

**TOWNSHIP OF MORRIS
PLANNING BOARD
REGULAR MEETING MINUTES
MARCH 18, 2019**

Call to Order

The reorganization and regular meeting of the Township of Morris Planning Board was called to order on Monday evening March 18, 2019, at 7:32 P.M. in the Municipal Building, 50 Woodland Avenue, Morris, Township of Morris, N.J.

Statement of Adequate Notice: The Chairman issued the following statement:

"I hereby announce and state that adequate notice of this meeting was provided by the Secretary of this Planning Board by preparing a notice dated March 12, 2019, specifying the time, date and place of this meeting, posting such notice on the bulletin board in the Municipal Building; filing said notice with the Clerk of the Township of Morris; forwarding the notice to the Morris County Daily Record and the Morris News Bee, and forwarding, by mail, the said notice to all persons on the request list, and I hereby hand a copy of such notice to the Secretary of the Planning Board for inclusion in the minutes of this meeting, all of the above actions being in accordance with N.J.S.A. 10:4-6, et seq., Open Public Meetings Act."

The Pledge of Allegiance was led by Mr. Franz Vintschger, Chairman

Roll Call of Planning Board Members and Professionals

Members Present

Mr. Franz E. Vintschger
Mr. Anthony Romano
Mr. Jesse Kaar
Mr. Jeffrey Grayzel, Mayor
Ms. Linda Murphy
Ms. Catherine Wilson, Township Committee
Mr. Todd Goldberg
Mr. Edward Benoit

Members Absent

Mr. Laurence D. Bobbin
Mr. Jeremiah Loughman

Professionals Present

Mr. Steven Warner, Board Attorney
Mr. Paul Phillips, Board Planner
Mr. Joseph Fishinger, Board Traffic Consultant
Mr. David Hansen, Board Engineer
Ms. Sonia Santiago, Board Secretary

Professional Absent

Mr. James Slate, Board Engineer

Public Hearing

PB-01-19, Morristown Motors, Inc.

Site Plan / Variance / Waiver

Block 10104, Lot(s) 7, 9 & 13, 169 Ridgedale Avenue, I-21 zone.

Applicant proposes to develop an automobile service facility for Subaru on lot 13, with other related improvements. Applicant also seeks variance for front yard setback and impervious coverage along with design waiver, steep slope disturbance and impervious coverage.

Proof of publication and affidavit of service filed and approved by the Board Secretary and Board attorney.

Site Inspection report dated February 15, 2019 was read into the record by Mr. Jesse Kaar, Site Inspection Committee Chairman.

TCC report dated February 19, 2019 was read into the record by Mr. Paul Phillips.

EC report dated 3-18-19 was entered into the record.

Mr. Martin Newmark, attorney for the applicant entered his appearance and presented the application to the Board.

The following professionals sworn in by Board attorney appeared to be heard.

Jonathan Brauer, Owner
John Hansen, Professional Engineer
Paul Phillips, Township Planner
David Hansen, Township Engineer
Joseph Fishinger, Board Traffic Consultant

The following exhibits were submitted during testimony.

A-1 Colored Rendering of Site Plan dated 3-12-19
A-2 Parking Schedule Calculations for Lot 13
A-3 Photo Exhibit consisting of 2 photographs of the Northeast & Southwest
A-4 Architectural Floor Plan for lot 9 dated 12-7-18
A-5 Sight Distance Plan dated 3-12-19

Summary of Testimony – John Brauer, Owner

Mr. Brauer stated that since 1968, his family has been selling cars in Morristown. In 1976 his father purchased the Toyota dealership, located at 175 Ridgedale, and in 1984 he purchased the Subaru store operating across from Burnham Park. In 1988, Toyota and Subaru moved to their current locations. The lease on this location will run until 2032 which can be extended or purchased at that time. Mr. Brauer reviewed Exhibit A-1, a Colored Rendering of Site Plan dated 3-12-19, and oriented the Board with lots 7, 9, and 13, totaling 2.8 acres. Mr. Warner confirmed there were 3 separate entities that own each of the 3 separate lots.

Mr. Newmark asked for Mr. Brauer to explain the current operation of Subaru on Lot 9. Mr. Brauer stated that lot 9 is about an acre in size, with a 9000 square foot building. Mr. Brauer used Exhibit A-1 to indicate the location of the sales and service areas, including 6 bays, and the circulation where the valet takes the car from the service area through when the service is completed. He continued that Subaru has been operating since 2000 and everything is being done at 175 Ridgedale Avenue. Nationally, Subaru sales have tripled since 2007. Our sales have doubled and service business has increased by 60%. We are small compared to other stores doing similar volume and we do not have room for growth. There have also been certain changes to the business

where the customers have included some expectations such as the enclosed service drive where they check in their vehicle. It is virtually impossible on the current site. He stated he was contacted in August 2017 for the purchase of lot 13 where currently U Lok is located. He is currently under contract to purchase this lot for \$2.475 million and will invest \$2.5 million in the site. All service and parts will be done on lot 13 and this building will be used for sales. They can enter on Hanover Avenue and it will divert a good amount of the traffic to another entrance. We will not have the congestion which we currently have in the front lot where service customers are being checked in and sales customers arrive. It will allow for better circulation and will enhance traffic in the surrounding area. Parking is a bit of a juggling act currently but with the addition of this site and additional parking spaces it will be a much smoother process. Service customers will not be parking their own cars, it will still be done by valets. Hours of operation for sales are 9am-8pm weekdays and 9am-6pm on Saturdays. Service hours are 7am-7pm weekdays and 8am-4:30pm on Saturdays. We currently have 40 employees; with the new building there will be an additional 15 employees. The proposed service center will be a two story building. Mr. Brauer described the building and where the lounge and shop will be located. The second floor will be for employees only and parts storage, an employee's locker room, a lounge room and meeting rooms.

Mr. Grayzel asked what was currently on lot 7. Mr. Brauer responded that it is mostly a parking lot with a 3,000 square foot carwash. There is also a radio tower, owned by American Tower. They have the lease and have subtenants; we have nothing to do with this operation. Mr. Brauer confirmed that no cars are delivered at this site; the trailers currently go to the storage facility at 240 Martin Luther King Ave and are driven over individually when they are ready to be moved to the display lots or shown to a customer. All deliveries and inspections occur at 240 Martin Luther King Ave.

Mr. Warner had Mr. Brauer clarify ownership of the lots because it has impacts on doctrines easements and the like. Mr. Brauer stated that lot 9 is owned by the Soloways, Lot 7 is owned by my family, and lot 13 is what we will own pursuant to our contract under a different entity name than lot 7.

The meeting was opened to the public at for questions of the witnesses; no one appeared to be heard.

Public portion closed at 8:17 pm

Summary of Testimony – John Hansen, Professional Engineer

Mr. Hansen started with the submitted sheet 2, Demolition Plan, to orient the Board with the existing conditions and surrounding property. He stated that there are three lots that are subject to the application. Lot 7 is the Toyota lot, it is horseshoe shaped going around the Subaru lot. Lot 9 is the Subaru Center that has the showroom and service center consisting of 0.75 acres, located in the I-21 zone. It is fully developed and has access from Ridgedale Avenue, with ingress on the south side and egress on the north side. Lot 13 is in the center. He continued to orient the Board stating that lot 1 is to the left, southeast, which is the Cube Smart facility. The property adjacent to lot 13 to the north is a small office building. On the other side of lot 7 is the Scion dealership which was approved by this Board in 2005, under the Morristown Motors operation. On the right side is Ridgedale Avenue, under the jurisdiction of Morris Township and on the bottom is Hanover Avenue, under the jurisdiction of Morris County. Lot 13 is a flag lot, and it has access to both Ridgedale Ave. and Hanover Ave. The body of the lot is developed with the U Lok facility. The way it currently exists, there is access on both sides, but currently it does not connect all of the way through. Also on lot 13 is existing vehicle storage that was approved in 1983.

Mr. Hansen used A-3: a Photo exhibit sheet 1 of 3 consisting of 2 photographs taken in February 2018. One photo shows the view of the interior of the U-Lok site looking out towards Hanover Ave. It is a first generation type of self-storage, simple in nature. The second photo shows the view of entrance from Hanover looking at the site. In my opinion, it is somewhat of a tired site; it has used its useful life. The 3 lots are zoned I-21, and lot 13 is in an overlay zone. The bulk standards for I-21 apply here because we are a permitted use and what we are proposing is a permitted use. Existing conditions on Lot 13 include the flag getting narrower as it gets closer to Hanover Avenue. There are no environmental land use constraints such as wetlands, forested areas on the property. There are some regulated slopes in the northern section adjacent to lot 12, the office facility. In my opinion, these are manmade. When the U Lok site was constructed in 1978, the site was constructed into the hill. In order to make the grade work, they excavated the property, installed the retaining walls and cut the hill down to meet the grade between lot 12 and 13. In my opinion they are not an environmental consideration.

Mr. Hansen started with going through the development on each lot. Using exhibit A-1, he stated that the only thing changing on lot 7 is minor grading and paving to make safe access between both of the sites. Currently the storm water discharges to a flared section and then discharges to grade. While it all meets code, it is a less than perfect scenario because the water has to flow over land before it gets to the collection system. One of the benefits of Mr. Brauer obtaining lot 13 is that storm water can now connect from lot 7 to the piping system on lot 13 and then discharge into the collection system in East Hanover.

Lot 9 is the Subaru dealership. All of the improvements we are doing on this site are to advance safety and aesthetics. The only thing unrelated to safety and aesthetics that we are asking for are 5 display vehicle parking stalls, currently a grass area between the existing parking area and Ridgedale Ave. It is not permitted by the ordinance. It is considered to be parking in the front yard, and a variance will be required. The display parking for a dealership is very important to the success of the dealership. Most of the dealerships along Ridgedale Ave. have display parking, Subaru has never had any. Currently, customer parking is in the front. Regarding the lighting, we are proposing to remove one stanchion and upgrade the lighting on the other stanchions to current standards. This will be all LED lighting consistent with the intensity and scale of what was approved with Toyota a clean bright light, safer site and better energy efficient site.

In order to balance the minor increase in coverage proposed from the display spaces, we are going to reorganize the pervious and impervious coverage areas on the northern side of the Subaru building. There will be a minor increase in coverage, approximately 450 square feet for lot 9. In my opinion, that is an insignificant amount, there is no need for storm water management and there will be no detrimental impacts. The enhancements and increase in safety far outweigh any impacts of the additional coverage. The entrance and the exit will stay the way they are now, one way in and one way out. We are not proposing any major sign changes on lot 9. The existing free standing sign will remain. The small enter and exit signs will be replaced with standard dealership enter and exit signs. In addition there will be another directional sign in the northern corner of the building, to clearly and safely direct people coming into the site where the service center is. Another directional sign was added towards the back to provide further direction. Variances are required for these signs. Regarding the building mounted signage on the new and old Subaru sites, there will be some on the corner of the new site to help people to get there safely. On lot 9, there are existing signs but because we will no longer be doing service here, we will remove the sign, these "s-e-r-v-i-c-e" letters, so there will be a reduction in building mounted signage which slightly offsets the addition of new directional signage. Regarding dimensional variances for lot 9, there is a setback of the existing building to the property line; that is not changing. There are a couple of variances and design waivers required. For impervious coverage, we are over the 75% allowable. We currently have 91.94% and we are proposing 93.33%. It is a di minimus increase in coverage. We are

requesting a design waiver for the curb radii, 15 feet is proposed where 35 feet is required. Regarding signs, one free standing sign is permitted, there are currently 3, and we are asking for 4.

Lot 13 is the flag lot where the majority of the project is happening. We are proposing to build the new service center; the access will be the same from Ridgedale Ave, with new pavement. There will be a connection between these sites for better circulation. With the circulation between Ridgedale and Hannover you would be able to get emergency vehicles in with more room to maneuver. Most of the variances have to do with the regulated slopes because of the uniqueness of the topography and the narrowness of the lot in this location. We will need a retaining wall and once it is connected to the existing structure, it acts as a principal structure. With the safety fence on top of the retaining wall; it is all tied together.

Mr. Hansen referred to Exhibit A-2: which consisted of Parking Schedule Calculations for Lot 13. We need 75 parking spaces, and 110 are proposed. Almost all of the customers that come here drive into the building, are greeted by service people, and then the valet maneuvers the car around the site. Only a few spaces need to be open at any time. There will be stack parking proposed to the north of the existing building. A variance is required as stack parking is not permitted. We designed it in a way that there is limited impervious coverage, more efficient use of the property; there is no customer parking in that area. We will need a variance for the parking stalls the ordinance requires a 10 x 20 stalls; we design it as 9 x 18 which is acceptable in the industry for anything that is not a shopping center use. It is a more efficient use of the property. There is a variance required for aisle width where 25 feet is required and to the south there is 20 foot wide drive aisle which is suitable for safely getting cars by one another.

Mr. Hansen stated that he had received the Environmental Commission report, and the overall context of the proposed plan is environmentally sensitive. We are not increasing our coverage by more than a ¼ of acre. There were suggestions for rain gardens and based on the use of this site, and the amount of area, in my opinion, they are not appropriate for this site. I think what we have is acceptable and appropriate. The Township has storm water management regulations, and in my opinion what is proposed in the site plan satisfies the regulations.

Mr. Hansen referred to the rendered sheet 11 of 18, the Regulated Slopes Plan, and stated that a design waiver is required for disturbing the slopes. The lighter areas on the plan are areas that are less than 15%, and the darker the area the higher the steep slope. We are removing a retaining wall and replacing it with a new retaining wall. In order to do this it is required to disturb some of these slopes. From the 15-20% range, 50% are allowed to be disturbed and we are proposing to disturb 92% in order to build the project. Over the 20-25% range, 33 % is allowed to be disturbed we are proposing to disturb all of them and over 25% none is allowed to be disturb and we are proposing 49% of the slope. By constructing on these steep slopes, there will be no impact downstream to adjacent properties, no soil slippage or erosion, and construction can occur without any negative impacts in my opinion. A discussion was carried among the Board members and the applicant's professionals regarding parking, signs, retaining walls, storm water management, emergency vehicle access, and landscaping. The applicant agreed to do landscaping on the steep slope per the Township Engineer's satisfaction.

Regarding the Site Committee report, Mr. Kaar asked if will there be any landscaping along Hanover Ave on lot 13. Mr. Hansen responded that there are 3 overgrown trees that will be removed and then annuals/perennials will be around the sign base to make it attractive, and boxwoods would be added to provide a buffer between the split rail fence, retaining wall and building. It will be multi levels of landscaping, where you will still be able to see the building and you will have safe and adequate site distance for cars on Hanover; it will add visual interest. The applicant agreed to work

with the types and location of landscaping for this area also per the Township's Engineer's satisfaction.

Mr. Phillips requested Mr. Hansen to explain what the space in the building on lot 9 would be used for that was part of the service component. Mr. Hansen stated that the 2 areas will be for vehicle display, and the service component with the 6 bays. Mr. Hansen indicated the new use of lot 9 listed on the zoning chart meets the ordinance standard, as the automobile dealership standard was used. We believe we have enough employee and customer parking, and that no variance is required for the number of stalls. Mr. Hansen indicated on the site plan where the various parking types are located – display inventory, customer parking, pre and post service staging, and long term inventory storage. Mr. Hansen stated that on lot 9, is also inventory storage as the 1983 Resolution allows for vehicle storage. That is flex space that would be for vehicle storage and service overflow. Mr. Phillips stated that the Board has expressed concern about the short or long term display and inventory spaces along the roadway, and that it does require a variance. Mr. Phillips recommended addressing it again at the next meeting.

Mr. Goldberg asked the applicant to advise where the employee parking would be. Mr. Brauer stated there is employee parking in the rear of lot 7 that both Toyota and Subaru employees use and then also in the rear of the building on lot 10. Mr. Warner asked if there would be sufficient employee parking on lot 7 if the applicant did not have control of lot 10. Mr. Brauer stated that we would rearrange things to make sufficient employee parking if we did not have control over lot 10. Mr. Hansen stated that they do not have designated employee parking for lot 13 but have ample parking for employees and customers; it is not delineated or with signage.

Mr. Hansen referred to Exhibit 4, the Architectural Floor Plan dated 12-7-18, indicating how customers would enter the existing building on lot 9. Customers would not be able to enter from the rear of the building; they would enter on the west side or in the front. There is not a sidewalk, but it is a low traffic area with a dead end and customers can walk through the drive aisle.

Summary of Testimony - Mr. Joseph Fishinger, Board Traffic Consultant

Mr. Fishinger reviewed some of the comments in his report, and requested the applicant to introduce the sight distance exhibit (A-5) as evidence. Mr. Hansen stated that this shows the eye location in the exit driveways measuring at 14.5 feet from the edge of the traveled way and having an available sight distance of 450 feet in both directions. It is safe with adequate site distance. Mr. Fishinger asked which of the trees on both Hanover and Ridgedale were being removed or limbed, and to confirm that the ones limbed in the public Right of Way will continue to be maintained and limbed within the sight triangle. Mr. Hansen responded that the Hanover Ave frontage has three tired trees past their useful life that will be removed and this will only enhance site distance. The shade trees located on Ridgedale Avenue will not be removed or limbed at this time as the limbs are 5.5-6 feet above grade. If they grow, the applicant will limb them. Regarding fire truck circulation on the southern part of the property, Mr. Fishinger asked if the plan could be revised so that the fire truck has sufficient space to turn around. The Applicant agreed to do a plan revision for the fire truck circulation, and could make it a mountable curb. Mr. Fishinger asked how many cars could fit into the covered cuing area. Mr. Hansen stated at least four cars per lane could cue up for service.

Mr. Warner asked if Mr. Hansen has evidence of what is a reasonable amount of storage for this use in comparison to others. Mr. Hansen stated that we are not seeking a variance for impervious coverage on Lot 13, its only on lot 9 where the show room is. If you look at the existing coverage, which is over 91.94% and we are proposing 93.33%. There is a 1.39% increase and that relates to 450 square feet, a couple of parking stalls. We think it is a benefit to have those additional stalls that the applicant can use to put cars in, plow the snow and make the site more efficient. Mr. Warner stated it is still an increase in cumulative impervious coverage that is permitted. Mr. Warner asked

Mr. Hansen to clarify why the parking schedule calculations submitted today as exhibit A-2 was different than the one previously submitted. Mr. Hansen explained that there are 2 sections of the ordinance you can use if you are an auto service type of facility. We went back and looked at it and as part of a dealership with a component for service, and we recalculated it. Regarding Hanover Ave having the same access it is still 2 way unrestricted access. We met with the reps of Morris County and they are comfortable to have it remain as is. Regarding upgrading the lighting, Mr. Warner confirmed with the applicant that there is no variance or waiver relief as currently proposed. Mr. Hansen stated we are matching the lighting to the Toyota dealership, and meeting the candle requirements under the ordinance.

Mr. Goldberg asked for testimony on the location, size and overflow protection of the waste oil tanks on the outside of the footprint of the building, and if they were visible, would there be screening from Hanover Avenue. Mr. Hansen stated that they will testify further to this. Mr. Kaar also stated that bollards should be required as a stipulation so vehicles cannot strike the waste oil tanks.

The meeting was opened to the public for questions of the witnesses; the following person appeared to be heard.

Lee Goldberg

10 Arrowhead Road

Public portion closed at 10:16 pm

Mr. Brauer stated that since 1983 the lease for lot 13 has included vehicle display or storage on the southern part of the lot and that has been vital to our operations. The Subaru's arrive at the Martin Luther King Ave location there but they do not stay at that location; it is used for Toyota storage. Lot 13 has always been used for new vehicle storage/display. The stacked parking is for service customer cars parked by our own staff, it is not inventory storage. In front of the building is customer parking. We do not have any display facing onto Ridgedale Avenue. This is an attempt to give us a display closer to the road. There is no intent to put more cars here to have more space at Martin Luther King Ave location. Mr. Phillips stated that from a zoning perspective in terms of a parking standard to regulate automotive dealerships, the Township has a standard that they use and comply with and it factors in the service component. The issue is how much of the site a dealership wants to have for inventory and storage and that is what is driving the additional space. They meet what they need but the question is what is a reasonable amount for inventory and storage for a dealership of this size. Lot 13 meets impervious coverage but lot 9 is over. That is why I am asking them to reconsider the 5 inventory spaces along Ridgedale Avenue along the streetscape. There is plenty of language in the Master Plan regarding beautifying the streetscape along Ridgedale Avenue and if they offer that, they would be close to or below the 91% coverage they are at now. Mr. Newmark stated that they will look at it.

Mr. David Hansen, Township Engineer, asked how many cars are sold over the course of the month at the Subaru dealership. Mr. Brauer stated we did 1400 new cars last year, about 120 a month. We average about 15 used cars per month. The cars will not be sitting there for very long. The advantage of Subaru is that most of the inventory is already there.

Mr. Newmark stated that there is architect, traffic, and sign testimony for the next meeting.

Due to the late hour and other items on the agenda for discussion, the Board carried the application to the April 1, 2019 Planning Board meeting, without further notice.

Recess taken at 10:29 pm
Meeting reconvened at 10:39 pm

Other Matters

Southgate Center Five, LLC, Block 7001, Lots 1 & 2 request for extension of approval

Mr. Warner gave the Board a brief refresher of the application, and informed the Board that this application for site plan approval variance and design waiver relief for a medical office building and parking was approved almost three years ago. The successor to Southgate Center Five, HRSE Entity, has requested a one year extension because it took over 2 years to get DEP approvals due to wetlands and other issues on the property. The engineer from PS&S will provide testimony on behalf of the applicant for the one year extension request and to explain why it took two and a half years for DEP to give the approvals.

Mr. Warner swore in Mr. Craig Hermann from PS&S as the engineer for the applicant. Mr. Hermann stated that the Board had granted a site plan approval almost three years ago for the construction of an 82,000 square foot medical office building, including 2 floors of office, with three level of parking in a stand-alone parking garage. There is a detention system to the northeast and water quality treatment devices to meet the water quality requirements of the application. Mr. Herman reviewed the previously approved permit plans from DEP. They consist of the wetlands and a tributary to the Great Brook that was previously unidentified that required a 150 foot buffer which extended into the building. That resulted in us trying to work with the wetlands in the area and not encroach in the 150 buffer, which we were not able to do. We needed to go through a DEP review, which took 2.5 years to get the DEP approval. Now that we have the approval, we are working with the Township Engineer and obtaining the other approvals required. The reason we are requesting an extension of approval is due to the time that it has taken us to obtain the DEP approvals.

Mr. Grayzel requested more information regarding the previously unidentified tributary. Mr. Hermann stated that part of the LOI from 2015 that we used did not identify the tributary. Once we submitted it to DEP, they had identified the tributary and that it had a 150 foot buffer extending into the building. The hardship approved by the DEP allows us to keep the original building envelope. Mr. Hermann further stated the DEP requirements were met for storm water by the approval of the application. Mr. Warner confirmed that the applicant is not asking for any amendment to the original 2016 Board approval, other than the extension of time and that any extension granted will be subject to of all the conditions of the 2016 Board approval. Mr. Warner asked how not lowering the grade does not change the site plan. Mr. Hermann stated that they will work with the Township Engineering Department to abide by the approval. Mr. Warner stated that if it is determined they did not abide, they would need to come back for an amendment of the approval. Mr. Goldberg confirmed the new LOI would be used if they did have to come back for an amendment of the approval. Mr. Hermann stated that the new LOI is based upon the latest wetland that are on the site and flood hazard area requirements with the new buffer. We received the general permits for the disturbance we needed that include the compensation areas for the wetlands as required by the DEP.

The meeting was open to the public for questions or comments of the witness. The following person appeared to be heard.

Lee Goldberg 10 Arrowhead Road
Public portion closed at 7:50 pm

On a motion made by Ms. Murphy, seconded by Mr. Grayzel, and upon a roll call, the following resolution for a 1 year extension of the site plan / variance and site plan/exception/design waiver approval to April 18, 2020, subject to all of the same conditions as set forth in the prior approval, attached hereto and by reference made part of the official minutes of this meeting, be adopted as circulated and placed on file in the office of the Planning Board.

Roll Call (voting members)

Mr. Romano	YES
Mr. Goldberg	YES
Mr. Kaar	YES
Mr. Grayzel	YES
Ms. Murphy	YES
Mr. Benoit	YES
Ms. Wilson	YES
Mr. Vintschger	YES

Master Plan Consistency determination for County Trail Restoration

Mr. Warner stated that the Board is asked to do a Master Plan consistency review for any public agency for expenditure of public funds, and we have been asked to do so in connection with the grant sought by the County for the Frelinghuysen Arboretum. Mr. Phillips was sworn in by the Board attorney. Mr. Phillips stated that the County Park Commission is submitting an application to the DEP Green Acres program to fund trail improvements and meadow restoration at the Arboretum. Our Master Plan has an expressed goal of preservation and enhancement of recreation facilities for public enjoyment. One of the specifics is to upgrade existing facilities. This is indeed consistent with the Master Plan. Ms. Murphy stated that this is a beautiful plan, Ms. Wilson agreed as well.

On a motion made by Ms. Murphy, seconded by Mr. Goldberg, and upon a roll call the following resolution, attached hereto and by reference made part of the official minutes of this meeting, be adopted as circulated and placed on file in the office of the Planning Board.

Roll Call: (Voting Members)

Mr. Romano	YES
Mr. Goldberg	YES
Mr. Kaar	YES
Mr. Grayzel	YES
Ms. Murphy	YES
Mr. Benoit	YES
Ms. Wilson	YES
Mr. Vintschger	YES

Legislative Committee Report -No updates to report.

2019 Board Rules – General Discussion – Mr. Warner stated that the draft was amended and revision requests were incorporated. We were not inconsistent with Ms. Murphy's or any other Board member suggestions. We made the secretary obligations accurate, special and standing committees were clarified as requested, and electronic attendance was modified as discussed. Ms. Murphy stated that her issues have been resolved.

The resolution was read into the record by Mr. Warner. He stated that these would be the bylaws until any further changes and the bylaws would be readopted at the reorganization meeting or as needed.

On a motion duly made by Ms. Wilson, seconded by Mr. Grayzel, and upon a roll call the following resolution, attached hereto and by reference made part of the official minutes of this meeting, be adopted as circulated and placed on file in the office of the Planning Board.

Roll Call: (Voting Members)

Mr. Romano	YES
Mr. Goldberg	YES
Mr. Kaar	YES
Mr. Jeffrey Grayzel	YES
Ms. Murphy	YES
Mr. Benoit	YES
Ms. Wilson	YES
Mr. Vintschger	YES

Mr. Vintschger distributed an article titled “Why America’s New Apartment Buildings All Look the Same” published in Bloomberg Businessweek on February 13, 2019, and a brief discussion was carried regarding stick frame development.

Update on Master Plan Re-examination Report implementation plan progress - no updates to report.

Public Commentary

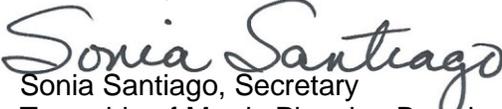
None to be heard

Closed Session (if necessary)

None to be heard

With no further business for consideration by the Township of Morris Planning Board, on motion duly made seconded and unanimously carried the meeting was adjourned at 10:55 P.M.

Respectfully submitted,



Sonia Santiago, Secretary
Township of Morris Planning Board
Approved: April 15, 2019