



**BOROUGH OF
WALLINGTON, NJ**
Incorporated December 31, 1894

**24 Union Boulevard
Wallington, NJ 07057
Tel: 973-777-0318**

*From the Office Of:
Planning Board*

MINUTES OF APRIL 18TH, 2023 MEETING OF THE WALLINGTON PLANNING BOARD

THE APRIL 18TH, 2023 MEETING OF THE WALLINGTON PLANNING BOARD WAS CALLED TO ORDER BY CHAIRMAN STANLEY BAGINSKI AT 7:31 PM, CITING THAT THE RULES OF THE SUNSHINE LAW WERE FOLLOWED WITH RESPECT TO ADVERTISING SAID MEETING.

ROLL CALL: PRESENT: TOMASZ BAZEL, STANLEY BAGINSKI, JOSEPH SMITH, THERESA WYGONIK,
COUNCILMAN EUGENIUSZ RACHELSKI, NICK MELFI, MAYR MELISSA DABAL
ABSENT: PAUL SZWACZKA, ROBERT KASPEREK

FLAG SALUTE

A MOTION WAS MADE BY BAZEL AND SECONDED BY WYGONIK TO MARK AND FILE THE APRIL CORRESPONDENCE LIST.

ROLL CALL: AYES: BAZEL, BAGINSKI, SMITH, WYGONIK, RACHELSKI, MELFI, DABAL

THE FIRST MATTER OF BUSINESS WAS AN APPLICATION FOR SITE PLAN APPROVAL SEEKING VARIANCE RELIEF AND WAIVERS: 52 VAN DYKE LLC – 52-64 VAN DYKE STREET, BLOCK # 60.01, LOT 1

EXHIBITS NO.

A-7 SITE PLAN

A-8 REVISED ARCHITECTURAL DRAWINGS

A-9 REVISED RENDERING

A-10 REVISED TRAFFIC REPORT

MR. BRUINOOGHE THANKED THE BOARD AND MENTIONED PROGRESS IN NEGOTIATIONS WITH NEW JERSEY TRANSIT. HE CALLED BACK TWO PREVIOUSLY SWORN WITNESSES, DAVE EGARIAN, THE PROJECT ENGINEER, AND YOGESH MISTRY, THE ARCHITECT TO ASK THEM ADDITIONAL QUESTIONS ON THE CHANGES TO THE EARLIER MARKED SITE PLANS FROM THE MARCH MEETING.

DAVID EGARIAN TESTIFIED THAT SEVERAL CHANGES TO THE SITE PLANS WERE MADE. SOME WERE INITIATED BY THE APPLICANT AND SOME WERE IN RESPONSE TO THE LATEST ENGINEER REPORT DATED MARCH 29TH.



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A SECURITY GATE WAS ADDED AT THE BOTTOM OF THE HILL OFF OF VAN DYKE AND A PERIMETER FENCE ALONG THE NORTH SIDE.

ON THE UPPER LEVEL OF THE BUILDING A SLIDING GATE WAS ADDED OFF OF JORDAN AVE FOR SECURITY PURPOSES. THE RETAINING WALL ALONG THE FRONTAGE WAS REMOVED. MR. EGARIAN WAS ABLE TO REGRADE THE PROPERTY AND MAINTAIN THE RETAINING WALL AT THE DETENTION BASIN AND ELIMINATE THE RETAINING WALL THAT RAN ALONG JORDAN AVE AND WRAPPED AROUND. THE LANDSCAPING HAS BEEN REVISED ACCORDINGLY TO ACCOUNT FOR THE REVISED GRADING.

PER MR. JUZMESKI'S SUGGESTION, THE GUARDRAIL ALONG THE DRIVEWAY FROM JORDAN AVE INTO THE UPPER PARKING LOT WAS REVISED.

DRAWING NUMBER 5 DETAILED A PRECAST CONCRETE HEADWALL AND A RIPRAP APRON THAT WOULD BE PLACED INTO THE NEW JERSEY TRANSIT SWALE. A TRASH RACK WAS ADDED TO THE DETENTION BASIN TO BETTER CONTAIN ANY DEBRIS AND LEAVES. IT ALSO SHOWED THE SANITARY SEWER TYING INTO THE FIRST DOWNSTREAM MANHOLE SOUTH OF THE PROJECT SITE.

CHANGES TO DRAWING NUMBER 11 SHOWED A SIX-FOOT WIDE FENCE WITH PRIVACY SLATS, A GATE DETAILS AND THE GUARDRAIL.

THE STORM WATER REPORT WAS MODIFIED TO SHOW THE TIME OF CONCENTRATION TO BE THE ACTUAL VALUE INSTEAD OF A SIX-MINUTE MINIMUM. IT DIDN'T CHANGE THE SIZE OF THE BASIN.

MR. EGARIAN TESTIFIED THAT THE CHANGES MADE TO THE SITE PLAN DID NOT REFLECT ANY CHANGES TO THE APPLICATION IN TERMS OF THE NUMBER OF VARIANCES HOWEVER THEY SLIGHTLY CHANGED.

MR. EGARIAN REFERRED BACK TO THE DETENTION BASIN. HE TOLD THE BOARD THAT THE PROJECT IS PROPOSING 75 FEET LONG, 15 FEET WIDE AND EIGHT-FOOT-DEEP DESIGN. THE WALLS ALONG JORDAN AVE AND THE NORTH WALL WOULD ACT AS RETAINING WALLS. IT WOULD BE REINFORCED CONCRETE. IT WILL BE AN OPEN TOP TANK PERIODICALLY MAINTAINED FOR DEBRIS.

CHAIRMAN BAGINSKI ASKED QUESTIONS ABOUT THE BASIN AND MR. EGARIAN EXPLAINED THAT THE BACK SIDE OF THE WALL WOULD BE THE BUILDING ITSELF, WHICH WOULD HAVE THE ARCHITECTURAL TREATMENT.

CHAIRMAN ASKED HOW WOULD THE OPEN TOP BE PROTECTED AND THE ENGINEER EXPLAINED THAT THERE WOULD BE A SIX-FOOT HIGH FENCE ALL THE WAY AROUND THE BASIN.

CHAIRMAN BAGINSKI ASKED IF THE FENCE WOULD BE AN APPROPRIATE BARRIER FOR PEDESTRIAN SAFETY. MR. JUZMESKI STATED THAT THE FENCE WOULD BE A TYPICAL PROTECTION, HOWEVER HE WOULD HAVE TO CONFIRM THAT A RAILING ALONG JORDAN AVE WOULD NOT BE NEEDED FOR VEHICULAR PROTECTION.

MR. SMITH HAD A QUESTION ABOUT THE OVERFLOW PIPE AND ITS DRAINAGE.



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MR. EGARIAN STATED THAT ALL WATER WOULD DRAIN OUT OF THE TANK INTO AN EIGHT-INCH HTP PIPE AND THEN DOWN TO THE NEW JERSEY TRANSIT RAILROAD. THE TANK ITSELF WOULD SERVE AS A PRETREATMENT DEVICE TO CAPTURE ANY SOLIDS SO THEY WOULDN'T WASH DOWN TO THE NEW JERSEY TRANSIT SWALE.

MR. SMITH ASKED ABOUT THE DRAINAGE SPEED AND QUESTIONED THE MATERIAL OF THE OVERFLOW PIPE.

THE ENGINEER TESTIFIED THAT THE SITE PLANS ARE SHOWING REINFORCED CONCRETE PIPE UNDER THE DRIVEWAY.

AFTER A SHORT CONVERSATION BETWEEN MR. SMITH AND MR. JUZMESKI ABOUT THE AESTHETICS OF THE HANDRAIL CHAIRMAN BAGINSKI OPENED A HEARING OF THE CITIZENS.

MR. MIKE CHIRLO ASKED ABOUT THE MAINTENANCE OF THE BASIN AND THE CLOGGING POSSIBILITY.

MR. EGARIAN RESPONDED THAT THE OUTLET BOX ITSELF HAS AN OPEN TOP SO EVEN IF THE PIPES CLOG UP IT WILL OVERFLOW INTO THE BOX AND THEN FLOW OUT. THEREFORE, IT CANNOT GET CLOGGED AND IT'S DESIGNED TO HANDLE THE 100-YEAR STORM AS WELL.

NEXT, MR. KENNETH O'KEEFE WANTED TO KNOW WHERE THE WATER IS BEING TAPPED FROM BECAUSE HE LIVES ON THE CORNER OF JORDAN AVE AND VAN DYKE. IT'S THE LAST HOUSE AND HE DOES NOT HAVE A GREAT WATER PRESSURE. MR. EGARIAN RESPONDED THAT IT'S TO BE DETERMINED.

CHAIRMAN CLOSED THE HEARING OF THE CITIZENS.

MR. YOGESH MISTRY WAS CALLED TO TESTIFY.

HE WENT OVER A VERY FEW CHANGES THAT WERE MADE TO THE ARCHITECTURAL DRAWINGS SINCE MARCH MEETING. THE FIRST CHANGE WAS TO ELIMINATE THE RETAINING WALL. THE RETAINING WALL DOWN JORDAN AVENUE HAS BEEN ELIMINATED AND THE FENCE HAS BEEN PROPOSED IN ITS PLACE. THE STAIRS WERE SLIGHTLY REDESIGNED. SOME OF THE OTHER CHANGES THAT WERE MADE TO THE SITE PLAN HAVE BEEN INCORPORATED INTO THE RENDERING. THE ROOF SCUPPERS ON THE REAR OF THE BUILDING WERE ELIMINATED. THE ROOF IS GOING TO PITCH INTERNALLY AND ALL THE DRAINS ARE GOING TO BE CAPTURED WITHIN THE BUILDING AND PIPED TO THE NEW BASIN. ARCHITECTURALLY THE BUILDING DIDN'T CHANGE.

CHAIRMAN BAGINSKI ASKED ABOUT THE GUARDRAIL PLACEMENT. MR. EGARIAN EXPLAINED THAT IF THE GUIDERAIL WOULD WRAP AROUND ALONG THE SIDE TO WHERE THE STAIRS ARE IT WOULD INTERFERE WITH THE GATE. CHAIRMAN WAS CONCERNED ABOUT SOMEONE DRIVING OUT AFTER MISJUDGING THE DRIVEWAY.

MR. JUZMESKI EXPLAINED TWO POSSIBLE OPTIONS. A GUARDRAIL COULD BE INSTALLED, WHICH WOULD BE AESTHETICALLY NOT PLEASING OR A PARAPET INTEGRATED INTO THE BASIN THAT MIGHT LOOK BETTER WITH THE OVERALL DESIGN OF THE BUILDING.



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MR. BAZEL QUESTIONED THE VARIANCE FOR THE BUILDING COVERAGE AND ASKED WHY IS IT NECESSARY AND WHY WOULDN'T IT BE POSSIBLE TO COMPLETE THIS PROJECT WITHIN THE 50 PERCENT COVERAGE THAT'S REQUIRED BY THE BOROUGH.

MR. MISTRY TESTIFIED THAT DUE TO THE CAPPING OF THE SITE THE APPLICANT FELT IT WOULD BE A GOOD BALANCE.

CHAIRMAN BAGINSKI OPENED AND CLOSED THE HEARING OF THE CITIZENS.

ANOTHER WITNESS WAS CALLED – MR. MATTHEW SECKLER FROM STONEFIELD ENGINEERING DESIGN – A LICENSED PROFESSIONAL ENGINEER IN THE STATE ALSO RECOGNIZED AS A PROFESSIONAL TRAFFIC OPERATION ENGINEER BY THE INSTITUTE OF TRANSPORTATION ENGINEERS.

MR. SECKLER WAS HIRED TO CONDUCT A TRAFFIC STUDY AND REVIEW THE SITE.

HIS OFFICE CONDUCTED TRAFFIC COUNTS ON THURSDAY, OCTOBER 12TH, 2022 FROM 7 A.M. TO 9 A.M. AND 4 P.M. TO 7 P.M. TO GET THE BUSIEST RUSH HOUR TIME PERIOD OF TRAFFIC ON THE ROADWAYS, SPECIFICALLY THE INTERSECTION OF PATERSON AVENUE AND JORDAN AVENUE AS WELL AS THE VAN DYKE, JOHNSON AVENUE INTERSECTION. THE COUNTS IDENTIFIED PEAK HOURS OF TRAFFIC AND THE TYPE OF TRAFFIC THE SITE WOULD GENERATE. THIS WOULD BE A MUCH SMALLER DEVELOPMENT, ONE THAT HAS BEEN SPECIFICALLY DESIGNED WITH SMALLER VEHICLES IN MIND.

MR. SECKLER LOOKED AT WHAT THE EXPECTED TRIP GENERATION FROM A SITE LIKE THIS WOULD BE BASED ON THE INSTITUTE OF TRANSPORTATION ENGINEERS TRIP GENERATION MANUAL. FOR A BUILDING OF THIS SIZE IT'S PROJECTED IT WOULD GENERATE ABOUT 30 TRIPS IN THE MORNING OR IN THE EVENING PEAK HOURS. THAT'S GENERALLY EMPLOYEES COMING TO THE SITE OR LEAVING THE SITE. 30 TRIPS WOULD BE ONE CAR EVERY TWO MINUTES BEING GENERATED FROM THIS SITE. MR. SECKLER ALSO LOOKED AT THIS DEVELOPMENT FROM A PARKING PERSPECTIVE AND FOR A SITE OF THIS SIZE HE WOULD TYPICALLY PROJECT ABOUT 25 VEHICLES BEING PARKED DURING THE PEAK TIME PERIOD. THAT INCLUDED LARGER WHEEL-BASED VEHICLES LIKE TRUCKS AS WELL AS CARS. THE SITE WOULD HAVE 30 VEHICLE PARKING SPACES.

THE APPLICANT WOULD BE COMPLIANT WITH THE PARKING ORDINANCE THAT THE BOROUGH HAS IN PLACE FOR THIS TYPE OF USE. THE "IT" PROJECTED THAT A BUILDING LIKE THIS WOULD HAVE AROUND 25 EMPLOYEES.

THE APPLICANT IS SEEKING A WAIVER THAT RELATES TO PARKING SPACE DIMENSION SIZE. THE PROPOSED PARKING SPACES ARE 9-BY-18, WHICH IS STANDARD FOR A LOW TURNOVER PARKING SPACES AND THE BOROUGH REQUIRES 9-BY-20.

MR. SECKLER EXPLAINED THAT MOST PEOPLE WOULD BE COMING IN AND OUT MAYBE ONCE OR TWICE A DAY AND 9 FEET BY 18 FEET PARKING SPACE WOULD BE MORE SUFFICIENT FOR THIS TYPE OF DEVELOPMENT.



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IN ADDITION, THE APPLICANT IS SEEKING WAIVERS RELATED TO DRIVEWAY SIZE. THE ONE ON VAN DYKE WOULD BE 35 FEET IN WIDTH, WHICH WOULD BE COMPLIANT WITH THE BOROUGH ORDINANCE. THE ONE ON JORDAN AVE WOULD BE 26 FEET IN WIDTH. TRAFFIC ENGINEER BELIEVED THAT 26 FEET BASED ON THE TRUCK TEMPLATES WOULD BE SUFFICIENT FOR VEHICLES TO TURN IN AND OUT SAFELY. IN ADDITION, IT WOULD ALLOW THE CURB CUT ON JORDAN AVE TO BE LIMITED IN SIZE SO THE STREET PARKING FOR THE RESIDENTS WOULD BE MAXIMIZED.

MR. BAZEL ASKED IF THE TRAFFIC ENGINEER HAD A CHANCE TO LOOK AT THE ACTUAL NAVIGATION OF THE 25-FOOT BOX TRUCK THROUGH THE STREET WITH CARS PARKED ON BOTH SIDES.

MR. SECKLER TESTIFIED THAT THE VEHICLES WOULD BE SIMILAR TO THE AMAZON VAN TYPE OF DIMENSIONS. SO, IF YOU WOULD HAPPEN TO HAVE TWO CARS GOING IN OPPOSITE DIRECTIONS AND HAVE PARKED CARS ON BOTH SIDES OF THE STREET ONE VEHICLE WOULD HAVE TO YIELD TO THE OTHER, WHICH IS COMMON ON STREETS THAT HAVE PARKING ON BOTH SIDES.

CHAIRMAN BAGINSKI OPENED A HEARING OF THE CITIZENS.

MR. MIKE CHIRLO ASKED IF ANY TYPE OF EQUIPMENT WAS PUT ON THE STREET TO CALCULATE THE TRAFFIC.

MR. SECKLER RESPONDED THAT IN ORDER TO PROJECT HOW MUCH NEW TRAFFIC WILL BE ADDED, THEY USED A FORMULA THAT SAYS BASED ON THE SQUARE FOOTAGE THIS IS THE AMOUNT OF ADDITIONAL TRAFFIC AND YOU ADD THAT TO THE ROADWAY COUNTS THAT WAS DONE ON JORDAN AVE AND ON VAN DYKE.

MR. M. CHIRLO STATED THAT JORDAN AVE SEES A LOT OF TRACTOR TRAILER TRAFFIC AND ASKED HOW THE TRAFFIC ENGINEER CAN PREDICT THAT THE NEW SITE WON'T GENERATE SIMILAR PROBLEM.

MR. SECKLER STATED THAT IF A TRACTOR TRAILER WOULD ENTER INTO THE SITE THEY COULDN'T ACTUALLY GET INTO THE BAY.

MR. CHIRLO CONTINUED TO STATE THAT THE TRAFFIC WOULD GREATLY AFFECT THE RESIDENTIAL AREA AND IT WOULD MAKE IT DANGEROUS FOR THE KIDS PLAYING IN THE STREET.

MR. SECKLER CLARIFIED THAT WHEN HE MENTIONED THE NUMBER OF VEHICLES IT WASN'T GOING BE 20 TRUCKS PER HOUR BUT 20 VEHICLES - SOME MAY BE TRUCKS AND SOME REGULAR VEHICLES.

CONVERSATION CONTINUED REGARDING THE TRAFFIC GOING DOWN RESIDENTIAL ROADS AND MR. M. CHIRLO ASKED WHY AN EASEMENT ON CURIE AVENUE COULD NOT BE UTILIZED TO LET THE TRAFFIC THROUGH. APPLICANT'S ATTORNEY EXPLAINED THAT THERE IS NO EASEMENT ACROSS LOT 2 THAT ALLOWS LOT 1 TO GET TO CURIE AVENUE.

MAYOR DABAL CLARIFIED BY SAYING THAT THE BOROUGH HAVE BEEN TALKING WITH THE DEVELOPERS IN THE AREA TO POSSIBLY BUILD OUT, BUILD ON TOP OF THAT SANITARY SEWER EASEMENT IN ORDER TO EASE THE TRAFFIC BURDEN ON JORDAN. THE DISCUSSIONS ARE STILL ONGOING. MAYOR DABAL EXPRESSED HOPE TO DIVERT THE OVERWHELMING MAJORITY OF TRAFFIC WITH THE COOPERATION OF



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DEVELOPERS THAT WE CAN BUILD SOMETHING OUT THAT WILL TRAVERSE ACROSS BOTH PROPERTIES OUT TO CURIE AND OUT TO PATERSON PLANK.

MR. M. CHIRLO CONTINUED TO STATE HIS DISSATISFACTION WITH THE PROJECT TO WHICH CHAIRMAN BAGINSKI CLARIFIED THAT THIS APPLICANT IS NOT LOOKING FOR A ZONING CHANGE. THIS IS AN APPROVED LIGHT INDUSTRIAL ZONE TO BUILD THAT KIND OF STRUCTURE.

CONVERSATION ABOUT TRACTOR TRAILERS TRAFFIC CONTINUED BETWEEN CHAIRMAN BAGINSKI AND MR. JAMES WOOD.

MR. MELFI POINTED OUT THAT THE CITIZENS SHOULD BE ASKING QUESTIONS RELATED TO WITNESS TESTIMONY AND NOT GIVE STATEMENTS.

AFTER SIMULTANEOUS CROSSTALK THE BOARD'S ATTORNEY TOLD MR. WOOD THAT HIS COMMENTS COULD BE HEARD AFTER ALL WITNESS TESTIMONIES WERE COMPLETED.

MR. KENNETH O'KEEFE CAME UP AND SHOWED A PICTURE OF HIS SIDEWALK. HE CONTINUED TO STATE THAT THE TRUCKS ARE NOT YIELDING AND ARE DRIVING THROUGH THE SIDEWALKS THAT GET DAMAGED BECAUSE OF IT.

CHAIRMAN BAGINSKI CLOSED THE HEARING OF CITIZENS.

MR. BRUINOOGHE ASKED THE TRAFFIC ENGINEER WHETHER OR NOT THIS SITE PLAN IS COMPLIANT WITH THE ORDINANCES OF THE BOROUGH OF WALLINGTON IN TERMS OF PARKING BASED ON HIS STUDY, ANALYSIS OF THE SITE AND HIS EXPERIENCE AND MR. SECKLER CONFIRMED.

MR. JUZMESKI ASKED IF IT IS CORRECT TO STATE THAT BASED ON THE TRAFFIC REPORT IT APPEARS THAT THE LEVEL OF SERVICE AT THE INTERSECTION OF THE STUDY BETWEEN THE FUTURE BUILD AND THE BUILD WILL NOT BE SUBSTANTIALLY IMPACTED. MR. SECKLER CONFIRMED. MR. JUZMESKI ALSO ASKED IF THE PRIVACY SLATS IN THE FENCE WOULD OBSTRUCT THE VISIBILITY OF THE EXIT DRIVEWAY ALONG JORDAN AVE. MR. SECKLER RECOMMENDED THAT THERE SHOULD BE ABOUT FIVE FEET OF NO PRIVACY SLATS SO IF A VEHICLE WAITED TO GET OUT THE DRIVEWAY ON JORDAN AVE., THE FENCE WOULDN'T BE BLOCKING THE VIEW OF VEHICLES GOING UP AND DOWN THE STREET.

MR. JUZMESKI ALSO ASKED ABOUT VEHICLE SAFETY IN REGARDS TO THE DEPTH OF THE BASIN AND IF THE DOT REQUIREMENT FOR GUARDRAIL ALONG JORDAN WOULD BE JUSTIFIED IN THIS CASE.

MR. SECKLER SAID HE WILL NEED TO CHECK SOME ADDITIONAL FACTORS AND WOULD PROVIDE HIS FINDING TO THE BOARD.

LAST WITNESS WAS MR. PAUL GRYGIEL A LICENSED PROFESSIONAL PLANNER IN NEW JERSEY SINCE 1999. MR. GRYGIEL TESTIFIED THAT HE WAS ASKED TO REVIEW THE APPLICATION FOR SITE PLAN AS WELL AS VARIANCES. HIS FOCUS WAS TO REVIEW THE VARIANCES THAT ARE BEING SOUGHT TO PRESENT TO THE BOARD THE JUSTIFICATION FOR RELIEF THAT THE APPLICANT REQUIRES.

HE CONTINUED TO EXPLAIN THAT THE 1.2-ACRE PROPERTY IS LOCATED IN AN INDUSTRIAL ZONE. THE EXISTING USE OF THE PROPERTY IT'S CURRENTLY VACANT AND UNPAVED. THERE'S VEHICLE, EQUIPMENT AND MATERIAL STORAGE ON THE PROPERTY SO IT'S NOT ATTRACTIVE AND NOT UP TO CURRENT



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STANDARDS WITH REGARD TO STORM WATER MANAGEMENT, LIGHTING, LANDSCAPING ETCETERA. THE APPLICANT WAS REQUESTING APPROVAL TO CONSTRUCT A WAREHOUSE WITH TWO LEVELS. THE PROPOSAL WOULD COMPLY WITH NEARLY ALL I ZONE BULK STANDARDS. THE ONLY ONE THAT WAS NOT MET IS FOR BUILDING COVERAGE. THE MAXIMUM IS 50 PERCENT PERMITTED AND THE SITE PLAN PROPOSED 58.45 PERCENT. AS FAR AS SETBACKS, HEIGHTS, EVERY OTHER STANDARD FOR THIS ZONE, THE APPLICATION WOULD BE FULLY COMPLIANT.

VARIANCE FOR THE NUMBER OF SIGNS WAS REQUESTED BECAUSE THE APPLICANT IS ASKING FOR SEVEN SIGNS. A VARIANCE REQUESTED FOR THE WALL HEIGHT HAS BEEN ELIMINATED BUT A NEW ONE - THE FENCE HEIGHT WAS REQUESTED.

MR. GRYGIEL STATED THAT IN THIS CASE HE BELIEVED THAT C-2 CRITERIA WERE MET, THAT THE BENEFITS OF GRANTING THE VARIANCE WOULD OUTWEIGH ANY DETRIMENTS IN THAT THERE WOULD BE NO SUBSTANTIAL DETRIMENT TO THE PUBLIC GOOD OR TO MASTER PLAN OR ZONING. THE PROPOSAL APPLICANT PROVIDED WOULD BE AN ALTERNATIVE TO DEVELOP THE SITE, TO IMPROVE ITS APPEARANCE, TO BRING A PERMITTED USE ON TO THE PROPERTY AND TO UPGRADE ITS CONDITIONS WITH REGARD TO CIRCULATION, DRAINAGE, LIGHTING AND LANDSCAPING.

THE SITE WOULD BE CLEANED UP AS WELL AS CAPPED FOR ENVIRONMENTAL CONTAMINATION.

THE ADDITIONAL COVERAGE COULD BE MITIGATED AND WON'T HAVE A NEGATIVE IMPACT ON THE SURROUNDING AREAS.

NEXT MR. GRYGIEL JUSTIFIED THE WAIVERS APPLICANT WAS SEEKING. GIVEN THE OVERALL APPLICATION, HOW IT EVOLVED HE BELIEVED THE APPLICATION COULD BE GRANTED IN TERMS OF THE WAIVERS AND VARIANCE.

MR. SMITH AND MAYOR DABAL ASKED IF THE APPLICANT WOULD BE WILLING TO COMPLY WITH CONDITIONS IF THE EASEMENT ROAD ON CURIE AVE WOULD EVER BECOME AVAILABLE, HOWEVER MR. BRUINOOGUE STATED THAT THE APPLICANT CANNOT AGREE TO THE UNKNOWN.

MR. BAZEL THANKED MR. GRYGIEL FOR CLARIFYING THE BUILDING COVERAGE ISSUE, HOWEVER HE STATED THAT HE STILL DOESN'T SEE ANY SPECIFIC REASON WHY THE BOARD SHOULD ALLOW LARGER BUILDING COVERAGE. MR. GRYGIEL EXPLAINED AGAIN HOW THE CAPPING OF THE VACANT PROPERTY WOULD BENEFIT THE TOWN AND IN RETURN THE APPLICATION ASKS FOR A HIGHER BUILDING COVERAGE.

CHAIRMAN BAGINSKI OPENED AND CLOSED THE HEARING OF THE CITIZENS.

MR. BRUINOOGUE EXPRESSED HIS GRATITUDE TO THE BOARD FOR THEIR TIME AND ATTENTION.

CHAIRMAN BAGINSKI ASKED IF ANY OF THE CITIZENS WOULD LIKE TO GIVE THEIR STATEMENTS.

MR. MIKE CHIRLO EXPRESSED THAT HE WANTED THIS PROJECT TO BE BENEFICIAL TO BOTH THE TOWN AND THE CITIZENS. HE BELIEVED THAT A ONE-STORY BUILDING WOULD BE BETTER FOR THIS SITE.



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MR. JAMES WOOD ALSO EXPRESSED HIS VIEWS ON THE PROJECT AGREEING WITH MR. M. CHIRLO IN REGARDS TO THE HEIGHT OF THE BUILDING. HE FELT THAT THE PROJECT WOULD DISTURB THE RESIDENTS LIVING AROUND THE SITE.

CHAIRMAN BAGINSKI CLOSED THE HEARING OF THE CITIZENS.

MELFI MOTIONED TO APPROVE THE APPLICATION. SECONDED BY SMITH.

ROLL CALL: AYE: BAGINSKI, SMITH, WYGONIK, MELFI

NAY: BAZEL

ABSTAIN: RACHELSKI, DABAL

THERE BEING NO FURTHER BUSINESS BEFORE THE BOARD, A MOTION FOR ADJOURNMENT WAS MADE AT 9:22 PM BY RACHELSKI.

ROLL CALL: AYES: UNANIMOUS

RESPECTFULLY SUBMITTED,

Marta Goldyn

MARTA GOLDYN
RECORDING CLERK

CC: ACE ANTONIO, ACTING CLERK (VIA: EMAIL)
FIRE OFFICIAL, EDWARD TANDERIS (VIA: EMAIL)
DEPT. OF PUBLIC WORKS, RAY DYNES (VIA: EMAIL)
RESPECTIVE FILES