It's a single light intersection and that will help control the traffic in and out of the site.

Mr. Donnelly questioned: Regarding the water and sewer capacity, will that come from the County?

Mr. Graham stated: The sewer is the municipal utilities as is the water system. We have determined that there is sufficient capacity. Our proposed project is to try an 8" water line down through to Sparta Avenue and make a loop that will reinforce the water system.

Mr. Donnelly questioned: One of the Technical Review items brought up by Mr. Simmons was an issue raised about environmental cleanup site on lot 13.

Mr. Graham stated: Yes. Lot 13 is along Sparta Avenue at the Nova Phase building. That work has been completed but the sign was still up. The sign has been removed.

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

Mr. Graham continued: There are a number of signs in this project; an entryway sign, a building mounted sign to identify the different buildings, particularly. Our landscape plan will have a better visual representation of what the signs are. But they will conform to the number and size of the signs. We are not requesting any variances under the Redevelopment zone. We have received a couple of letters from the Board professionals and I think I've touched on most of it.

Mr. Soloway stated: We will have our professionals go through their reports at some point and you can further respond when we do that.

Mr. Ragsdale questioned: You mentioned the lighting in the parking lot was going to be a globe type. Will there be shielding of the lighting for the residences in the adjoining lots?

Mr. Graham stated: On page 26 of the site plan packet, you can see the lights.

Mr. Donnelly questioned Mr. Ragsdale: Please clarify which area you are referring to?

Mr. Ragsdale stated: There are five or six residences on Sparta Avenue. So your parking lot will be adjacent to two sections. So that area in particular.

Mr. Graham stated: This is the type of light fixture. It's decorative; it's kind of a globe on top of the pole.

Mr. Donnelly questioned: Does it comply with the standards of the ordinance?

Mr. Graham stated: Yes. On the plan, each line represents the typical foot candle at that distance. That's a half foot. As you can see, from the property line it still provides for lighting along the property line.

Mr. Donnelly questioned: Does the Board have a copy of this?

Mr. Graham stated: It is on page 11 of the site plan. The residences will not have any impact from the lighting. It complies with the standards of the Town standard lighting requirements. The redevelopment does not have any lighting requirements.

Mr. Ragsdale questioned: So there is no impact to the residences?

Mr. Graham stated: No impact.

Mr. Ragsdale questioned: Will Sparta Avenue be closed during your construction?

Mr. Graham stated: We have to work out the construction and traffic maintenance plan with the Town and the County. There may be times when it goes to one lane. But we will coordinate it with the Town and the County.

Mr. Marion questioned: Regarding the loading area, are there four or five loading bays?

Mr. Graham stated: There are five.

Mr. Graham went on to describe them.

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

Mr. Marion questioned: On loading bay five on this blueprint, there is a rectangle. What is that?

Mr. Graham stated: That is the storage container for the metal waste.

Mr. Marion questioned: So there will be a storage container in the loading area?

Mr. Graham stated: That is where we anticipate it at this time.

Mr. Donnelly questioned: Are these dry materials?

Mr. Graham stated: Yes.

Mr. Marion stated: And next to that is the dumpster and the generator?

Mr. Graham stated: Yes. You have a transformer with power from the utility company. Then you have our generator and this area here is for the dumpster and recycling container. The dumpster and generator are enclosed and screened from view. The transformer will be open. There may be landscaping as allowable by JCP&L.

Mr. Marion stated: I would like more testimony on that because it seems awfully congested there between the metal waste, the dumpster, and the recycling. It seems tight. Can you speak on that?

Mr. Graham stated: It is not all happening at the same time. In this area, although there are a lot of activities there they are not all concurrent. The metal container is there and we would move it when it is full.

Mr. Marion questioned: Is the dumpster for the metal waste a 20 or 40 yard dumpster?

Mr. Graham stated: Yes.

Mr. Marion questioned: So the truck will be able to go to the normal waste area that's going to be in the back separate from that?

Mr. Graham stated: Yes, because the access gates are well ahead of the dumpster.

Mr. Marion stated: So the access gate will be facing in?

Mr. Graham stated: Yes. It faces in to the site kind of cadi corner.

Mr. Marion stated: It's a little confusing on the blueprint.

Mr. Donnelly stated: We will have more testimony on this.

Mr. Wink questioned: Are the generators also in that area?

Mr. Graham stated: The first one is in the northwest corner of the Quantum Leap building and the other one is at the southeasterly corner of the Iliff building.

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

Mr. Donnelly stated: The first thing you pointed out was the setback requirements.

Mr. Graham stated: Yes. Under the Redevelopment Plan the structure meets the setback requirement and also meets the State standard for noise.

Mr. Couce questioned: You mentioned that the access road was to be engineered to 30 mph. It seems a bit fast for this area when you have pedestrian traffic. I see there are two sidewalks and a single crosswalk. But no crosswalks for walking across the access road. The 30 mph limit seems a bit high.

Mr. Graham stated: We designed it for 30 mph. This is a result of geometry. There is horizontal geometry which is the radius of the curve and vertical geometry which is the transition between slopes. You have gentle slopes; less than 5% in this area and 1% in others. The vertical curve that we propose to transition from a positive slope to a negative slope are beyond the 30 mph range. This road can absolutely be sign posted the speed limit less than 30 mph. I wouldn't change the design it is a very comfortable design whether it is 10 mph or 30 mph. It was designed to 30 mph because Sparta Avenue is posted at 30 mph.

Mr. Graham stated: We will be providing pedestrian crosswalks at locations that are indicated in the detail.

Mr. Donnelly continued: I would like to also note that the Fire Department has only asked for a fire lane to the new building and not the existing building. We will touch base with the Fire Department and if they deem it necessary will provide it.

Mr. Couce stated: I would recommend designated spots for emergency vehicles.

Mr. Couce questioned: Will there be any bike storage?

Mr. Graham stated: We are looking to have bike storage in these areas. Pedestrian and bicycle traffic was absolutely considered in this process.

Mrs. Vrahnos questioned: Is there only one entrance to the site and it is on Sparta Avenue?

Mr. Graham stated: No. There is an access drive off of Woodside and it goes all the way through the site and out to Spring Street.

Mrs. Vrahnos questioned: Any access off of Diller?

Mr. Graham stated: No. Nothing off of Diller. There is a sidewalk on Diller that will tie into the existing sidewalk and a walkway but no car or truck traffic onto Diller.

Mr. Donnelly stated: The access points along Spring and Sparta are consistent with what the mobility regulations should be for drivers on Spring and Sparta.

Mr. Ragsdale questioned: Are you doing any off-site sidewalk work on existing roadways?

Mr. Graham stated: Yes. I tried to show the existing sidewalks on the plan and the proposed sidewalks. So we are proposing a sidewalk on Diller Avenue and we are proposing improving an existing sidewalk system on Sparta Avenue.

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

Mr. Ragsdale questioned: So you are not taking any existing sidewalks out?

Mr. Graham stated: As part of construction, traffic protection will be part of the plan that will ultimately be approved by the County.

Mr. Ragsdale stated: My concern is for the kids walking to school in the morning. In many places there is only one sidewalk on one side of the street. If you shut down a sidewalk where are kids going to walk?

Mr. Soloway questioned: Will it be temporary or permanent?

Mr. Graham stated: Ultimately it will have a driveway going through but we will be restoring sidewalks to tie back into it. There might be a time when we can have a traffic control officer or crossing guard onsite to assist the kids with school. There is a sidewalk on both sides of the main entrance.

Mr. Soloway questioned: But will it be temporary?

Mr. Donnelly stated: We will remove a section of sidewalk but we will replace it with a crosswalk because that is the new entry way on Sparta Avenue.

Mr. Soloway questioned: During construction you are willing to provide a traffic person to assist the kids to and from school?

Mr. Donnelly stated: If an officer is required, we will provide one.

Mrs. Vrahnos questioned: Do you foresee an officer having to work shifts?

Mr. Graham stated: No. A lot of the traffic is already there. This is already a light controlled intersection. We have a traffic engineer who will discuss it more indepth.

Portion opened to public:

1st Public: Ralph Porter, 12 Pine Street, Newton. He is concerned with the sidewalks.

Mr. Graham stated: That particular section belongs to the County.

Mr. Porter questioned how many cars would be parked in the lot?

Mr. Graham stated: 330

2nd Public: Scott Lemer, property owner of 277 Spring Street. Regarding the egress on Spring Street, if it's not being used for traffic in and out, what is the purpose? Is there a crosswalk?

Mr. Graham stated: It is not intended to be used for truck traffic. It is mainly for employees. It provides access to the site for emergency vehicles. There are no crosswalks at that access point.

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

3rd Public: Kent Hardmeyer, 70 Pine Street. Can the provision for the lighting plan be revisited if the lights become a problem for the residents?

Mr. Graham stated: I believe the lighting plan is not very high and will not impact the neighbors but if something does we will look into it.

Mr. Hardmeyer continued. He is concerned with the wall looking pretty ratty.

Mr. Graham stated: The landscaping plan will address this.

4th Public: Steve Kellmer, 21 Diller Avenue. Not everyone received a registered letter from Thorlabs.

Mr. Soloway stated: The applicant is required by Municipal Land Use Law to get a list from the Town and then send out the letter. They are supposed to tell every property within 200'.

Mr. Donnelly stated: Just to point out that on Spring Street, the proposed Quantum Leap will go through the site and is subject to a parade easement. That was also considered when access to Spring Street was considered.

5th Public: Vincent Larocco, 23 Diller Avenue. Will there be any construction work done on Sunday?

Mr. Graham stated: Yes. The ordinance states that we are permitted.

Mr. Marion stated: We can discuss it at some point.

No more public stepping forward. Portion closed.

Mr. Marion questioned: Regarding the entrance/exit onto Spring Street, is there a reason why it has the strange shape to it and why it is not wider or moved over more?

Mr. Graham stated: We pushed the pavement out as far as we could to provide the best maneuverability for the vehicles in that area.

Mr. Marion stated: It seems like if you shift it down and make it straight it would flow much better.

Mr. Graham stated: The action was to use the existing curbing and sidewalks and to just use what was there. That is how that was determined.

Mr. Marion stated: It seems like widening it would make it straight and make more sense. Plus it keeps people away from the dumpster and it may be good for the flow of traffic through there.

Mr. Graham stated: We will investigate that.

Mr. Simmons referenced his report dated February 15, 2019 and stated: There are some issues in here that I think will be addressed by additional witnesses. But as far as Mr. Graham testified to I just have a couple of other items to highlight. On pages one and two and the top part of page three is a lot of the information that was supplied in support of the documentation. A lot of this information was covered. I want to point out item number 3d, which notes that some of the

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

areas along Sparta Avenue and other parts of the property have existing easements which should be considered. These are outlined on the top of page four of my report. Items 3e and 3f, are related to the bike path. There was an easement reserved over the Motor Vehicle property to join this property. We provided them with easement maps on that so they could tie it into the bike path. The concern we have is that if the bicycles were on the sidewalk with pedestrians, you have 2 lane bicycles going in two different directions and pedestrians walking and we didn't find this was an appropriate situation. That is when we came up with an alternative. They have symbols for the bicycle path and the additional signage will go through the facility. There is a requirement in the deed for a 20' wide bicycle path easement to be conveyed to the Town. I believe when the Town conveyed this property to Thorlabs it was put in generalities. So this easement will have to be defined and put on the plans. We talked about the parade easement. The parade lines up along Quantum Leap Drive as far as going out onto Spring Street for the parade staging.

Mr. Graham stated: The existing access lot is in this area where the parade lines up and goes on to Spring Street.

Mr. Simmons continued: Item 3h, the original plans show the fourth leg of the intersection of Sparta and Woodside Avenues, and Quantum Leap Drive with a stop sign. With discussion with Mr. Graham and the County they are proposing to have it a four way signalized intersection. They will come up with the details with the County because they have the jurisdiction at that signal. They will have the appropriate pedestrian crossing indications as well. Item 3i, the retaining walls are adjacent to the church property. There may be some additional easements needed. At the top of page 5, with regards to the loading docks, the only thing I was concerned about and perhaps Mr. Graham can address this or Mr. Dean can address it later. I will read it:

j. The plan calls for three (3) loading docs at the northerly end of the proposed building. The truck maneuvering plan calls for tractor-trailers to turn into the parking lot on Lot 31 and then back across the main access drive into the loading docks. I'm concerned with tractor-trailers backing across the main access drive and conflicts with through traffic on the main access drive. The Applicant to address this issue and how traffic/pedestrian safety will be addressed.

k. I note that the truck maneuvering plan shows tractor-trailers cutting across and running over paver areas on some of the traffic islands. This has already been addressed.

l. The applicant should advise the Board if all truck deliveries are going to be made from the Sparta Avenue end of the main access drive, which is Quantum Leap Drive, and what restrictions will be in place regarding the deliveries.

The main thing out of that whole thing that I would like you to address is when the tractor-trailers come in off Sparta Avenue turning left onto lot 31 and then back across Quantum Leap Drive to get to the loading dock. My concern is that a tractor-trailer that is 55' long will have difficulty seeing traffic coming down Quantum Leap Drive. The applicant may have an expert to describe how you will handle that.

Mr. Graham stated: This is a private driveway and is not open to public traffic. They will understand when deliveries will occur and can have a traffic control officer that part of his job is when the loading happens will be there to help maintain traffic safety conditions. Mr. Dean can address more in depth how it will be handled.

Mr. Simmons continued: With regards to item 4b they discussed the 19 parking spaces being dedicated for DMV use. Regarding item 5, Stormwater Management, Mr. Graham had made some revisions to the underground storm drainage system subsequent to the preparation of this

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

report and I'm in the process of reviewing that now. I would suggest that any action on this be subject to our complete review of that and any additional changes from Mr. Graham's office. I did touch base with our staff people today regarding the storm drainage. They are in a unique situation here with the storm drainage on site. Mr. Graham properly pointed out that they have to control quantity, quality, and infiltration. When you go through the infiltration part on this particular party the DEP has their calculations set up for this situation. You have to look at the existing conditions and the proposed conditions and will that further increase in runoff be infiltration? It has been a parking lot and a train station and has basically been impervious all these years. There is not much if any additional impervious created by this site and the reconfiguration of this property. So then they have to infiltrate a lot. I was going to suggest that they provide the detention through underground pipes and those pipes would be perforated so they would be able to get some infiltration.

Mr. Graham stated: We will investigate that and try to improve the infiltration on the property.

Mr. Simmons continued: That would go a long way. The one thing I would like to point out. The Chairman was talking about moving the Spring Street entrance down. The one feature that we'll have to check and see how far you can or can't move is there is a rain garden structured down there for stormwater control. So there may be some restrictions. There may be some other items that Mr. Graham proposed that we can elaborate on later on, but we are still working on the storm drains. With regards to utilities, item 6, the main 10" line comes in on Sparta Avenue from Morris Lake. We have had testing done in that area and there is good pressure in that area. They will have to verify that the pressure is good and adequate for a three-story building. The one thing I want to point out in regards to sanitary sewer is that the Town just had an inspection of almost all the sanitary sewer mains in Town. The latest plans show that the sanitary sewer line for the large building comes out towards Spring Street. Joe Carr, the Town's licensed operator, indicated to me that as part of what they do to tie in, they should replace the existing main in Spring Street and replace it with a manhole that's located at the entrance that comes onto Spring Street. At Diller Avenue there was a problem area that they found with the old pipe. So rather than have an issue they should replace that section of pipe as well.

Mr. Graham stated: We will do that.

Mr. Simmons continued: The other thing in regards to sanitary sewer is that the Town's got a project going under the Sparta Avenue sanitary sewer pump station. Behind the Sussex County Rental Center is the pump station. Under that pump station is a 12" force main that comes out along Diller Avenue, through the parking lot of Merriam Gateway, through the parking lot of the DMV, and then through the subject property of this applicant all the way down to Spring Street and continues on northwards on Trinity Street to the sewer plant. The location of that main is shown approximate on this plan based on best available location technology. The one thing we recommended is because they are building another infrastructure that they do some additional test holes to absolutely verify those locations. Based on conversations with the Town's sanitary sewer engineer, there are some locations where we believe at this time that force main will have to go through the building to avoid conflicting with the garbage dumpster, the generator, etc. So that is some additional work that I want to make sure the Board knows will have to be taken care of.

Mr. Simmons continued: They will have to get the appropriate permission for water allocation for this expansion and the connection fees for the Town. Regarding lighting, Mr. Graham addressed that. The bike path was discussed. The landscaping will be addressed by another

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

witness along with signage and architectural plans. Regarding environmental impact, they did point out that the cleanup is complete. Regarding generators, the one by the former Iliff building is a 300kW unit and the one by Spring Street is a 1250 kW unit. So the sound mitigation will be talked about. With regards to the traffic study, Mr. Dean will talk about this and the tractor-trailers crossing the intersection. Pages 12 and 13 list additional approvals that are required for this. That is the basic highlight on the testimony that Mr. Graham has given. I will have more comments for the other witnesses.

Ms. Caldwell referenced her reports dated February 15, 2019 and March 12, 2019 and stated: I did have two comments with respect to the setbacks for the generator. But those have been addressed.

Mr. Donnelly introduced Carmine Lencsak, Chief Operating Officer at Thorlabs, 56 Sparta Avenue to describe the operations.

Mr. Lencsak stated: The operations will be light manufacturing and offices. The hours of operation are in two shifts. They go from 5AM to 2AM. The evening shift will be a reduced number of people. The Sparta Avenue building goes to 10 PM. There will be about 260 employees in the two buildings. The larger building will be 250 and the smaller one will be 10. No operations will be heard outside of the building. The operations are consistent with other operations that Thorlabs has. Truck use will be minimal. Box trucks are the primary trucks like UPS that will be coming two times a day. We have our own box trucks that will be transporting material back and forth to our facilities which will be about 4 to 5 times a day. We might get one or two tractor trailers a day. There will be no odors or smoke with the operations. We will have a security guard at the primary building. There will be cameras at all the entrances, loading docks, and in the parking lots. Security will also patrol the grounds if necessary.

Mrs. Vrhanos questioned: Will there be guard houses?

Mr. Lencsak stated: No. They will be in the building in the lobby. There will be one access point for employees.

Mr. Flaherty questioned: How will you handle getting the trucks in and out safely?

Mr. Lencsak stated: We have basically the same condition at the 56 Sparta Avenue facility. Because we only have one or two tractor trailers that come in a day and it has never been an issue. The visibility and sight line is about the same. I don't anticipate this being an issue at all.

Mr. Flaherty stated: So there will be nobody to guide them in. No one to cut off the access from Spring Street when they are turning and backing up.

Mr. Lencsak stated: In the existing site, we don't want tractor trailers to go out on Pine Street. So we would take similar measures. We have signs and we would alert our tractor trailer drivers.

Mr. Donnelly questioned: Are they the same drivers?

Mr. Lencsak stated: Yes. So they know what the rules are.

Mr. Marion questioned: We are concerned about the trucks backing up so if you guys can think about that a little bit more that would be good. Even if its once or twice a day with a tractor

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

trailer, box trucks a couple of times a day, and fedex; that's a lot of traffic backing up into that loading area. I think it requires a little more conversation.

Mr. Lencsak stated: We could put a flag man out there.

Mr. Flaherty stated: There will be school kids, bikers, and pedestrian traffic. I can see people cutting across to get to Woodside. Their safety should be looked at.

Mr. Wink stated: Approximately 80 employees were relocated from 56 Sparta Avenue to the Brooks building and the 90 employees will be relocated from 56 Sparta Avenue to the new facility. That is 170 employees out of 56 Sparta Avenue. Will you be replacing that 170 with new employees?

Mr. Lencsak stated: Our plan is to continue to grow our organization and increase 7 percent a year.

Mr. Wink stated: My concern is the parking. The whole idea of 165 parking spaces on Diller and Sparta and relocating employees to the Brooks building and this location was to alleviate parking concerns on Pine Street and Merriam Avenue. I don't see it happening to be honest with you. I'm interested to hear from the traffic expert. I have some concerns.

Portion opened to the public.

1st Public: Ralph Porter, 12 Pine Street. Concerned with traffic at 7:30AM. There will be traffic to Halsted School. I live across from 56 Sparta Avenue. UPS is still a truck. So even there they come in through the Pine Street entrance. I like the idea of what you're doing.

2nd Public: Ron Steinhardt, 2 Stuart Street. Concerned with noise control.

Mr. Donnelly stated: We will stipulate to the Board that we will have a post construction acoustic engineer study to confirm that we conform with NJ law. We will stipulate that we will do this study. If we have a piece of machinery that does not comply with it we will have to shut it off. There are different standards for different hours of the day. We will comply with those too. We will do a post construction study for all of that.

Mr. Steinhardt is also concerned with what time the loading dock will be operating and the forklift operating from the loading dock to the waste container.

Mr. Lencsak stated: Our trucks will end at 6 to 7 PM. The waste doesn't have to go out at any particular hour.

Mr. Steinhardt is also concerned regarding contamination from the waste material.

Mr. Lencsak stated: If we had to we could probably bring this inside.

3rd Public: Scott Lerner. What is the estimated timeline from start to finish?

Mr. Donnelly asked Mr. Graham to speak to this.

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

Mr. Graham stated: The site improvements will be about 6 to 8 months. The building infrastructure won't start until improvements are put in.

Mr. Regimbal stated: It will be about 18 months.

4th Public: Emily Davidson, 9 ½ Diller Avenue. Concerned with cameras.

Mr. Graham stated: We have four locations for the cameras.

5th Public: Frank Leone, Christ Community Church, Spring Street. When the water main is worked on will the water be shut off?

Mr. Graham stated: No.

6th Public: Steve Kellmer, 21 Diller Avenue. Questioned description of forklift. Will it go between the two buildings?

Mr. Graham stated: There is no forklift on site.

7th Public: Mike Malone, 9 Trinity Street. Is the road from Sparta Avenue to Spring Street going to be closed or opened to the public?

Mr. Marion stated: No. It is a private road, not a public road.

Mr. Malone questioned if there will be a gate in the way when the parade assembles?

Mr. Donnelly stated: No. There is no gate.

Mr. Malone questioned parking spaces

8th Public: Sandy Diglio, 5 Paterson Place. For the parades, would we be able to use the access road right off of Newton Sparta Road?

Mr. Graham stated: Sure.

No more public stepping forward. Portion closed.

Mr. Marion questioned: You had mentioned possibly moving the metal dumpster. There were some good points made about oils coming out of it. Is that possible to move it?

Mr. Lencsak stated: Yes.

Ms. Hall questioned: Do you have a similar dumpster at 56 Sparta Avenue?

Mr. Lencsak stated: No. Not at 56.

Mr. Donnelly stated: Would another situation be to have it outside and covered in some kind of enclosure? There is a portion that is separate.

Mr. Marion stated: As long as the truck picking it up doesn't damage it.

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

Mr. Soloway stated: Mr. Chairman, when you suggest things like that are you expecting a concrete proposal from the applicant, or is it to be reviewed by the Town Engineer's to his satisfaction or to think about it?

Mr. Marion stated: I would like something either done tonight or to have the engineer look at it. One person from the Town made a good point. When it rains, all the material will run down to the stormdrain and that could be a hazard. Can they somehow cover it since it is outside? I would leave that up to Mr. Simmons.

Mr. Donnelly stated: The architect is next up. Maybe we can bring that up with him and he may have some idea that will satisfy the Board.

Mr. Wink questioned: I have an operational question. Of the 250 employees in the new building approximately how many are on the first shift?

Mr. Lencsak stated: About 210 – 215 people on the first shift. The 2nd shift is much lighter at about 35 people.

Mr. Donnelly introduced John Mannino, AIA, Cerminara Architect. 224 Courtyard Drive, Hillsborough, NJ. He stated his credentials. He is a licensed architect for 12 years. License is current.

The Board accepted his qualifications.

Mr. Mannino stated: There are two buildings as part of this application. One is a three-story factory and light manufacturing facility approximately 150,000 square feet and the other is the existing Camp liff building that we will repurpose. I'm going to handle one building at a time.

Mr. Mannino referenced the architect plans that were submitted to the Board in response to the Planner and Engineer comments and stated: This is sheet A1, labeled First Floor Shell & Floor Plan. What it shows here is roughly a 51,000 square foot ground footprint. It consists of about 80% of what is going to be light manufacturing. A small portion will be used for office space and shared facilities like restrooms, conference rooms, as well as the main secure checkpoints coming into the facility. It is designed as all employees and visitors enter through one entry point into the facility. They will have a card or fob and a security process check in to go through with a driver's license and sign in. Then they will be escorted. The bulk of the facility is manufacturing with self-contained machines. We are not talking heavy chop shop saws and exposed drills. We are talking about machines. Many of them are self-contained in housing. It's relatively quiet. I've walked through their existing facility from where the equipment is being relocated and you can have a conversation like we are doing now standing in front of most of these machines. Back here is the loading dock area as well as the main utility rooms that are servicing the facility for electric and water. In regards to the loading docks, as discussed there are three loading dock tail-gates and two drive-in doors. One is a small drive-in door with smaller access to get a forklift out to take product off of a truck, typically a flat bed. And then a larger drive-in door which Mr. Graham had shown and discussed the container to be used for scrap metal that will be stored and disposed of. In addition to that we have the generator enclosure and the dumpster enclosure. You see the dumpster enclosure is oriented towards the main drive towards the liff building and the generator enclosure is just east of that. We have samples of enclosure materials that we can bring out. Just to touch on a few other items on the ground floor. We

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

have a series of main doors around the perimeter of the building. All of those doors are intended for emergency use. All ingress into the building is controlled by the main entrance. We have adequate circulation in the building. We have four stair wells and two passenger elevators. One is a 3,500 lbs. capacity and the other is 5,000 lbs. capacity, more of a freight elevator. Both of which meets and exceed pounds needed to accommodate a stretcher that will traverse all three floors. There's also a large interior lift that will traverse from the first floor to the second floor to assist in moving some of the larger product between the two manufacturing floors. On page A2, the Second Floor Shell & Core Plan, is in your package. This is a representation of the second floor. The footprint is 53,491 square feet and the third floor is the same footprint. Again it is going to consist primarily of manufacturing as well as assembly. So we are talking a lot about machines but a lot of the manufacturing is small scale and happening on tables. A lot of that will be housed on the second floor where the third floor will be more of a machine area. The second and third floor are a little larger than the first because of the loading dock area on the ground floor. Part of that is we need the extra square footage and we're trying to protect the loading docks. So the trucks coming in will be protected from weather. Again, conference rooms, huddle rooms, restroom facilities, and the main employee cafeteria. There will also be some outdoor space off the cafeteria which will have a direct view to the corporate headquarters facility at 56 Sparta Avenue. So that really ties the two facilities together. On page A3 is the third floor of the manufacturing facility, Third Floor Shell & Core Plan. You have an area of the facility looking to accommodate Research and Development and Alex Cable's main office. Much of this will be further assembly as well. There are some administrative offices but they are considered accessory to the primary focus of the facility which is manufacturing.

Mr. Flaherty questioned: What about the roof? The location of the equipment and screening.

Mr. Mannino stated: The roof plan follows the same footprint as the third floor. All HVAC equipment will be on the roof. It is approximately 57 ½ feet of unfinished floor. Exactly where it will be has not been decided yet. We have in our designs accommodated for any screening that would be necessary both visually and from the sound.

Mr. Soloway questioned: So you will agree to screening the roof HVAC equipment to the satisfaction of Mr. Simmons?

Mr. Mannino stated: Yes. We will screen as we did at 56 Sparta Avenue or however is necessary to meet the sound requirements.

Mr. Marion questioned: How far does the second and third floor overhang the loading dock?

Mr. Mannino stated: The loading dock sits right underneath. It's about 3,000 square feet that extends over the building. It doesn't cover the large loading dock. We could consider going under the cover at one of the loading docks. It is a possibility but I'd have to talk to operations. The one thing we have to talk about is the size and how the vehicle will pick up the container. We do have a clearance underneath the second floor that we need to be aware of. It depends on the angle of the pick of a 20 yard dumpster. It all depends. We just need to make sure of the clearance if we attempt to do that.

Mr. Marion stated: Even if you left it off you could provide a canopy or some sort of covering.

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

Mr. Mannino stated: Yes. Right here at the end of the building at the large sliding door. I've visited their existing facility to understand it. They talked about metal filings coming from the routers; routing aluminum pieces essentially. Those little metal filings go into a container not the size of a 55 gallon drum, more like a 30 gallon drum. They collect them and they are stored here. Then they are brought out into this container so they can be scheduled to be picked up and taken away and an empty one is returned to its place. We could look to talk with some of the refuse companies about containers that have covers. Everything going in there is already in a smaller container and are brought into this. So we can see if there is a container that already has a lid on it. Or even a retractable cover so its all part of the refuge container and not necessarily building another structure out or off the building. So I think there are some options we can look at.

Mr. Flaherty stated: The concern is the cutting fluids and such. Even though it's just filings they're covered in the fluids.

Mr. Mannino referenced Exhibit A2, dated 3/20/2019 and stated: These are color rendered elevations. The elevation designs were submitted to the Town. We went a step further and added some landscaping for the purpose of the exhibit. Looking at the elevations, it's a three-story facility, 158,000 square feet. The height varies from 58 ½ feet above average grade to 63 ½ feet above average grade. This maintains what the Redevelopment ordinance permits. Material wise, there are four materials on the building. Three of which are used on the 56 Sparta building today. Dryvit or insulated stucco. A stone veneer. A fourth material we have introduced is an aluminum composite panel. We are using it as an accent for the main focus at the main entrance of the facility as well as horizontal banding and that is more of a ribbed metal panel to help accentuate a base on this building and having it two floors above that. This continues around all sides.

Mr. Donnelly stated: The Redevelopment Plan is specifically concerned with minimizing blank walls as much as possible by various architectural details. Did you consider this in your design?

Mr. Mannino stated: Yes, very much so.

Mr. Mannino continued: In regards to landscaping, it is accurate in terms of position as shown on the landscape plan. As far as size what is shown here is an approximate five year growth for the evergreens and the shade trees. The evergreen trees along Diller are between 16 and 18' tall. The shade trees are between 18 and 20' tall. This is a rendering and the size is a representation. We've also shown the street lights. It gives you a sense of scale that the street lights are relatively low. They will be pointing downward to illuminate the parking and the sidewalks. There was a question about the lighting at the egress man doors. We are required to provide a certain level of illumination for people exiting that door. The light fixtures are very small and measure approximately 11" x 7" and project over that full entrance from the façade. It projects a cone shape, it washes down the road and the door to the concrete sidewalk. It is one foot candle for square foot which is our requirement. The areas of illumination that will be outward for parking, street, sidewalk, will just be 8'. In regards to signage, we are proposing two wall signs. One wall sign near the main entrance located at the south side. The signage area is along the drive to Sparta Avenue so when you enter the site from Sparta you will see that sign and have a visual on the signage. The other sign faces Spring Street. This will be near the loading docks. It is a somewhat smaller sign based on what your ordinance allows for square footage and signage. There will be more signs proposed along the way.

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

Mr. Mannino stated: Also, consistent with the Redevelopment Plan.

Mr. Marion questioned: In looking at the second elevation and western elevation. It looks like balconies on the second and third floors. Is that correct?

Mr. Mannino stated: Yes. On the second floor outside the employee cafeteria you have an outdoor balcony to allow for some outdoor space. On the third floor you have a smaller balcony that is for the president of the facility.

Mr. Marion questioned: Do you know the size of the second floor balcony? Will it accommodate tables or is it just for people to stand outside?

Mr. Mannino stated: There may be some small little bistro tables. It is approximately 12' x 3' and it does wrap around. If the applicant decides to do so it could accommodate some bistro tables along the edge. It's more for people to get some fresh air, have a conversation, and come back in. If they did that on the ground floor they would have to go back through the main entryway.

Mr. Mannino held up the plan and pointed out the balconies and stated: From here, across the lot you have a view of 56 Sparta Avenue.

Mr. Marion stated: I'm looking at the loading dock side and it looks like there are balconies that come around by the Thorlabs sign.

Mr. Mannino stated: Yes. This is where the cafeteria is and this is where the president's office is. This is the same balcony that wraps around the front entrance. It is 'L' shaped.

Mr. Flaherty questioned: Regarding the efis cladding, the dryvit system, what is the sheathing underneath that and underneath the insulation?

Mr. Mannino stated: There are different options. We can certainly use claimed glass and then there's a porous membrane we can put over it which is part of the drainage system. I can't say whether it will be drybit or stone. Each one has a set variation. It's a drainage dry system. I know that the first 20 or 30 years without a problem for that drylock because of drainage and not having the proper membrane behind it.

Mr. Flaherty stated: It is a very thin system subject to punctures very easily even with the harder finish.

Mr. Mannino stated: Correct. It's only on the second and third floor that we are proposing the dry material. It is the same as 56 Sparta Avenue but with a different color tone. The company has grown and we would like to tie in some of the other components.

Portion opened to public regarding main building.

1st Public: Ralph Porter, 12 Pine Street. Asked about the building.

2nd Public: Ron Steinhardt, 2 Stuart Street. Which windows are open?

Mr. Mannino stated: No windows will open.

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

3rd Public: Steve Kellmer, 21 Diller Avenue. What percentage of the building will be glass? The lights are on in 56 Sparta Avenue at night. Could you put in blinds or something to shade it at night?

Mr. Mannino stated: On the second and third floor you have some high glass. And the first floor has glass too. We can talk to the owner about shielding for blinds or glazing.

4th Public: Marylou Hennigan, 17 Diller Avenue. She agrees with her neighbor. How tall is the building?

Mr. Mannino stated: The highest point of the building is at the main entry and it is approximately 63' above average grade, then it drops down to 58 ½ ', and to 60'.

Mr. Donnelly questioned: Does the building height comply with the Redevelopment ordinance?

Mr. Mannino stated: Yes. That is 65'.

5th Public: Michael Malone, 59 Trinity Street. In looking at the picture you are going to have a 20 to 25' rise from the back of the building on the Diller Avenue side.

Mr. Mannino stated: The finished floor will be at 603.5'. The grade at the corner of Diller and Stuart is approximately 601' and it grades up to about 603.5' when it gets there.

No more public stepping forward. Portion closed.

Ms. Caldwell questioned: Regarding the signage, those are unlit signs, correct?

Mr. Mannino stated: Correct. There are no plans to illuminate the signs.

Ms. Caldwell questioned: Will there be ground signs for the second building and the elevations? We would like to see those as well.

Mr. Marion questioned: Will there be any uplit signs? Will the Thorlabs sign be up lit?

Mr. Mannino stated: No. The same as at 56 Sparta Avenue. The only signs we have are ground signs that might be illuminated.

Mr. Couce questioned: Can you show where the HVAC equipment will go?

Mr. Mannino stated: Again, it's hard to say. Ideally it will be centrally located and kept away from the perimeter? Without any fall protections and so on. Looking at 56 Sparta we looked at the internal grid of pipes and tried to focus our mechanical equipment so we can maximize the structure for supporting the weight. In this we are trying to take the same measures. Again we are going to properly screen the equipment.

Mr. Marion questioned: I'm looking at the blueprints where the loading docks are. Is there a column going up to support the second and third floor?

Mr. Mannino stated: Yes. There is one.

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

Mr. Marion questioned: Is there any extra protection around the base of the column because it's right next to the two loading docks?

Mr. Mannino stated: It's not shown on here but we would consider bollards.

Mr. Marion stated: I would almost insist on it in case that column goes.

Mr. Mannino stated: We normally do, they are just not on the plan.

No more questions.

Mr. Mannino continued his testimony and discussed the Iloff building and stated: On sheet A6, this is the old Camp Iloff building. It's approximately 4,600 square feet. We are looking to purpose it in its existing state in terms of size. There are some improvements that we are looking to do as you can see on the plan. We are looking at replacing the existing radius projection façade from the Camp Iloff building now. Not a lot more on the floor plan.

Mr. Marion questioned: Will this just be an extension of the manufacturing?

Mr. Mannino stated: Yes. It will be similar to what is in the new building.

Mr. Marion questioned: Will there be 10 people in that building?

Mr. Mannino stated: Yes.

Mr. Marion questioned: Is there office?

Mr. Mannino stated: No. What you're looking at is open space that will be utilized for other equipment. The equipment will pretty much run on its own. It is a very small staff.

Mr. Mannino described Exhibit A3 and stated: These are color renderings of the Iloff building dated March 20, 2019. Most of the renovation work is mainly focused along the front side of Camp Iloff. The metal side on the building now is going to be painted to match the colors that are being proposed on the three-story building. We are looking to strip back the round facades and cut back and square up and replace those with aluminum metal surrounds. Again matching the entrance element that we've created at the main entrance of the three-story building. The existing square face block around the base will be painted. We are looking to do some texture paint along the top. This will be a metal panel similar to what's been proposed on the main building. The other two sides are existing metal siding that we are just looking to keep. Again, the main landscape is shown on the landscape plan with a similar growth pattern. We are showing the scale of the lights as a proposed part of the light plan and how they will look around the building. There will be one sign on the northwest corner of the site and it will be visible primarily from Sparta Avenue. The size will be kept in accordance with the ordinance.

Mr. Marion questioned: I see there are existing windows that open.

Mr. Mannino stated: Yes. They will be secured shut. We may opt to remove some of them if we need the wall space. We are trying to minimize the patchwork. I also want to mention the HVAC equipment will be on the lower roof. This allows us to naturally screen the equipment with

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

higher building. We will provide additional screening as necessary. There is one existing unit on the roof and there are three on the inside. They don't meet current standards and are not really efficient so we are changing them.

Mrs. Vrahnos questioned: Is it one entrance and exit through Quantum Leap?

Mr. Mannino stated: Yes. It will be with a security card or fob access. This facility will not get busy.

Portion opened to the public.

1st Public: Scott Lerner. What is the process here? How long will this take?

Mr. Soloway stated: If the Board approves the application, the Board will approve and adopt the resolution a month later. One of the conditions of the resolution will be that they obtain all the required agency and governmental approvals, including the County Planning Board and Water and Sewer approvals. Before they start construction they might have to do a Developer's Agreement with the Town Council. It's not something that's going to happen next month I think.

Mr. Mannino stated: Ms. Caldwell asked about the ground signs. I can speak to them. This is the site layout exhibit provided by Dykstra Walker. There are two ground signs proposed; one for each building. One is located at the entrance along Sparta Avenue and the other sign is proposed at the entrance of Spring. They are low ground signs, stone material, and identical to the one at 56 Sparta Avenue. On page A7 of the Cerminara Architect plans there is an illustration that shows the size and height of what we are proposing. It is a black background with aluminum letters that will say Thorlabs and then a facility name. The applicant will decide that. And again, one for each building. The size is 9 ½ feet long by 15" high with the letters. The sign plaque is 26" tall and 9' 10" long. These were provided to us by Thorlabs as a standard that they use for any and all ground signs. Again it is non-illuminated.

Mr. Simmons referenced his report dated February 15, 2019 and stated: As far as the architectural plans go I think the applicant impressively addressed the concerns I head in terms of the HVAC. Regarding the signage, I recall that at one point the Camp liff facility had approval for an electronic display sign along Sparta Avenue. My assumption is that since the applicant is not proposing anything like that, do we have to predate that particular approval? I don't believe it was ever built.

Mr. Soloway stated: Camp liff's approval died with Camp liff. So the digital sign is not part of this application and it is not an issue.

Mr. Wink questioned: I have a concern on the mechanicals on the roof as far as noise levels. I live about 100 yards from a three-story building with mechanicals on the roof. When I open my windows I hear it and it drives me nuts. I'm sure they came before this Board and they said it would be acoustically no problem. But I hear it every night and it drives me crazy.

Mr. Donnelly questioned: Are they screened?

Mr. Wink stated: I don't know. But I hope the residents on Diller Avenue don't have the same problem.

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

Mr. Soloway stated: The applicant's exploratory noise study I'm sure will address the HVAC equipment.

Mr. Donnelly stated: That is correct.

No more public stepping forward. Portion closed.

Five minute break at 10:15 PM. Reconvened at 10:22 PM.

Mr. Donnelly introduced Gary Dean, Dolan & Dolan Consulting Engineers, Traffic Expert. Licensed professional engineer in the State of NJ and his license is current.

Mr. Dean stated: In this application we will address design traffic improvements. There was a supplemental summary or evaluation of the parking sufficiency done on December 20, 2018 to go with the letter to the Planning Board dated February 7, 2019.

Mr. Dean described his parking evaluation based on his report dated February 7, 2019 and stated: The first thing I note is it is a simple parking lot so the traffic impact is low. As we heard from the applicant and other witnesses that there is a certain projected census to go with the subject building and that is the employee population that serves for the basis for the traffic projection. In this particular study of the intersection on Woodside and Sparta Avenue and Sparta Avenue, Spring Street, and Halsted Street. This was done in December of last year during peak commuting hours between 7 AM and 9 AM and 4 PM and 6 PM. There are a series of figures that in graphic form counts the overall vehicles on Sparta Avenue. Sparta Avenue carries approximately up to 600 vehicles per hour in a 60 minute period in that peak hour, both in morning and afternoon peaks. For identification purposes, the single highest 60 minutes concentration of traffic was 7:30 AM to 8:30 AM and 4:30 PM to 5:30 PM. Traffic along Spring Street by comparison was much lower at 25 to 30 cars per hour. On Woodside, because of its unique intersection with 206S gets higher traffic about 450 people. So in our traffic report we focused on the additional traffic you would expect concentrated within peak hours. The applicant has employees arriving outside of the peak hours in shifts. One of the things we did not do was, in our survey take any credit for the employees proposed to be relocated from 56 Sparta Avenue to the new building. We assume that all of the traffic will still be there. Our study does take into consideration the fourth leg of Sparta Avenue and Woodside and that the intersection doesn't work as well as it should. Part of the design with the County will be looking at enhancing operations at the traffic signal.

Mr. Dean stated: As part of our review the applicant had us look at truck templates, circulation, making sure that the vehicles can get in and out of the site and see any tractor trailer.

Mr. Dean continued with the traffic study and stated: I know there is a concern with the backing in of vehicles but this is not a retail site. Other than when the employees arrive in the morning, there is no in and out traffic.

Mr. Dean described the parking evaluation and stated: Your ordinance requires a certain minimal parking for the size of the building that we are proposing. The applicant doesn't need all of the parking required. The ordinance requires 427 spaces. You heard from the applicant that 262 employees will be there between the two buildings on the subject property. So there is already built in by your ordinance an "over supply". You heard the applicant received approval from this Board for 165 spaces further to the south at Diller Avenue and Sparta Avenue. That

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

parking will be available to employees at this particular building. Some employees from 56 Sparta Avenue where there is overcrowding and insufficient parking are using on-street parking. If you look at the aggregated supply between this site which has 336 spaces, plus the 165 spaces on Diller Avenue that have already been approved, that's a total of 501 spaces. The applicant only needs, even if all employees are there, 264.

Mr. Dean continued to describe the parking evaluation and stated: It does provide enough parking for the overall use.

Mr. Dean stated: The Redevelopment Plan does permit shared parking within the Merriam Gateway Apartment area particularly for Thorlabs, that as a given property owner may control the parking on nearby properties to help with the Diller Avenue Plan and Sparta Avenue Plan areas.

Mr. Soloway stated: Diller Avenue only got temporary parking approved. It is only permitted as an accessory use to something that does not exist. They will come back in three years. There is some parking that will be available but we can't assume that it is not a permitted use at this time and the development will reduce the number of spaces. If the Board approves this application, when they come back to report on the other as well I don't think those 167 spaces will still be available. The only way to get approved unless it is amended is to put a facility there but then that will reduce those spaces and they would have to come back.

Mr. Marion stated: Some of those 167 spaces are shared with Merriam Gateway.

Mr. Donnelly stated: The Redevelopment Plan specifically says we can use the spaces in the Merriam Gateway area.

Mr. Wink questioned the parking calculation.

Discussion ensued regarding the parking calculation.

Mr. Marion stated: You definitely need that lot on Diller.

Mr. Marion questioned: What is the percentage of people coming out of 56 Sparta Avenue?

Mr. Marion stated: The reason I'm asking is because wouldn't you have more parking for 56 Sparta? You should have more than enough parking.

Mr. Lencsak stated: There is an overflow situation at Sparta Avenue. It is 80 or 90 coming from across the street. I haven't calculated the number of on-street vehicles. If we are moving 90 across the street it will leave 30 or 40 spaces available at 56.

Mr. Wink stated: I have one addition comment on the traffic study. Do you feel generally that you're not adding any additional traffic to the locals?

Mr. Dean stated: We looked at it as though all of the traffic comes from new hires. So it's conservative in its nature. We have a small amount there, the road can accommodate it. Certainly having a traffic signal as a traffic control access point will allow for a very safe and efficient discharge of employees.

TOWN OF NEWTON
PLANNING BOARD
March 20, 2019
MINUTES

Discussion ensued.

Portion opened to the public.

1st Public: Steven Kellmer, 21 Diller Avenue.

Mr. Dean responded.

2nd Public: Ron Steinhardt, 2 Stuart Street. Mr. Wink is correct. There is no impact. Why would you pick to do the traffic study in December when school is closed and there are vacations?

Mr. Dean stated: When we get an application I look at a date.

Mr. Steinhardt wants to go on record that this application is for Thorlabs, not Newton.

No more public stepping forward. Portion closed.

Mr. Simmons questioned: I would like to get the revised bike path from Mr. Dean.

The application has been carried to the April 17th meeting of the Planning Board with no further notice.

CORRESPONDENCE:

Letter of Resignation – Thomas Butterfield

Resolution #33-2019 – Appointment of Barbara Vrahnos as a Regular Member of the Newton Planning Board.

Resolution #63-2019 – Appointment of John-Paul Couce as an Alternate Member of the Newton Planning Board.

EXECUTIVE SESSION - None

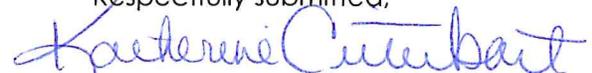
PUBLIC PORTION –

None

ADJOURNMENT

Mr. Flaherty made a motion to adjourn the meeting. Motion seconded by Mrs. Vrahnos. The meeting was adjourned at 11:15 PM with a unanimous "aye" vote. The next meeting will be held on April 17, 2019 in the Council Chambers of the Municipal Building.

Respectfully submitted,



Katherine Citterbart
Planning Board Secretary