

Township of Hillsborough – BOARD OF ADJUSTMENT

APPROVED - Meeting Minutes

May 6, 2026 – 7:00 pm

Chairman Ramsey called the May 6, 2026, Board of Adjustment meeting to order at 7:00 pm and led the flag salute.

NOTICE OF MEETING

Chairman Ramsey stated this meeting has been duly advertised according to Section 5 of the Open Public Meetings Act, Chapter 231, Public Law 1975 (“Sunshine Law”). Notice of this meeting has been provided to the officially designated newspapers; the Township Clerk; posted on the Township’s Website; and available at the Hillsborough Township Municipal Complex.

Application documents /plans have been made available on the Township’s website:

<https://hillsboroughnj.portal.civicclerk.com/>. Complete application files are available in the Planning and Zoning Department for inspection Monday to Friday from 8 am to 4 pm, in accordance with the public meeting notice.

ROLL CALL

Present - Frank Herbert
Present - Tim Lockburner
Present - Helen Haines
Present - Robert Movshin, *Vice Chairman*
Present - Mildred Molina

Present - Tom Ramsey, *Chairman*
Present - Jim Wohlmacher
Present - Richard Zygadlo (*Alt. 1*)
Absent - John Oliver (*Alt. 2*)

Also in attendance: David Kois, PP, AICP, *Planning Director, Deputy Zoning Official*; Marcella McLaughlin *Assistant Planning Director / Zoning Official / Board Secretary*; Mark Anderson Esq., *Board Attorney (Woolson Anderson Peach, P.C.)*; Mark S. Mayhew PE, CME, 2025, *Board Engineer (Pennoni Associates)*; Michael Lombardozzi, CRS, CRR, *Court Reporter*.

CONSIDERATION OF MEETING MINUTES

- **None**

CONSIDERATION OF RESOLUTIONS

- **None**

BOARD OF ADJUSTMENT BUSINESS

- **Correspondence: Resignation of Board Attorney**
 - Chairman Ramsey states it is with mixed emotion to announce the Board attorney, Mark Anderson, will be stepping down effective the end of July 2026. “On behalf of the Board, past Boards, all the administration staff and the Township of Hillsborough I would like to thank Mark for his more than 20 years of service to the town in this roll. It was deeply appreciated, and his experience and advice to the Board has been really appreciated. And we are going to miss your presence here, Mark. ”
- **Certification of Absent Board Members.**
 - Ms. McLaughlin certifies that Mr. Lockburner and Ms. Haines have listened to the recording of the April 29, 2026 meeting.

BUSINESS FROM THE FLOOR

(Open to public comment for matters not on the agenda)

PUBLIC HEARING - APPLICATIONS

- **Chick-Fil-A - BA-24-05** - (TOD 05/31/26 EXT) - Block 152.03 (previously Block 152), Lot 14 (previously Lot 36A) – 296 Route 206. Applicant seeks “c” bulk and “d” use variances to construct a 5,400 – sf. Chick-fil-A, a quick service restaurant with dual drive-through lanes on the current Exxon gas service station, on property located in the OLC/Office Light Commercial Zone District. **Continued from the April 29, 2026 agenda.**

Participants: *Duncan Prime, Esq., Prime Tuvel & Miceli – Applicant’s Attorney; Vincent Kelly, PE, Colliers Engineering & Design – Applicant’s engineer; Daniel Bloch, PP, AICP, EADA, Collier’s Engineering – Applicant’s planner; Corey Chase, PE, Dynamic Traffic – Traffic Engineer; John Martinez, Senior Principal Development Lead, Restaurant Development – Applicant’s representative.*

- 1) 7:04 pm start of hearing
- 2) Chairman Ramsey states since the previous hearing end very late the week prior he does not think it is necessary to reintroduce, states they were nearing making a final motion and thanks Mr. Prime and the Chick-fil-A team for their efforts in answering all the Board questions.
- 3) **Duncan Prime**, speaking off mic, thanks the Board for their time. He states they received a letter from Mr. Kois with the 14 conditions of a motion of approval and states for the record Chick-fil-A is willing to accept all 14 recommended conditions.
- 4) Mr. Wohlmacher states one of the recommended conditions is for access from the Triangle Center parking around and asks for clarification as to if there will be another site plan.
- 5) Mr. Prime confirms and states for the record they would sign it in a way for future connections if it were to become available but currently it would not be an actual connection since they cannot force the owner of the Triangle Center property to allow the access point.
- 6) Mr. Herbert clarifies stating it would be a condition and a resolution with a notation on the site plan but it will not be reflected on the site plan because its location is not known.
- 7) Mr. Prime confirms.
- 8) Mr. Zygodlo asks for clarification regarding the referenced letter and conditions as he was unaware of either.
- 9) Mr. Movshin clarifies that he prepared a motion which included the planner’s recommendations.
- 10) Mr. Zygodlo asks for understanding of the procedure, it was agreed at the end of the previous meeting there would be no more testimony and now new evidence is being presented in response to planner’s recommendations which were submitted late.
- 11) There is a discussion about if the planner’s recommendations are new evidence. Mr. Prime summarizes his understanding of the situation.
- 12) Mr. Zygodlo states he would like for the Board to discuss the recommendations.
- 13) Mr. Wohlmacher reads a statement of his thoughts on the application into the record which included his appreciation for Chick-fil-A as a company, their logistical planning and response to questions, the belief it is necessary to review the totality of what is

being requested, and his concerns for the traffic patterns and flow in the intersection. He closes his statement saying the applicant fails to meet the standard necessary to allow the Board to approve the requested variance and he is compelled to oppose the application. He encourages his colleagues on the Board to do the same.

- 14) Mr. Kois states for clarification that he listened to the April 29, 2026 meeting and provided the report to the Board not as new testimony but as guidance and to provide assistance to the Board in terms of what he was hearing from the planner and to reiterate the requirements and things the Board may want to review or consider.
- 15) Mr. Herbert asked if the report is available to the public on Civic Clerk.
- 16) Mr. Kois confirmed it is.
- 17) **Motion:** Mr. Movshin motions, seconded by Ms. Haines to approve the D-1 Use Variance as well as the four (4) C-Bulk Variances and nine (9) waivers to include the ordinance that excludes quick-service restaurants with drive-thru facilities from permitted principal uses whereas a drive-thru facility is proposed; the ordinance that does require a minimum side-setback of 50-feet whereas 32.2-foot setback is provided; the ordinance that requires a minimum side-yard-setback 50-feet for the canopy whereas a 3.7-foot setback is provided; the ordinance requiring a minimum rear-setback of 50-feet for the canopy whereas 17.7-foot setback is provided; the maximum permitted impervious coverage other than building is 45% where the development proposes 54.4% of impervious surface; the waivers: the ordinance requiring a 30-foot buffer between parking lots of more than 10 spaces and property lines, adjoining streets and residential uses whereas a minimum of 6.4-feet is provided; a waiver requesting the ordinance that requires two-way drive isles to be 30-feet in width whereas only 25-foot isles are provided; a waiver requested for the ordinance requiring a minimum of one loading zone for restaurant uses whereas zero loading zones are being proposed; the waiver for the ordinance requiring parking for quick new establishments at a rate of one per 34 square feet or 180 off-street parking spaces whereas 71 off-street parking spaces are proposed and of those parking spaces, two eat-in spaces will be counted as additional parking spaces; a waiver requesting the ordinance requiring the street trees to be located 25 to 40 feet apart where along Triangle Road the development proposes a street tree spacing of 72-feet; a waiver for the ordinance permitting a maximum letter height of 36 inches where the maximum height for proposed building signs is 60 inches; a waiver for the ordinance permitting a maximum average light footcandle of 0.5 where the proposed development exceeds this maximum; the ordinance that permits a maximum average lighting footcandle of 0.5 where the proposed development has a light spillage of 0.7 footcandles along the northern property line; and a waiver for the ordinance permitting a maximum average lighting footcandle of 0.5 where the proposed development has a light spillage of 1.7 footcandles along the western property line – with the conditions set forward that the applicant shall comply with all applicable comments, requirements, and conditions set forth in the Board Engineer’s review letter including any revisions subject to the review and approval of the Board Engineer; drive-thru queuing will be fully accommodated on site with no spill-back onto public roadways; the applicant shall continue attempting to provide a permanent cross-access connection between the subject property and the adjacent Triangle Shopping Center and shall grant and record any necessary easements to ensure such access is maintained in perpetuity subject to review and approval by the Board Engineer and the Board Attorney; the applicant shall pay all stormwater related fees including the stormwater improvement fee and the stormwater maintenance fee and the Schedule A worksheet for determining developer

- contribution for the maintenance of detention basins prior to the issuance of any permits or certificates of occupancy as applicable; the Township Zoning Officer or other designated township official shall conduct site visits to confirm that on-site parking remains sufficient to meet the needs of development, if it is determined upon three separate site visits that parking is inadequate the applicant shall so be notified, the applicant shall therefore have 45 days to submit to the Planning Board or Board of Adjustment either a technical report prepared by a NJ licensed engineer with expertise in traffic and parking analysis demonstrating that additional parking is not required or a revised site plan identifying land blanketed parking areas to be constructed along with proposed time line of such construction, any submission shall be subject to review and approval by the appropriate board; the Township Zoning Officer or other designated township official shall conduct site visits to conform that drive-thru stacking, internal circulation and site access operate in a manner consistent with the testimony and approvals granted by the board, if it is determined upon three separate site visits that drive-thru queues extend beyond the designated stacking area interfere with on-site circulation or create unsafe conditions that applicant shall so be notified, the applicant will therefore have 45 days to submit to the Planning Board or Board of Adjustment either a technical report prepared by a NJ licensed engineer with expertise in traffic and circulation analysis demonstrating that modifications are not required or a revised site plan and/or operational plan identifying corrected measures which may include circulation modifications, physical improvements, or operational controls, any such submission will be subject to review and approval by the appropriate board; the applicant's grand opening event will be considered a special event which may extend over multiple days and shall require submission of an application to the Township administration for review and approval, such reviews shall include consultation with the Hillsborough Police Department and other applicable agencies to determine whether traffic control measures, police presence or other public safety measures are required, any required police services with public safety measures shall be provided at the expense of the applicant; the hours for operation for the use shall be limited to those hours testified to and represented by the applicant during the public hearing, any modification of the approved hours of operation shall require further review and approval by the Board; any variance granted for wall signage shall be limited to one out of ordinar sign, all others must conform to the requirements of the Township land use ordinance unless further relief is granted by the Board; anti-idling signage shall be clearly posted on site and in ordinance with applicable state requirements; the applicant shall provide automatic shut-off devices or timers to discontinue or appropriately dim all signs and lighting no later than 1-hour after the close of the business each day subject to review and approval the Board engineer; no certificate of occupancy shall be issued until the required improvements to route 206 and Triangle Road have been completed to the satisfaction of NJDOT and the Board Engineer.
- 18) Ms. Haines suggests a requirement for an annual certificate of cleaning for the pervious portion of the property that does not count towards impervious coverage.
 - 19) Mr. Movshin adds Ms. Haines requirement to the motion.
 - 20) Mr. Kois states for the Boards edification that this is required by the ordinance.
 - 21) Mr. Zygodlo asks for clarification if the passing of all the conditions will be enforceable to subsequent owners of the property if there is a drive-thru.
 - 22) Mr. Anderson states as discussed previously the approval, as well as the conditions of approval, applies to the property not the specific applicant.

- 23) Mr. Zygodlo discusses to how he has thought over all aspects of this application holistically, speaking to specifically areas of concern he considered including but not limited to the trees, and appreciation to Chick-fil-A for conforming to the Township flag pole standard; he states he has no issues with the waivers, reviews some impervious coverage information, but states he is concerned about the D-1 variance. He discusses his concern with the size of the property in conjunction with a drive-thru and if it meets the Township's master plan. He applauds Mr. Kois for his detailed summary letter for the Board's review and Mr. Movshin for the concise motion.
- 24) Chairman Ramsey discusses the fact that six of the variances and waivers speak to a tight lot size of the property stating this is cause for concern; regarding the D-1 variance he expresses concern the planner asserted a drive-thru is suited for this space but did not *prove* it is necessary for the site.
- 25) There were no further comments from the Board
- 26) Mr. Prime asks for clarification if there are enough members present for a vote and if so who will vote.
- 27) Ms. McLaughlin confirms seven members will vote; the alternates will not.
- 28) Chairman Ramsey calls for the vote to Vice Chairman Movshin's motion, seconded by Ms. Haines.

Roll Call:

Yes - Mr. Herbert	Yes - Ms. Molina
Yes - Mr. Lockburner	No - Chairman Ramsey
Yes - Ms. Haines	No - Mr. Wohlmacher
Yes - Vice Chairman Movshin	

Motion carries.

- 29) Mr. Prime thanks the Board for its time and states they look forward to coming to Hillsborough.
 - 30) 7:33 pm end of hearing
- **Nan Realty Holdings, LLC. - File BA-25-05 (TOD 6/30/26 EXT)** — Block 141, Lots 17 & 18 – 269 & 271 Route 206. Applicant is seeking "d" and "c" variances, Preliminary and Final Major Site Plan approvals and waivers to demolish existing structures, gravel and asphalt on both lots to construct a three (3) story, 103,560 sf. self-storage facility on 2.97 acres combined consisting office space, loading area on the first floor and both climate controlled and non-climate controlled drive-up units - total of 710 units, on property located in the HS / Highway Service.

Participants: James E. Stahl, Esq, Borrus, Golding Foley, Vignuolo, Hyman & Stahl, PC, Applicant's attorney; Paul D. Mutch, Jr. P.E., Stonefield Engineering & Design, Applicant's engineer; Joseph Natale, Applicant's representative.

- 1) 7:34 pm start of hearing.
- 2) **James Stahl**, attorney for the applicant, introduces himself. He asks for confirmation of jurisdiction.
- 3) Ms. McLaughlin confirms.
- 4) Mr. Stahl acknowledges receipt of the Environmental Impact Commission report dated May 5, 2026, Mr. Mayhew's report dated May 1, 2026, Ms. McLaughlin report dated April 29, 2026, and any other items submitted to them. He states they are in

receipt of all information. He states he has four witnesses he intends to call, how he will utilize their testimony and that the applicant is present, but he does not anticipate calling them to testify.

- 5) **Paul Mutch**, engineer for the applicant, is sworn in and states his educational and professional background. He confirms he was detained by the applicant to supervise the land use development on the site.
- 6) Chairman Ramsey states the Board recognizes him as a professional engineer.
- 7) Mr. Mutch introduces an aerial exhibit, Exhibit A-1, and a color version, Exhibit A-2, and describes the existing property conditions and neighboring lots. He states their application is designed to fit into the future vision for the Route 206 and they have an active application with the NJDOT. Based on concerns brought up at an Environmental Commission meeting they had a consultant walk a neighboring wooded area and the entirety of site in search of wetlands but found none. As a result, they submitted a Presence or Absence LOI to the NJDEP who then confirmed no wetlands on or in the vicinity of the site. He reviews their DRCC submission and the DRCC's confirmation the application is consistent with their rules.
- 8) Mr. Mutch reviews the proposed development of the three-story storage facility, which includes but is not limited to eight customer parking spaces, buffering, access and circulation, loading area for exterior and upper units, public sidewalk, and residential buffer enhancements. He discusses storm drainage and sanitary lighting. He mentions recommendations to lower wall lights on the building and states they have no issue and are happy to comply. He notes and discusses storage facilities have non-public bathrooms.
- 9) Mr. Stahl suggests reviewing the variances and Mr. Mayhew's report.
- 10) Mr. Mutch states they do not have any concerns with the comments on Mr. Mayhew's report and intend to comply with them all.
- 11) Mr. Mutch reviews the variances and design waivers which include but are not limited to: maximum floor area ratio with 0.3 required and 0.8 proposed; V-2 overall building height with 2 ½ -story requirement and 3 proposed; 5-foot-wide sidewalk and 10-foot-wide planting strips; minimum buffer for loading areas; minimum one-way drive isle width; and minimum number of loading spaces.
- 12) Mr. Anderson asks for the Board to take a brief recess.
- 13) At approximately 8:20 pm Chairman Ramsey calls a 10-minute recess.
- 14) Chairman Ramsey calls the meeting back into session at approximately 8:30 pm.
- 15) Mr. Stahl asks the Board for an estimated length of tonight's meeting so he may call his witnesses accordingly and with consideration to personal conflicts. He lists his remaining witnesses.
- 16) Chairman Ramsey states his goal is to wrap up by 9:45 pm so the meeting adjourns by 10:00 pm.
- 17) Mr. Stahl asks Mr. Mutch to continue and directs him to focus his information on the engineering aspect, leaving the traffic-related information for the traffic engineer.
- 18) Mr. Mutch continues reviewing waivers.
- 19) Mr. Mayhew states his office is concerned about vehicles unloading by the exterior storage units and asks if the goal is for vehicles to parallel park along the side of them.
- 20) Mr. Mutch defers to the traffic engineer and operator.
- 21) Mr. Mayhew discusses lighting stating they will work with the applicant to lower the overall footcandle, removing the building mounted lights in the rear which face the residence, and suggests evergreen trees along the southern border.

- 22) There is a discussion of adjust lighting intensity and color temperature within LED light options and fixtures. Mr. Mutch states they will work to reduce the light intensity to closer to 0.5.
- 23) Mr. Mayhew discusses meeting stormwater management recharge by doing basins flood tests.
- 24) Mr. Mutch states they are willing to work with him on that.
- 25) Mr. Mayhew asks about their response to the Hillsborough Fire Chief's review letter.
- 26) Mr. Mutch states they received that letter and are willing to fully comply.
- 27) Mr. Herbert asks regarding variance number one with it being a two-story building, do they expect to get closer to the required amount.
- 28) Mr. Mutch defers to their planner and traffic engineer.
- 29) Mr. Herbert asks what a two-and-a-half-story is regarding variance number two.
- 30) Mr. Mutch states it is a different type of zoning regulation.
- 31) Mr. Herbert asks him to compare their proposed building with the existing storage facility further south on Route 206, with regard to size and general look from the highway.
- 32) Mr. Mutch states the architect has 3-D renderings and will be able to comment on that.
- 33) Mr. Movshin asks how a facility of this size will impact the recharge rate, expressing concern for the residences with well-water.
- 34) Mr. Mutch discusses the underlying soil and bedrock and states they will work closely with the township engineer to stay within the requirement.
- 35) Mr. Movshin asks if they will be removing the existing trees along the residential buffer.
- 36) Mr. Mutch explains all healthy trees in the northeast portion of the site will be maintained.
- 37) A Board member asks if it possible to include basement level instead of building up and still meet the height requirement.
- 38) Mr. Mutch states while conceptually it is possible, at this site shall bedrock would prove to be an issue.
- 39) There is a discussion about height requirements including where the height is measured from and the standards.
- 40) Mr. Mayhew asks about the ordinance requirement for the 10-foot grass strip between Route 206 and the sidewalk and if there is anything physically preventing the plan from being modified.
- 41) Mr. Mutch states it also being an ideal location for a bio-retention basin is the only thing standing in their way, but they can make some adjustments.
- 42) Mr. Mayhew asks if it is the Board's decision to hold that 10-foot strip, could he feasible engineering a solution to provide the 10-foot grass strip.
- 43) Mr. Mutch confirms.
- 44) A Board member asks for clarification which parking spaces are for employees.
- 45) Mr. Mutch defers to the traffic engineer.
- 46) There is a discussion about types of vehicles the design is for and types of vehicles expected.
- 47) Chairman Ramsey opens to questions from the public.
- 48) **Susan Gulliford**, Hunt Club Road, states she noticed there are two lots and asks if they will be merged.
- 49) Mr. Stahl states yes, a consolidation of the lots is part of the application.
- 50) Ms. Gulliford asks which Board will be hearing the consolidation.

- 51) Mr. Stahl confirms everything will be heard by the Board of Adjustments.
- 52) Ms. Gulliford asks if all the figures in the proposal are with the assumption the lots have been consolidated.
- 53) Mr. Mutch confirms everything has been assessed as an overall development area.
- 54) Ms. Gulliford asks if all the buffers mentioned will be conservation protected and asks if there are wetlands.
- 55) Mr. Mutch states no, but the 60-foot, rear-residential buffer will be a permanent conservation easement. He states there are no wetlands and explains they had an consultant assess the site, found none and submitted the report to the DEP who also visited the site; the DEP confirmed there are no wetlands on or in the vicinity of the site.
- 56) Ms. Gulliford asks if he has an estimate of percentage of units which will be active storage, renter visiting it on a regular basis, vs inactive storage.
- 57) Mr. Mutch states it is outside of his purview and defers to the operator.
- 58) Mr. Herbert asks how far the houses on Mallard Road are from the building.
- 59) Mr. Mutch explains the dimensions; from the easterly-most property line the building is 265-feet and 210-feet from the closest residential property line.
- 60) **Shannon Boyland**, Mallard Rd, states she is located behind the property. She asks the project time estimate from start of construction to completion.
- 61) Mr. Mutch states the developer can answer this question.
- 62) Ms. Boyland asks who confirmed there are no wetlands and what will be done about overflow with regard to the high-water table.
- 63) Mr. Mutch explains the soils are not well draining and will take some unique exercises to make the ground water recharge work and discusses ground water mounding to ensure the increase of ground water height below a basin and in an adjacent area would not impact any adjacent uses. They will assess this closely.
- 64) Ms. Boyland asks about the size of the buffer greenery and if they will aid in noise reduction from the facility.
- 65) Mr. Mutch states he believes some of the trees will help mitigate the noise. He discusses tree breeds and size estimates.
- 66) There are no further questions from the public.
- 67) Mr. Kois expresses concern that the ariel used is not the best and most current representation of the site. He suggests asking for confirmation of what the real and existing conditions are.
- 68) Mr. Mutch discusses their plans to add plantings to any bare areas to enhance the buffer.
- 69) There are no further questions for Mr. Mutch.
- 70) Mr. Anderson and Mr. Stahl discuss placing Mr. Mayhew's exhibit on the record.
- 71) Exhibit A-3 is accepted.
- 72) **Matthew Seckler**, engineer and planner, is sworn in and states his educational and professional background.
- 73) Mr. Stahl asks for him to be accepted as an expert in traffic engineering.
- 74) Chairman Ramsey states he is accepted.
- 75) Mr. Stahl asks if he had input in the design of the building, ingress and egress and on-site circulation.
- 76) Mr. Seckler confirms which areas he had input in to. He discusses the process for projecting traffic. He states storage facilities are at the lower-level of trip generation. He discusses the layout of the facility and the traffic projection for similar self-storage facilities which includes but is not limited to 21 trips in/out in the morning, 21 trips on

- week-day evenings and 35 trips on a mid-day Saturday. He reviews the 22 parking spaces – 14 parallel spaces along the building and eight formal spaces before the gate plus three loading spaces for trucks. He asks the Board to impose a ‘no left’ requirement when leaving the parking lot.
- 77) Mr. Stahl asks his opinion on the FAR variances and the other required bulk variances for the site.
 - 78) Mr. Seckler states from the explains permitted uses at permitted FAR such as a 3,500 sq. ft. office building generates significantly more traffic than this facility will.
 - 79) Mr. Herbert asks if the purpose of FAR is only to traffic.
 - 80) Mr. Seckler reminds he is testifying in a traffic capacity so the planner could address any other aspect of FAR.
 - 81) Mr. Stahl states they will look into which variance or waivers they can eliminate. He asks Mr. Seckler to speak on noise generation from traffic.
 - 82) Mr. Seckler states based on his experience he would associate more noise to certain vehicles or number of vehicles and the vast majority of the traffic activity area will be at the front of the property, not the rear near the residential property lines. He notes the area where they are seeking a waiver is the side yard closest to the Quick Chek.
 - 83) Mr. Stahl asks if he has an a opinion on whether ingress and egress to the site is safe an efficient as presently designed.
 - 84) Mr. Seckler states yes explaining it only has frontage on Route 206 and a right-in / right-out only which contribute to making it a less traffic impact design.
 - 85) Mr. Stahl ask if the proposed parking plan creates a safe & efficient internal circulation.
 - 86) Mr. Seckler states yes.
 - 87) Mr. Mayhew asks if the blocking a neighbor’s a roll-up storage unit will be an issue with the current parking design.
 - 88) Mr. Seckler explains loading & unloading is usually temporary.
 - 89) Mr. Mayhew asks the number of roll-up units to the total number of units in the building.
 - 90) Mr. Seckler states there are four roll-up units and believes there are 710 total units making about 6% roll-up units.
 - 91) Mr. Mayhew asks if it is fair to say most people are interested in the interior units, not the roll-ups.
 - 92) Mr. Seckler states that is correct to the people who come more frequently are for the roll-up units.
 - 93) Mr. Mayhew asks where the people coming for the interior units will park.
 - 94) Mr. Seckler explains they can park in one of the eight spaces out front, in the loading area or in one of the parallel spaces around the building.
 - 95) Mr. Mayhew asks if the area marked “loading area” is the only place someone with an interior unit can enter the building; is there another entry door?
 - 96) Mr. Seckler defers to the architect and states he believes the other doors would be egress for emergency purposes.
 - 97) Mr. Herbert references the neighboring Quick Chek and asks how the traffic into this storage unit would compare to the Quick Chek.
 - 98) Mr. Seckler states he has worked on many Quick Chek and explains they generally generate peak hours with a range of 300-400 vehicles per trips an hour and a storage facility is considerably less at around 30 an hour.
 - 99) Mr. Herbert asks how much additional noise this will add to the area.

- 100) Mr. Seckler states he is not an acoustical engineer but speculates the noise from the low traffic a storage facility generates would not be noticed on this area of Route 206.
- 101) Mr. Movshin asks if he did trip counts for what is currently on the site.
- 102) Mr. Seckler states he did not do trip estimates for the firewood business but speculates it is less than self-storage.
- 103) Mr. Movshin asks what if anything would limit or prevent them from getting their NJDOT approval.
- 104) Mr. Seckler explains they have some minor comments left, the stormwater analysis needs to be reviewed and changes to the calculations in terms of the driveway access point. He states they also want to see vehicles can turn in comfortably.
- 105) Mr. Movshin asks why they did not add a right-hand exit at the northern end.
- 106) Mr. Seckler states he is not sure they considered that as part of the plan.
- 107) Mr. Movshin asks if their measurements are fine for ingress and egress from a traffic perspective.
- 108) Mr. Seckler confirms.
- 109) Mr. Zygadlo asks the timeframe for the trip counts study on April 24 & 25.
- 110) Mr. Seckler states it was done 9:00-11:00 am and 4:00-6:00 pm on a weekday and 11:00 am 2:00 pm on Saturday.
- 111) Mr. Zygadlo asks if there was a reason they did not start earlier on Saturday.
- 112) Mr. Seckler explains it was based on typical self-storage hours and rush.
- 113) Mr. Mayhew request data to be provided to the Board showing the analysis of other self-storage buildings required loading areas vs the number of units proposed.
- 114) Mr. Seckler suggests they provide the Board a memorandum of studying approximately three sites during their busy time periods including their parking and loading.
- 115) Mr. Mayhew also requests a study on whether eight parking spaces is adequate as he is not sure if the parallel spaces should be counted as general parking but will leave that for the Board to decide.
- 116) Mr. Seckler confirms he will be provide a memo with the requested information.
- 117) There is a discussion about scheduling the next meeting
- 118) Mr. Stahl asks if they would like the traffic engineer return.
- 119) Chairman Ramsey confirms.
- 120) **Motion:** Mr. Wohlmacher motions to adjourn the hearing and carry it to July 15, 2026, with no further notice, seconded by Mr. Movshin.
All were in favor, none opposed.
Motion carries.
- 121) Mr. Anderson
- 122) 9:54 pm end of hearing.

ADJOURNMENT

A motion to adjourn was made by Mr. Wohlmacher, seconded by Mr. Movshin. Motion carries unanimously.

9:57 pm meeting is adjourned.

*Submitted by Robyn Bittle-Abramo
Recording Secretary*