

**TOWNSHIP OF MAHWAH PLANNING BOARD
REGULAR/WORK SESSION MEETING MINUTES
MUNICIPAL BUILDING, 475 CORPORATE DRIVE, MAHWAH, N.J.
MONDAY, JUNE 8, 2015 AT 7:30 P.M.**

I. CHAIRMAN'S OPENING STATEMENT, ROLL CALL, FLAG SALUTE

The combined public/work session meeting of the Planning Board of the Township of Mahwah held at the Municipal Building, 475 Corporate Dr., Mahwah, N.J. was called to order at 7:35 p.m. by Mr. Sherer. The Opening Statement was read according to the Sunshine Law followed by the flag salute.

These minutes are a synopsis of the meeting. A verbatim audio recording is on file at the Planning Board Office, 475 Corporate Dr., Mahwah, N. J. Copies may be purchased for a fee.

The following individuals were present:

Ms. Ariemma
Mr. Crean
Mr. Donigian (in at 7:53 p.m.)
Mr. Marcus
Mr. Sherer
Mr. Weixeldorfer

Professionals: Peter J. Scandariato, Esq., Michael Kelly, P.E., David Roberts, P.P.

The following individuals were absent:

Mayor Laforet
Mr. Bagatelle
Mr. Van Duren
Mr. Jandris
Mr. Mordaga

II. APPROVAL OF BILLS:

Phillips Nizer	April 2015	General	\$90.00
Peter Scandariato, Esq.	5/18/15	Meeting Attendance	\$ 250.00

Motion to approve the bills was made by Mr. Crean and seconded by Mr. Weixeldorfer. A roll call of members present revealed 5 aye votes by Ms. Ariemma, Mr. Crean, Mr. Sherer, Mr. Marcus, and Mr. Weixeldorfer.

III. APPROVAL OF MINUTES: May 18, 2015

Motion to approve the minutes was made by Mr. Marcus and seconded by Mr. Crean. A roll call of members present revealed 4 aye votes by Ms. Ariemma, Mr. Crean, Mr. Marcus, and Mr. Weixeldorfer.

IV. RESOLUTION FOR MEMORIALIZATION:

1. Highlands Environmental Resource Inventory Adoption into the Master Plan, Resolution of Approval

Motion to approve the resolution was made by Mr. Marcus and seconded by Mr. Weixeldorfer. A roll call of members present revealed 3 aye votes by Mr. Crean, Mr. Marcus, and Mr. Weixeldorfer.

2. Docket #566 - The Trustees of the Carmelite Fathers 1071 Ramapo Valley Road, Block 23, Lot 45, Resolution of Approval

Motion to approve the resolution was made by Mr. Marcus and seconded by Mr. Crean. A roll call of members present revealed 2 aye votes by Mr. Crean and Mr. Marcus, with one abstention by Mr. Weixeldorfer.

V. OPEN TO THE PUBLIC – 15 MINUTES

Motion to open the meeting to the public was made by Mr. Weixeldorfer, seconded by Mr. Marcus and declared unanimously carried by Mr. Sherer.

Jasvinder Arjani, representative for ADPP Enterprises, explained ADPP owned property on Route 17 in the planning area of the Highlands. He expressed concern that this site was difficult to develop because of the Highlands and that they had been notified of a recharge area on the site (north of Hyundai and south of the BP gas station). He was before the Board because of the Highlands information on the agenda and wanted to make the Board aware of the property and his concerns.

Mr. Crean recalled Mr. Donigian also mentioned another individual who was having similar issues at a prior meeting. Mr. Roberts explained there was some clarity needed with regards to the center designation approval and what it meant to designate those centers within the Township under the Highlands. He advised the Board would need to adopt the centers into the Master Plan and the Zoning Ordinances in the Township would need to effectively mention the Highlands as well. Mr. Roberts noted it was the Township's understanding that applications in the center areas would be reviewed in accordance with the Township's zoning for those properties; it was also their understanding that development applications in the centers would not be reviewed in the same fashion as other properties under the Highlands. He was unsure if the Highlands would verify the areas of environmental concern in the planning centers.

In response to Mr. Sherer, Mr. Roberts explained the Township could ask for clarification from the Highlands Council staff. In response to Mr. Weixeldorfer, he added that the centers were approved by the Highlands Council already and included Franklin Turnpike, Route 17 and the Fardale area of the Township as well. Mr. Kelly noted he and Mr. Roberts would reach out to the Highlands Council regarding the Board's concerns and request a meeting with the Board. Mr. Roberts requested Mr. Arjani provide them with any detailed information he had previously received from the Highlands Council. Mr. Arjani explained that the Council stated the company would have to negotiate with the Highlands to determine the requirements for development of their property.

Motion to close the meeting to the public was made by Mr. Marcus, seconded by Mr. Weixeldorfer and declared unanimously carried by Mr. Sherer.

VI. PUBLIC HEARING:

- 1. Docket #564PF & #564PF(S) - Coremark Mahwah 17, LLC** Block 137, Lot 4, 380 NJ State Highway Route 17 Preliminary/Final Site Plan and Soil Movement Permit Applications to permit the construction of a 7,853 square foot multi-tenant retail building with drive-thru coffee shop

Andy Del Vecchio, Esq. of Beattie Padovano appeared on behalf of the applicant. He gave brief description of the existing property and marked exhibits.

David Delle Donne, A.I.A. of The Dietz Partnership, appeared on behalf of the applicant and gave an overview of the features of the proposed development. He informed the total square footage would be 7853 sq. ft. and the building is proposed at 54ft by 145ft. There will be four spaces for retail and/or restaurant establishments. There is a drive lane on the back of the building with a drive up window on the left side of the building. The exterior of the building would be a combination of cast stone and brick veneer with capped towers made of faux slate. The four entrances would be capped with a shed or flat awning. There is a patio area to the left closest to the drive-thru for a coffee establishment. The rear of building will feature a masonry product and be less decorative. There will be one drive-thru window at the left side and the right side will have retail windows as well as one landlord janitorial door.

In contrast to the original submission, the newest revision shows 4-5ft. raised parapets to mask the rooftop units and provide visual screening for the roof. Signage is compliant with regards to size, but the applicant is asking for additional signage at the drive-thru side for Starbucks, a contracted tenant. Mr. Delle Donne explained the drive-thru signage was important for anyone wishing to make a u-turn from Route 17N. The large pylon sign would be constructed of materials matching the building; the sign would be 30ft. high with the underside at 10ft. Mr. Del Vecchio noted there are actually three signs- the other two include an order board for Starbucks and a directional sign as well. In response to Mr. Sherer, Mr. Kelly noted there is a freestanding sign at the 7-11 on Franklin Turnpike, but he is unaware of any on Route 17. Mr. Sherer noted the signage on the side of the building could be redundant.

In response to Mr. Kelly, the applicant agreed the Township could review the parapets within a year to determine if they appropriately shield the rooftop. The peak height of the towers is 31.8 ft. In response to Mr. Roberts, Mr. Delle Donne explained the shed awnings were chosen over traditional fabric awnings as they were looking to bring a perforated metal to the building as a decorative choice. The awning will still shed water and is similar to other awnings. Ms. Ariemma expressed her concerns regarding traffic, comparing the location to Home Depot and acknowledging the proximity to the MacArthur Blvd. exit ramp. In response to Mr. Crean, Mr. Del Vecchio informed bollards would be installed around the outdoor seating area. Mr. Delle Donne added the signs are internally illuminated and the gooseneck lights illuminate the awnings below the signs. In response to Mr. Marcus, Mr. Delle Donne noted the outdoor seating area would be used for tables and chairs and would, most likely, be used seasonally.

Jeffrey Martell, P.E., Stonefield Engineering & Design, appeared on behalf of the applicant and briefly reviewed the surroundings of the property. The parcel is 37,051 sq. ft. and is the existing Suburban Caps facility; it consists of 94% impervious coverage with predominance asphalt

pavement. Two curb cuts are currently present for ingress/egress to the site and the existing building is approximately 15ft off of the Route 17 right-of-way; a chain link fence surrounds the facility. A Buick GMC dealership is to the south and to the west.

The applicant is proposing removing all existing site features to construct the restaurant and retail oriented building. Starbucks is at the southernmost portion of the building with the drive-thru, which is at the furthest distance from the entrance to the site, increasing the ability to queue for the drive-thru. There is a proposed patio area encompassed with bollards and a concrete base to provide a visual transparency to protect the patio. The parking layout consists of double row parking in front of the building (13 in front and 17 opposite the front row); the total number of spaces provided is 42. The queue of the drive-thru has a length of 10 cars, which puts it to the back far right end of the rear of the building. Menu boards of the drive-thru are at the rear of the building and not facing Route 17. One full menu board will be set at the rear of the building at the split between the Starbucks and the adjacent tenant; a pre-menu board would be situated at the midpoint of the rear of the building.

Mr. Martell informed they had received comments from DOT and resubmitted as per DOT requests. Two rear split-faced trash receptacles would be located at the far corners of the site. The applicant would replace the existing fence with landscaping, proposing six shade trees and 110 shrubs. At the far right corner curb aisle, shrubs and a light pole will be installed to provide a physical separation of the drive aisle to the north and the adjacent parking stall. Mr. Martell informed the application was compliant with storm water management regulations with the DEP and the Township; they are reducing impervious coverage and installing an underground filtration pipe for the roof water. They will be able to reduce the runoff rate and volume in order to prevent a large discharge to the stream. Underground utilities and LED light fixtures along the front façade of the building will be installed. Additionally, 27 light poles with a 25 ft. height will also be installed.

Regarding the soil movement application and plan, 1631 cubic yards of certified clean fill will be brought into the site. The applicant was seeking a variance for signage, as the freestanding sign is in close proximity to the internal driveway; however, the location is logical and is immediately south of the driveway due to the sewer easement. There are also additional signs requested, one each on the south and north façades, as well as the tenant signage at the front of the building.

Mr. Martell explained the deliveries for Starbucks would involve a box truck loading through the front door during a nighttime delivery outside of normal business hours. These types of developments will take deliveries through the front door as well, and usage of a box truck can be expected. This is a neighborhood-scaled building, not a highway commercial-scale building and they are anticipating front loading at this time. No loading zones are proposed as a result and they expect loading box trucks to back into the spaces proximate to the front door of the tenant locations. Mr. Weixeldorfer noted the parking spaces were made smaller than required in order to create more parking spaces, not permitting the space for a loading zone. Mr. Martell explained the parking near the restaurant would cross over the ingress area, but the ingress moves along the right side into the site, which is not in conflict with the outgoing traffic. Mr. Martell noted both a box truck and a firetruck were able to traverse around the site safely without opposing the parking spaces.

The applicant agreed to provide the Health Department with information regarding the utility hookups as well as a plan for the food served by Starbucks and any other restaurant tenant. Mr. Martell notified the Board of the Highlands exemption certificate that was received. The applicant was seeking the following variances: lot area (required 40,000 sq. ft.; existing

nonconforming at 37,051); lot depth (required 200ft; proposed 148 ft. and includes a portion in the sanitary sewer easement on the site); front yard setback (existing 15.3 ft. from the current building to Route 17S; they are proposing a 68.4 ft. setback); rear yard (40 ft. required; proposed 25.8ft); lot coverage (proposing 82.6% impervious which is a reduction of the existing overall impervious); number of parking stalls (required 48; proposed 42); size of parking stalls (required 10'x20'' proposing 9'x18'); parking setback; absence of loading zones; sizes of openings for ingress/egress; buffer relative to adjacent usage; sidewalk installation; and signage variances.

In response to Mr. Weixeldorfer, Mr. Martell noted the refuse will be shared recycling and trash; oil recycling will be in compliance with all regulations. The applicant agreed to comply with providing thicker pavement, a flag pole, and to allow the Township to review lighting for six months in case there are modifications requested; all light poles will be shielded. Mr. Sherer requested all tenants for the development come before the Board due to a lack of loading docks. In response to Mr. Roberts, Mr. Del Vecchio noted the applicant attests that sidewalks should not be placed on Route 17 and does not wish to encourage anyone to walk along Route 17; the applicant agrees to provide a contribution to the sidewalk fund as long as the calculation was provided. Mr. Kelly advised the sidewalk bank contribution is calculated at \$55/sq. yd.

In response to Mr. Crean, Mr. Kelly noted the applicant did provide buffers, but they do not provide the buffers required of the Township and no buffers are provided on the west side. Mr. Martell explained the adjacent properties seemed compatible and the applicant did not include a fence, but would if so desired by the Board. In response to Mr. Crean, Mr. Martell explained the bollards would be concrete with a synthetic sleeve and agreed to provide decorative bollards with input from the Board's professionals. In response to Mr. Marcus, Mr. Martell informed snow would be moved to the northern property line where there is no curb. Some could also be moved to the lawn area to the south. There are 25 seats proposed at Starbucks including the seating area outside.

Charles Olivo, P.E., Stonefield Engineering & Design, appeared on behalf of the applicant regarding the traffic testimony. He detailed Route 17 and informed there are approximately 77,000 vehicles on the roadway per day (equally divided along the northern and southern corridors). Topography changes create issues on the northbound side towards Home Depot and MacArthur Blvd. Corporate Drive is 1500 ft. from the proposed site and it is 850 ft. from MacArthur Blvd. Weaving to enter the exit ramp does not occur until after the Buick GMC dealer to the south of the property. DOT is agreeable to the driveway as proposed.

He informed the parking for the tenants would be shared use parking. When entering the property, a vehicle moves to the right into the site. The stalls are proposed at 9'x18' and are double loaded in the 24 ft. aisle; this is an industry standard and seems to have a slowing effect on traffic moving into the site. Wider parking stalls allow vehicles to pull in and out at a higher speed. Mr. Weixeldorfer expressed concerns that it was similar to the Walgreens/Starbucks parking lot in Ramsey on Franklin Turnpike and the parking situation and problems at that location. Mr. Marcus expressed concerns regarding the first spot adjacent to the ingress. Mr. Olivo suggested marking it an employee space to limit turnover. Mr. Weixeldorfer noted the parking spaces for employees could include one employee for AT&T (confirmed tenant adjacent to Starbucks), five employees at Starbucks during peak hours, two employees at the second retail, and an unknown number in the proposed restaurant; many spaces could be used by employees.

Mr. Kelly advised that ordinances set forth standards for square footage and types of uses with regards to parking calculations. Mr. Del Vecchio concurred and stated there is a Township standard and the applicant is shy six parking spaces. Mr. Sherer noted the spaces are smaller and deficient three loading spaces in addition to the six parking spaces. Mr. Del Vecchio noted the narrower stall works for these types of uses and this center; the applicant did anticipate six spaces would not be detrimental to the site's available parking. Mr. Olivo recalled the location was under 30,000 sq.ft. and one would generally see parking ratios of 4-5 per thousand. The proposed was right within the range of the industry standard of a retail center of this size. The drive-thru also leads to a more efficient use of the site itself, as it makes available 8-10 vehicle positions. During peak hours, Starbucks efficiently processes traffic and anticipates four vehicles queued between the menu board and the pickup window. They want to prevent queuing onto Route 17. Throughout the remainder of the day, there should be a consistent flow of traffic to and from the site from pass-by traffic. Mr. Olivo informed the ITE and Urban Land Institute standards are to provide shared parking at 4-5 per thousand square feet and includes all uses. He acknowledged that there are those individuals who set up their office at Starbucks, but they are not the average user and may use the other stores throughout the day, increasing uses for the one space used throughout the day.

Mr. Olivo informed of the 10 ft. lanes at the rear of the building, one for the drive-thru and one for exiting the site. He restated the loading information Mr. Martell had previously reviewed as well as provided circulation information. He mentioned the space between the restaurant area and the far right trash receptacle could be striped as a loading space for the rear door of the restaurant space, if the Board desired. In response to Mr. Weixeldofer, Mr. Olivo noted they had initially considered the current ingress and egress to the site; however, it would have decreased parking and would not have permitted dual circulation. He explained that the DOT preferred the configuration as depicted and is a safer alternative. He attested that providing a loading space at the front of the retail/Starbucks establishments would not increase the safety of the site. The parking stall design is the most typical and there are not typically any safety issues with these types of spaces. Based on the location, the design is adequate, safe, and has some advantages. The radius of the ingress is 25 ft. and the egress is 17 ft. wide; they are working with the DOT guidelines and meeting those requirements. The applicant agreed to work with the Board's Engineer to meet with the Township's ordinances. The applicant agreed to work towards getting the curb radii closer to 35/30 ft., but noted it may trigger a waiver necessity from DOT (24 ft. from adjacent driveway to the site's driveway). If the amendments are made to the plan, they would be contingent upon the DOT's approval. The applicant agreed to provide turning plans for various vehicles and a "One-Way" sign at the exit onto Route 17.

Mr. Olivo stated the requirement for parking is 1 stall per 2 ½ seats or 5.71 per thousand square feet for this type of establishment (based upon restaurant usage or general retail usage). Large box stores are on the higher scale, requiring between 5-7 per thousand. Mr. Kelly noted the site is undersized in area and lot depth. If it had more depth, the applicant would be able to comply with the depth. He did not hold concerns regarding the width of the stalls. He advised the Board may want to consider making the space mentioned by Mr. Olivo at the rear corner of the restaurant space a loading space; or, they can keep the option open further down the road if it becomes an issue that the tenants need a loading space based on usage. He added that it should be the tenant's responsibility to have deliveries made at specific times. The four trash receptacles should be sufficient and the area is large enough for the box trucks as well as the firetruck. Mr. Roberts explained based on the square footage numbers laid out in the application, the required parking would be 48 spaces. The type of restaurant proposed is significant as well;

a fast food type restaurant would not be able to be a tenant at this location due to the parking restrictions.

Mr. Marcus expressed concerns regarding the parking at the Walgreens/Starbucks/FedEx site in Ramsey. Mr. Del Vecchio noted that there were various other uses at that location. He explained the center in Ramsey was a result of the Ramsey Planning Board requesting changes to ingress and egress in opposition to the professional testimony as well as the DOT desires for the site; their changes resulted in the current configuration at that location. Mr. Olivo described how the ingress into the site differed from the entrances into the center on Franklin Turnpike. At the proposed center, the visitors can travel further into the site for parking rather than having to park upon immediately entering the site. Mr. Marcus noted many people will use the drive-thru and expressed his preference for the restaurant's current location at the far north of the site.

Mr. Sherer stated the application was lacking in parking, which was the real problem. Mr. Del Vecchio stated the applicant could drop the number of seats in the restaurant from 50 to 35. Mr. Scandariato advised the tenant would need approval and would not be approved for a fast food establishment requiring 40 spaces minimum. Mr. Del Vecchio advised the restaurant could function on 35 seats, but it depended upon the type of restaurant. Mr. Sherer noted that the Board wanted to approve an application that would not make future tenant applications difficult. Mr. Roberts noted reducing the seats would work, but end result could be a retail tenant for that space and not a restaurant tenant.

Ms. Ariemma questioned the lack of a buffer between the site and the Stryker facility. Mr. Kelly explained there is a natural buffer from the stream area and the parking lot from Buick/GMC is adjacent. Ms. Ariemma expressed concerns regarding parking stall sizes and suggested scaling down the building size to allow more parking and appropriate space size. Mr. Del Vecchio explained the applicant was requesting a waiver for the parking space size as well as another variance for the total number of parking spaces provided. The applicant was willing to reduce the total seats in the endcap restaurant space; therefore, they would comply with the space numbers. The applicant withdrew the number of parking spaces request and are only requesting the size waiver. Mr. Weixeldorfer noted a reduction in building size may not alleviate the parking issue. Mr. Del Vecchio concurred that reducing the length of the property would not aide in the parking totals.

Mr. Kelly explained much of the concerns regarding parking and traffic is self-regulating; if customers travel to a place that is difficult to get in and out of, they will not frequent it. Mr. Weixeldorfer expressed concern regarding parking if Starbucks and AT&T were established first, as their traffic and visitors could prevent other establishments from coming to the location. In response to Mr. Sherer, Mr. Del Vecchio explained if the restaurant location becomes a retail space instead, it will result in a deficiency of three spaces rather than six (required 45 versus the provided 42).

Richard M. Preiss, P.P., Hoboken, appeared on behalf of the applicant and noted the recent change in zoning of the site to retail use in 2014. He stated the proposed development is an enormous improvement over existing conditions. Alleviating the size deficiency of the property would not be feasible; therefore, the applicant was seeking a C1 or C2 variance due to hardship and the benefits of the development would outweigh the detriments. The applicant was seeking a C2 variance for setback deficiencies, as the property has a shallow depth and a conforming retail building would only be 33ft. in depth, which could not accommodate the retail uses. Since the development would be substantially better as proposed versus the existing setback of 15 ft., the benefits outweighed detriments for the application.

Mr. Preiss informed the applicant was seeking a C2 variance for impervious coverage as the reduction would result in the benefits outweighing the detriments. With regard to signage, only one of the three is freestanding; the other two are the menu boards and are not visible to the public. The applicant was seeking a C2 variance, as there was no detriment to the public good by providing these signs at the rear of the building. The applicant was seeking a C2 variance for the setback of the pylon name sign, as its location is not going to be a detriment, but rather a benefit as motorists will be able to see the location. The applicant was also seeking a C2 variance for the number of wall signs, as providing the signage would result in the benefits outweighing the detriments.

Mr. Preiss detailed the waivers for parking. The number of parking spaces if the restaurant space becomes retail, would result in a three parking space deficiency and the rear and side lot setbacks for parking were smaller than required as the lot depth was shallow. There is substantial improvement versus the current conditions and many other locations along Route 17 do not have adequate setbacks for parking. The parking stall dimensions meet the RSI standards at 9'x18' stalls, which is not substandard or narrow, but sufficient. For smaller shopping centers like this, the size is sufficient for loading and the tenants are adept at making sure deliveries are made at optimal times.

The buffers proposed on the southwestern and northern property lines were a substantial improvement compared to the existing conditions. There is already an open space buffer along most of the northern property line. A proposed landscaping installation adjacent to the GMC parking lot would aide in buffering. There is no advantage to having additional green space than provided. Mr. Preiss attested that sidewalks should not be provided, as none are provided on Route 17 and pedestrian movement should not be encouraged along the highway.

Mr. Sherer stated if the northwestern parking spot was used as a loading space, it would alter the parking deficiency. He and Mr. Marcus did not agree there was a benefit to providing side signage at the drive-thru side of the building. Mr. Del Vecchio explained that travelers moving north on Route 17, would be better able to see the sign on the building versus the pylon sign. In response to Mr. Marcus, Mr. Delle Donne explained that there is no signage noting the Starbucks is a drive-thru from Route 17. Ms. Ariemma expressed concerns regarding visitors pulling out of the parking spaces. She was concerned that people would reverse into parked cars in the spaces, as they needed to reverse straight into the opposite side of the roadway. Mr. Olivo explained that the site has a conventional parking design. Mr. Preiss noted that if a visitor did not feel comfortable with pulling into the opposite lane, they could follow the exit lane around the back of the building.

Motion to open the meeting to the public was made by Mr. Weixeldorfer, seconded by Mr. Marcus and declared unanimously carried by Mr. Sherer.

No one wishing to be heard, motion to close the meeting to the public was made by Mr. Weixeldorfer, seconded by Mr. Marcus and declared unanimously carried by Mr. Sherer.

Mr. Sherer noted that they would need a reason to deny the tenant in the future, which would be difficult if they approved the number of parking spaces for retail. Mr. Del Vecchio stated that the tenant applicant could be required to bring forth a parking plan.

Motion was made by Mr. Weixeldorfer to approve the application with following conditions: the first three parking spaces on the Route 17S in front of Starbucks would be marked for employee

spots; the restaurant would be cut down to 35 seats; no sign would be permitted on the north side of the building; a contribution to the sidewalk fund would be made in lieu of installation; the northwest parking spot adjacent to the rear of the restaurant can be made a loading spot depending on the tenant of that location at the direction of the Township Engineer; the applicant will provide turning radii plans for all vehicles accessing the site and will work to get the radii closer to 30ft curb radii at the driveway; the applicant will provide a one-way sign at the exit to Route 17S; a flag pole will be installed; the Township will reserve the right to make modifications to the lighting plan for six months and the rooftop shielding for one year. The motion was seconded by Mr. Donigian. A roll call of members present revealed 5 aye votes by Mr. Crean, Mr. Donigian, Mr. Marcus, Mr. Sherer, and Mr. Weixeldorfer, and one nay vote by Ms. Ariemma.

VII. WORK SESSION:

- A) NEW BUSINESS
- B) OLD BUSINESS
- C) COMMITTEE REPORTS

VIII. ADJOURNMENT

Motion to adjourn the meeting at 10:56 p.m. was made by Mr. Weixeldorfer, seconded by Mr. Donigian and declared unanimously carried by Mr. Sherer.

Provided to the Planning Board
on July 10, 2015 for approval at
the Regular Meeting to be held
July 13, 2015



Donelle Bright DeCouto
Planning Board Recording Secretary