

BEFORE

THE NEW HOPE BOROUGH PLANNING COMMISSION

- - -

In Re: Regular Meeting

- - - -

MONDAY, FEBRUARY 3, 2020

- - - -

A public meeting was held at the Borough Municipal Building, 125 New Street, New Hope, Pennsylvania 18938, commencing at 7:05 p.m. on the day and date above set forth, before Tara Wilson, Professional Reporter and Notary Public in and for the Commonwealth of Pennsylvania.

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DOYLESTOWN, PENNSYLVANIA 18901

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1 PLANNING COMMISSION:
 2 Keith Voss, Chairman
 3 John Apuzzio
 4 Paul Atkinson
 5 Peter Meyer

6 ALSO PRESENT:
 7 Tracy Tackett, Borough Zoning Officer
 8 EJ Lee, Borough Manager
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1 MR. VOSS: Let's call the meeting to
 2 order. Looks like the first thing to do is
 3 reorganization. We need a chair.
 4 MR. ATKINSON: I nominate Keith.
 5 MR. APUZZIO: I second that.
 6 MR. VOSS: Do we have to vote?
 7 MS. TACKETT: Yes.
 8 MR. VOSS: All those approving?
 9 BOARD MEMBERS: Aye.
 10 MR. VOSS: Opposed?
 11 It might be nice to have a vice-chair.
 12 MR. ATKINSON: I nominate Jason.
 13 MR. VOSS: Just somebody that could be
 14 regularly here, I think. You know, I'm here most
 15 of the time.
 16 MR. APUZZIO: Yeah, that's fine.
 17 MR. VOSS: Jason.
 18 MR. MEYER: I nominate Jason.
 19 MR. VOSS: All those in favor?
 20 BOARD MEMBERS: Aye.
 21 MR. VOSS: Congratulations.
 22 That's all we need, right, we don't
 23 need any other -- or anything.
 24 MS. TACKETT: I think that's it.
 25 EJ, they don't need anything else,

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 3 PAGE
 4 1. Call to Order 4
 5 2. Reorganization 4
 6 3. Approval of Meeting Minutes
 7 a. Monday December 2, 2019 4-43
 8 4. New Business
 9 a. Application: Preliminary/Final Land
 10 Development for Gateway to New Hope, LLC
 11 Proposed parking lot
 12 Address: 385 W. Bridge Street
 13 Requested Action: No action required -
 14 consultant review letters pending meeting
 15 is day before
 16 5. Old Business
 17 a. None
 18 6. Discussion Items
 19 a. Status of discussion of increase of
 20 hotel/inn space in New Hope
 21 b. Discussion of standards for valet
 22 parking option
 23 7. Other Items
 24 8. Adjournment
 25 ---

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1 right?
 2 MR. VOSS: Can we have someone make a
 3 motion for the approval of December minutes?
 4 MR. ATKINSON: I wasn't here.
 5 MR. APUZZIO: Motion to approve
 6 December.
 7 MR. VOSS: Second?
 8 MR. MEYER: Second.
 9 MR. VOSS: All those in favor?
 10 BOARD MEMBERS: Aye.
 11 MR. VOSS: Good. New business if we
 12 can. Application preliminary final land
 13 development for Gateway to New Hope, LLC proposed
 14 parking lot on 385 West Bridge Street.
 15 And if you could give your name the
 16 first time you speak, that would help.
 17 MR. ED MURPHY: Sure. I'm Ed Murphy
 18 here on behalf of Gateway. To my left is Dan
 19 Rotondo who is the -- one of the project
 20 engineers from Dynamic who prepared and submitted
 21 the plan. The borough administration was kind
 22 enough to let us come tonight to make an informal
 23 presentation about the plans that were recently
 24 submitted because we don't yet have the borough
 25 engineer review letter. That will be forthcoming

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1 and I guess we'll be back here next month looking
2 for some more formal recommendation. Just
3 tonight's just informal, just give you guys a
4 chance to see what we submitted, even though you
5 probably already know, but we have a couple
6 aerials and a plan that's annotated, so it might
7 be easier to look at then -- than those.
8 If that's okay with you guys, we'll
9 just run through our proposal so you can see
10 what's going on and you can react accordingly, so
11 --
12 MR. VOSS: Do you have a copy of the
13 aerials now?
14 MR. ED MURPHY: Yeah. The site I know
15 everybody knows, this is the former site of the
16 Raven. It's an acre and three quarters, it's
17 zoned highway commercial, it's on 202, and it is
18 here. Here's 202, here's Old York Road. There
19 are two -- this shows the Raven and the motel
20 that was located behind it. I'm sure everybody's
21 familiar with it.
22 Gateway acquired the site last summer,
23 sometime in July. We didn't take occupancy of it
24 until mid-November, I guess. It closed and then
25 we commenced the demolition process in December

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1 and I think it's largely done now, buildings are
2 all down. And the purpose for which we bought it
3 was two-fold. One short term to provide for
4 private offsite parking to service the needs of
5 the River House that's under construction, and
6 which is what Phase 1 of the plan, that you're
7 going to be presented with to approve, shows.
8 Secondly, in the future there would likely be
9 construction of a new hotel on that site.
10 Probably 50 rooms plus or minus that's all still
11 to be resolved.
12 So the only thing in front of planning
13 commission and council is Phase 1 for the parking
14 lot. That would look like that. It shows the
15 same two access points on 202 that exist today.
16 And the area would be then converted to a parking
17 lot. There are on the current plan, that we
18 submitted, a total of 207 parking spaces. Parked
19 valet style, it's not typical arrangement where
20 you and I could go there, you can't. You drop
21 your car off at Odette's or River House and the
22 valets would bring it here, park it accordingly
23 and return it. So no public access would be
24 permitted to this site.
25 Today there is no stormwater management

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1 facilities on the site anywhere. The plans that
2 Matt and Dan have prepared -- Matt Mazzella's the
3 other engineer with me tonight, also with
4 Dynamic.
5 MATTHEW MAZZELLA: He's got us flipped;
6 Matt, Dan.
7 MR. ED MURPHY: -- had designed the
8 plan with stormwater management controls. We
9 submitted separate plans to the conservation
10 district that regulate those kinds of things.
11 They've been in since almost three weeks ago.
12 We've some initial reviews from the conservation
13 district, but by the time we see you again next
14 month, hopefully, we'll have those in writing.
15 We don't expect any issues. We've met informally
16 with the conservation district before the plans
17 went in to make sure we were doing what they
18 expected of us. So that's the land development
19 plan.
20 We also, as Tracy knows, submitted an
21 application to your zoning hearing board. That
22 application requests a couple items of zoning
23 relief associated with the parking lot. One is
24 the fact that today the impervious ratio of this
25 site is like 75 percent and change. We are --

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1 this plan proposes to increase that by four
2 percent. The 75 and change that's there now is
3 entirely uncontrolled, we're going to be able to
4 control all of it, which will be a huge benefit
5 to adjacent property owners that right now don't
6 have the confidence that any of the stormwater
7 that's collected on this site, then this
8 discharge goes wherever it wants.
9 We've asked for relief dealing with the
10 layout of the parking lot because the layout of
11 the parking lot is not your typical retail
12 shopping center parking lot, it's designed to be
13 valet parked. So your ordinance doesn't -- like
14 most ordinances, don't contemplate parking valet
15 style, so it's different. So we've asked from
16 relief from your ordinance because it is
17 different so. I think that's probably the
18 biggest one. The sizing of the stalls is also
19 different than -- your ordinance says 10 by 20,
20 these are parked at 9 by 18. So I think that --
21 And the last one, which is a little bit
22 different and there's another exhibit that I
23 think probably better shows it. Your ordinance
24 says that in nonconforming situations you can
25 extend the extent of that nonconformity by 10.

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1 Right, Tracy? I think that's what it
 2 is.
 3 So Tracy highlighted the fact that we
 4 have areas on this site that today that are
 5 nonconforming where you can see that they are
 6 beyond the limits of what your ordinance would
 7 otherwise permit. So what we've done is, in this
 8 exhibit, the only relevant color is green. There
 9 are four different areas in green. One here, one
 10 there, one there and one over there. Those four
 11 green areas represent areas where we are
 12 proposing to extend the nonconformity by more
 13 than the allowable 10 feet. As you can see
 14 they're very small, but there are four separate
 15 areas on the site where that condition occurs.
 16 So that's pretty much it in terms of
 17 the zoning relief. I don't have a date yet for
 18 when that's going to be scheduled. Maybe it will
 19 be scheduled before we get to you guys, come back
 20 next month in March, but our hope is that we'll
 21 be scheduled at some point in February and we can
 22 move ahead accordingly so. But what's in front
 23 of you is the land development and the
 24 corresponding stormwater that's proposed for the
 25 redevelopment of Phase 1 of the Raven. So that's

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1 being an exit, because it's there now. But I
 2 don't know what the feeling of everybody is about
 3 maintaining it for this purpose or not. It's
 4 there because we show it, but whether or not you
 5 think that should be continued to be operated in
 6 that fashion.
 7 The other thing I would say to you -- I
 8 forgot to tell you this. -- when we bought the
 9 Raven, it included this property. I don't know
 10 how many of you are familiar with the house
 11 that's sort of behind -- was behind the Raven,
 12 still is, it's called the Cordials house. Are
 13 you guys familiar with that at all?
 14 MR. VOSS: I just know it's existing.
 15 MR. MEYER: Yeah.
 16 MR. ED MURPHY: It has historically
 17 been used or rented by actors at the Playhouse
 18 who are doing productions. And the Playhouse has
 19 historically rented that -- rented it from the
 20 Raven owners and since we've taken it over, we
 21 continued to permit the Playhouse production and
 22 actors and actresses to reside there on an
 23 interim basis, so that Cordials house is not part
 24 of this initial application, all right? That's a
 25 separate tax parcel, always was, but Gateway does

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1 pretty much what we're doing.
 2 MR. ATKINSON: How do you control
 3 access to the lot?
 4 MR. ED MURPHY: We will control access
 5 to the lot by our own valet service that will
 6 manage it, but public will not be permitted to
 7 enter or exit.
 8 MR. ATKINSON: So there'll be somebody
 9 standing there?
 10 MR. ED MURPHY: Yeah, there'll be a
 11 valet service that's there during the times it's
 12 open.
 13 MR. MEYER: So giving two points of
 14 access off of what's not really 202, 157 or
 15 whatever it is at that point.
 16 MR. ED MURPHY: 179.
 17 MR. MEYER: 179, excuse me. Does that
 18 mean there'll always be two people on site?
 19 MR. ED MURPHY: There will be more than
 20 that, Peter, there'll be more than two people on
 21 site.
 22 MR. APUZZIO: And that exit in the back
 23 that's -- would it be used?
 24 MR. MEYER: Is that an exit or not?
 25 MR. ED MURPHY: It is. It's shown as

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1 own that as well, but we're not proposing any
 2 modification to it today.
 3 MR. MEYER: With regards specifically
 4 to the back access point --
 5 MR. ED MURPHY: Um-hmm.
 6 MR. MEYER: -- that access point
 7 actually goes out on what is right now a
 8 completely residential street. And I guess my
 9 own feeling is, I would like to keep it that way
 10 as a residential street, which would argue
 11 against its being used for that purpose.
 12 MR. ED MURPHY: I'll defer to you guys.
 13 MR. MEYER: I would encourage you to
 14 include in whatever you present, to commit to
 15 that. I may be wrong in my assumptions there,
 16 but it strikes me that that would make a
 17 difference.
 18 MR. ED MURPHY: I don't know how often
 19 -- I'll defer to you guys. Do you know how often
 20 that was even used, when it was the Raven? I
 21 don't know.
 22 MR. APUZZIO: I do not.
 23 MR. VOSS: I think it was used for
 24 garbage collection.
 25 MR. APUZZIO: Yeah.

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1 MR. MEYER: Yeah, I think that's what
 2 it was that they had dumpsters back there.
 3 MR. ED MURPHY: That's it? Just a
 4 utility.
 5 MR. MEYER: There may have been some
 6 deliveries there, but I never saw much in the way
 7 of trucks and I don't think they used that back
 8 street there a lot.
 9 MR. ED MURPHY: Okay.
 10 MS. TACKETT: Ed, do you know what the
 11 traffic flow's anticipated to be? I mean, how
 12 are they going to travel from the hotel to here
 13 and back?
 14 MR. ED MURPHY: I do not know that
 15 tonight.
 16 MR. APUZZIO: Yeah, that would be my
 17 question if there was a preferred route. Just
 18 considering how many spots are there and, you
 19 know, assuming just some of the events and
 20 weddings and the like, right, hypothetically a
 21 200 person wedding if you have all the cars up
 22 here, I know some can be on site as well, but
 23 just the flow of traffic going down and coming
 24 back also in tandem with some of the other
 25 developments that are going on. I think that

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1 MR. MEYER: I'm looking at those round
 2 brown things at the front there, what are we
 3 dealing with there?
 4 MR. ED MURPHY: They are street trees.
 5 Engineered street looking trees.
 6 MR. MEYER: And one of the things I'm
 7 also --
 8 MR. ED MURPHY: There's nine of them,
 9 your ordinance says you're supposed to have 21.
 10 We either get a waiver or we'll figure out a way
 11 to plant some somewhere else. Those horrible
 12 looking things are designed to be representative
 13 of street trees.
 14 MR. MEYER: I am concerned simply
 15 because I'm -- one of the things I'm currently
 16 negotiating, as a member of council, I'm in some
 17 negotiations with Wawa right now about buffering,
 18 what they're proposing to do. So I have an
 19 interest in this question of a buffering and what
 20 that might look like. Trees are tall, that's
 21 nice, but in terms of visibility for people
 22 coming down that street, it may be even some sort
 23 of --
 24 MR. ED MURPHY: Lower profile.
 25 MR. MEYER: -- hedge kind of lower

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1 would be very important because I've actually
 2 tried to figure it out. I mean, I know we've
 3 spoken about traffic studies and potential for
 4 traffic studies, but if you have a couple hundred
 5 cars, whatever it might be, going in, if you have
 6 other cars going to the Logan Square property, if
 7 you have all these cars coming in and then coming
 8 back out, I'm just trying to figure out what that
 9 would do to the general traffic patterns, the
 10 lights, I don't know if you spoken about changing
 11 any of that. I that obviously would be very
 12 important so --
 13 MR. ED MURPHY: I will be prepared so
 14 that we can review with you guys what the
 15 preferred route is going to be. I don't know,
 16 but --
 17 And I'll -- Peter, I'll have maybe some
 18 more color on how the valet system is actually
 19 going to work. I can do that.
 20 MR. APUZZIO: With the valets, do you
 21 have any idea as to how many you would employ
 22 with the valet? I mean --
 23 MR. ED MURPHY: I'm sure other people
 24 do. I just don't know tonight, but I'll make
 25 sure I know the next time.

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1 profile, something might be somewhat more
 2 important --
 3 MR. ED MURPHY: Um-hmm.
 4 MR. MEYER: -- in terms of people
 5 coming into town not being confronted by a
 6 massive parking lot, strikes me as a potentially
 7 significant issue both from a point -- but
 8 certainly from the point of view of my role on
 9 the planning commission, that's something I'd be
 10 concerned about.
 11 MR. ED MURPHY: Okay.
 12 MR. VOSS: And following along that, I
 13 mean, the backside that's the facing the
 14 residential properties seems like they wouldn't
 15 want to have a large parking lot in their, you
 16 know, the front view of their windows. I mean, I
 17 know that -- I don't know exactly what the
 18 regulations are, but I know for parking lots
 19 there are a specified number of trees per spot,
 20 right? And that would put a lot of trees on the
 21 front, I guess you'd have to put a lot of trees
 22 on the side, a lot of trees on the back, or trees
 23 or plantings depending on what we eventually
 24 decide is most appropriate. Like I said, I'd
 25 just -- I'd like to see more about that.

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1 MR. ED MURPHY: Okay.
 2 MR. VOSS: I don't know that trees,
 3 plantings are as important between the parking
 4 lot and the neighbor on the left since that's
 5 another retail business.
 6 MR. ED MURPHY: Here you mean?
 7 MR. VOSS: Yep.
 8 MR. ED MURPHY: Somebody told me, is
 9 that for sale now? I think I heard the other day
 10 that somebody said that's for sale.
 11 MR. APUZZIO: Is that the flower --
 12 MR. ED MURPHY: That's where the tag
 13 place is, Carole's I think it is.
 14 MR. MEYER: Yeah.
 15 MR. ED MURPHY: This is a fairly -- and
 16 I'll defer to Matt and Dan -- a fairly steep
 17 ravine and it's probably good that we're creating
 18 this buffer and that's also where the stormwater
 19 controls are going to go to keep it from scouring
 20 and eroding over in that direction, so.
 21 MR. ATKINSON: How far is it exactly
 22 from there to Odette's?
 23 MR. ED MURPHY: 2.1 miles, I think.
 24 MR. ATKINSON: And I guess the longer
 25 term plan is to potentially have a parking lot

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1 traffic through town.
 2 MR. VOSS: So sorry, I don't mean to
 3 bounce around, but as we look at the possibility
 4 of extending -- I mean, you're talking about
 5 extending the nonconformity, are you treating the
 6 torn down building as an existing nonconformity,
 7 is that --
 8 MR. ED MURPHY: No, we're talking
 9 principally the parking, I think, the extent of
 10 the macadam that intrudes into the required
 11 various yards surrounding the site.
 12 MATTHEW MAZZELLA: All the hatching
 13 that you see, that's all of the existing
 14 conditions of the nonconformity and then our
 15 parking lot is underneath. So all this hatch you
 16 see is what's there currently that is
 17 nonconforming.
 18 MR. VOSS: So it's currently paved
 19 there?
 20 MATTHEW MAZZELLA: Yes. Paved,
 21 building, some sort of --
 22 MR. VOSS: But you're adding building
 23 I'm just saying paved, is that what you're
 24 showing in the hatch, is that paved?
 25 MATTHEW MAZZELLA: Yes.

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1 not going through town, like a parking lot south
 2 down the river. I mean, I'm sure you've looked
 3 at all these things, but what is the ultimate
 4 goal? I mean, is there anything that's going to
 5 be better for anybody or you'll always go through
 6 town to park all the cars?
 7 MR. ED MURPHY: There are no sites that
 8 were available that we know of south of town.
 9 We've looked at everything. There are potential
 10 site that might have been possible south of town,
 11 but they're in Solebury Township and there's all
 12 kinds of other zoning issues associated with
 13 those. So we've explored everything. If you
 14 guys have anything else we haven't, I'm happy to
 15 look at it, but we pretty much think we've
 16 explored and exhausted all those opportunities.
 17 We are looking at other sites, as we speak,
 18 because candidly, when the hotel gets built, that
 19 will --
 20 MR. ATKINSON: Lose those few spots.
 21 MR. ED MURPHY: That will lose spots
 22 and we'll have to continue to identify others to
 23 make up that. So, but to your question, I am not
 24 aware of any other sites that we know of that
 25 would be south of town that would avoid any

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1 MR. ED MURPHY: Today, yes.
 2 MS. TACKETT: When you say hatch, is
 3 that pink area there?
 4 MR. ED MURPHY: Yes.
 5 MS. TACKETT: Okay.
 6 MR. ATKINSON: What were the four green
 7 things again, and what was the significance of
 8 them and why do you need the waiver?
 9 MS. TACKETT: It's a variance.
 10 MR. ED MURPHY: Your ordinance is a
 11 little bit different. It's easier if I can do it
 12 the way I understand it.
 13 Let's say this is a building. And
 14 let's say this is the street, and let's say this
 15 is a required yard. And this portion of the
 16 building is nonconforming because it extends
 17 beyond that front yard. The law in Pennsylvania
 18 says that you're allowed to extend that
 19 nonconforming front yard, so for the full length
 20 of that existing -- you're not going any further
 21 closer, but you can extend the linear line of
 22 that down. So that you could that -- that L
 23 could be a square.
 24 Your ordinance is different. Your
 25 ordinance says, you can extend along that line,

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1 but you got to stop at 10 feet. Okay? Can't go
 2 there. So what Matt and Dan did on this plan is,
 3 identify those areas, and you can see here, it
 4 lists 10 feet.
 5 MR. ATKINSON: All right.
 6 MR. ED MURPHY: All right? The green
 7 is the line that is beyond the 10 feet, but
 8 doesn't encroach any further into the yard, but
 9 it shows what we're proposing to do. So we have
 10 a little bit there, a tiny bit there, a little
 11 corner here, and a little bit there. So that's
 12 what that exhibit is designed to show.
 13 MR. APUZZIO: You mentioned the spots
 14 were nine by eighteen.
 15 MR. ED MURPHY: Yes.
 16 MR. APUZZIO: So I'm assuming they're
 17 not the 10 by 20 just to get more spots in?
 18 MR. ED MURPHY: Yeah, yeah.
 19 MR. APUZZIO: So would you see that as
 20 an issue at some point once you build the hotel
 21 if you're having smaller spots down the road for
 22 Phase 2 and beyond?
 23 MR. ED MURPHY: Probably not. We'd
 24 probably have to convert those spaces to
 25 something more trad -- as Tracy knows, ordinances

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1 we minimize the obligation for offsite parking.
 2 We have more, we are committed -- we have spaces
 3 over here now that we have leased behind the York
 4 Place condominiums. So we also have spaces over
 5 there, so we're in good shape for this.
 6 MR. VOSS: So I guess I'd like to know
 7 this -- this pool structure was not being used
 8 for parking, correct?
 9 MR. ED MURPHY: The pool structure?
 10 MR. VOSS: This it looks like it was an
 11 in-ground pool.
 12 MR. ED MURPHY: That's gone.
 13 MR. VOSS: I understand that, but it's
 14 in your pink slash zone which is where you said
 15 parking was.
 16 MATTHEW MAZZELLA: Correct. The --
 17 MR. VOSS: I just want to make sure I
 18 understand the slashing because it does not seem
 19 to be current parking.
 20 MATTHEW MAZZELLA: No. The slashing is
 21 everything that is manmade structures which the
 22 ordinance defines as -- the term structure is
 23 anything -- any manmade object in the ordinance.
 24 MR. VOSS: I guess the reason I'm
 25 concerned and this is because I mean, when I did

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1 today, some have nine by eighteen standards,
 2 others still have ten by twenty. Some have nine
 3 by eighteen in certain locations further away
 4 from the building or the location; but
 5 historically, the ten by twenty is starting to be
 6 reduced to by nine by eighteen as cars get
 7 smaller. People say, well, now cars are getting
 8 bigger again, whatever. So nine by eighteen is a
 9 standard that's recognized, but your ordinance
 10 says ten by twenty, so we asked for relief to do
 11 nine by eighteen. Because we're parking the cars
 12 we're not depending on people coming in and out
 13 and parking themselves. So we control that.
 14 MATTHEW MAZZELLA: Nine by eighteen
 15 also helps reduce impervious on a lot sites,
 16 which is why a lot of times you'll see nine by
 17 eighteen versus the ten by twenty.
 18 MR. MEYER: You know, and obviously
 19 you're stacking two and three deep and so on.
 20 MR. ED MURPHY: That's right, Peter.
 21 And that's the other item of zoning relief
 22 because, again, you wouldn't do that in a normal
 23 parking lot setting because you couldn't get in
 24 and out. But again, since how we control it,
 25 yes, and we try to take advantage of that so that

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1 my renovation, we -- once we tore our garage
 2 down, we couldn't use any of the numerical
 3 extensions of this -- of its nonconformity
 4 because it didn't exist anymore. And that's what
 5 I guess I'm wondering here is I want to know what
 6 the existing nonconformities are today because if
 7 there's not a building, then it's not a
 8 nonconformity, which means you can't extend it.
 9 If there's a pool that's no longer there and it
 10 wasn't a parking lot, same thing. I mean, I'm
 11 just -- that's my concern and --
 12 MR. ED MURPHY: Well, at Matt said, the
 13 definition is not just macadam, it's a manmade
 14 structure in the ordinance.
 15 MATTHEW MAZZELLA: But it -- also it's
 16 not there currently because it was just
 17 demolished for this project. So it wasn't
 18 demolished, left for, you know, a year or two.
 19 Usually it's -- if you demolish, you leave it
 20 undeveloped for a certain period of time, that's
 21 when that existing nonconformity would no longer
 22 fly.
 23 MS. TACKETT: So you're saying that the
 24 pink hatch area has been removed? I thought you
 25 were saying earlier that it's still there.

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1 MR. ED MURPHY: All of it is still
 2 there after we demolished it, yes.
 3 MS. TACKETT: Okay. The paved area,
 4 the parking, the --
 5 MR. ED MURPHY: Everything that is out
 6 the white area, Tracy, is what the building
 7 envelope would be allowed to under the ordinance.
 8 In what -- outside of white that's pink, is what
 9 was there when we bought it and what is still
 10 there now. Obviously, we've torn down the
 11 buildings, but everything else is still there.
 12 MS. TACKETT: That's what I just wanted
 13 to clarify, because it sounded a little
 14 confusing.
 15 MR. ED MURPHY: Right. Obviously the
 16 --
 17 MS. TACKETT: Just because once you
 18 remove --
 19 MR. ED MURPHY: -- motel is gone.
 20 MS. TACKETT: -- something you lose the
 21 protection when you're wanting to redevelop the
 22 site.
 23 MR. ED MURPHY: Every ordinance has
 24 some different provisions if it's -- sometimes if
 25 you don't do anything within a year or two,

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1 mean, obviously Erin when she issues her review
 2 letter, there may be things that we haven't
 3 thought about that she will and that we'll have
 4 to address between now and when we come back.
 5 But today I'm not aware of anything other than
 6 what Peter said and you guys said about back
 7 here, learning more about how the valet system's
 8 going to work, maybe lower profile buffering
 9 along 179, those kinds of things. We'll be
 10 prepared to come back and --
 11 MR. MEYER: I think the buffering
 12 issue's definitely going to be a significant one.
 13 MR. ED MURPHY: Okay.
 14 MR. MEYER: Let me ask a different
 15 question altogether. I know that we don't have
 16 it now, but I mean, from the point of view what
 17 we would like to see in the way, I think, in
 18 terms of planning more generally is start
 19 eventually getting to the point at which along
 20 179 we have sidewalks.
 21 What are our prospects for getting
 22 sidewalk across there and then pushing to try and
 23 get it rest of the way over to Suga and then in
 24 front of where the Wawa is now and so on? I
 25 mean, that's a longer term project, but you would

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1 depending on what it says, you lose the right to
 2 rely upon that.
 3 MR. VOSS: My question just came from
 4 my experience --
 5 MR. ED MURPHY: Yeah, I hear you.
 6 MR. VOSS: -- which is a residential
 7 section and I was told in point when the garage
 8 came down we could only rebuild a garage if -- at
 9 that location and use its variances. Maybe
 10 that's my misunderstanding, but that's -- that's
 11 what I was told. Okay.
 12 So could you just help me understand
 13 then because you said you have these things for a
 14 zoning hearing application.
 15 MR. ED MURPHY: Right.
 16 MR. VOSS: Are there things you would
 17 like to know how -- you know, get our impression
 18 about how we feel about just everything, anything
 19 that you've heard, is it --
 20 MR. ED MURPHY: I mean, sure you're
 21 welcome to comment upon anything obviously.
 22 MR. VOSS: Well, I didn't know if there
 23 was anything you were looking for particular that
 24 you'd like help making sure that we approve of.
 25 MR. ED MURPHY: I don't think so. I

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1 be a piece of that project in terms of something
 2 that I know is of interest in the borough and I
 3 guess I should ask that question.
 4 MR. ED MURPHY: Yeah. I mean, look,
 5 I'm sure it's probably something that's worth
 6 asking about. I don't know if it makes sense
 7 today, but maybe with Phase 2 when we have the
 8 hotel and people are going to want to walk to
 9 different places, probably does make sense.
 10 MR. MEYER: I think then. Yeah, but
 11 what I guess what I'm -- first of all, with
 12 regard to so called Phase 2 at this stage of the
 13 game, all we have in front of us is Phase 1.
 14 Phase 2 is when and if and it depends on a whole
 15 variety of economics and so on and so forth,
 16 that's highly in contingent.
 17 MR. ED MURPHY: It is --
 18 MR. MEYER: Right now I think what we
 19 have --
 20 MR. ED MURPHY: -- but it's highly
 21 anticipated, but okay, I hear you. Understood.
 22 MR. MEYER: And the economy changes
 23 somewhat and Phase 2 could end being decades
 24 away. You know, I mean, all that can happen. I
 25 understand the anticipations. That's why I think

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1 that that is something that might be worth paying
 2 some attention to and thinking about.
 3 MR. ED MURPHY: Okay.
 4 MR. APUZZIO: I think that's a great
 5 point. Because I mean, to your point, you know,
 6 one case of Coronavirus in Lambertville and all
 7 of sudden, you know, New Hope is -- now a lot of
 8 people aren't come here, but it makes sense just
 9 to start to think about it, right, because
 10 eventually Phase 2 is going to come, whenever
 11 that time frame might be. Right? If we want to
 12 make more of a walkable town and especially on
 13 the outskirts building that bridge, why not look
 14 at this now.
 15 MR. ED MURPHY: I assume we have room
 16 in the right-of-way to accommodate a length of
 17 sidewalk along the property frontage.
 18 MATTHEW MAZZELLA: Yeah.
 19 MR. ED MURPHY: Okay.
 20 MATTHEW MAZZELLA: A lot of times when
 21 we do projects like this, we'll defer -- we'll
 22 agree to a sidewalk if it makes sense and defer
 23 installation until the neighboring properties are
 24 also going to do it so you don't have a sidewalk
 25 to nowhere, 'cause that could be also problematic

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1 Peter, it's really pretty steep back in there.
 2 MATTHEW MAZZELLA: Yeah, there's
 3 nothing that could be developed here because of
 4 the --
 5 MR. MEYER: The topography?
 6 MATTHEW MAZZELLA: Yeah, topography and
 7 the drainage, the swale through there.
 8 MS. TACKETT: So, Ed, when we had first
 9 chatted, you had mentioned the possibility of
 10 having guests come to this lot and then be
 11 shuttled down. Do you know why they chose to go
 12 away from that concept?
 13 MR. ED MURPHY: Just to control it, to
 14 keep the public from accessing the area that we
 15 want to keep private. So it's going to be
 16 required that any guest go to the hotel, drop
 17 their car off and then valet will bring the car
 18 up.
 19 MR. MEYER: I mean, if they're coming
 20 up the River Road that makes sense. If they're
 21 coming on 179, it's just adding to our traffic.
 22 MS. TACKETT: Yeah, I guess it just --
 23 it doubles, you know, the trips back and forth if
 24 they can't just --
 25 MR. ED MURPHY: I'll ask, but I thought

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1 for pedestrians, if you have a sidewalk, but you
 2 don't provide an access because your neighbor
 3 doesn't have access. So that could also be
 4 something we need to look at as well.
 5 MR. MEYER: That could be contingent,
 6 that's fine, but so long as the plans --
 7 MR. ED MURPHY: We can preserve --
 8 provide an ara.
 9 MR. MEYER: -- can accommodate it, I
 10 think that may be something that we would be very
 11 interested in.
 12 MR. ED MURPHY: Fair enough.
 13 MATTHEW MAZZELLA: Yeah, seeing as some
 14 of the other neighbors don't have one apparently
 15 almost seems to make more sense to defer it, but,
 16 you know, agree to that.
 17 MR. ED MURPHY: What's the use of this,
 18 do you guys now? Is that PCM or whatever it is?
 19 The old real estate office? I see the initials
 20 on the building, but -- do you know what type of
 21 use that is?
 22 MR. APUZZIO: I do not.
 23 MR. MEYER: Got that peculiar trapezoid
 24 there too off the back, going back in there.
 25 MR. ED MURPHY: Peter, it's a ravine,

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1 it was more of a liability to try to make sure
 2 that we control all the movement, but I'll
 3 inquire if there is --
 4 MR. MEYER: Yeah, but I mean, if you're
 5 going to have people --
 6 MR. ED MURPHY: I hear you.
 7 MR. MEYER: -- at the entrances anyway,
 8 you know, that's certainly a real possibility
 9 because obviously to the extent that they're
 10 coming in that way --
 11 MR. ED MURPHY: From the west.
 12 MR. MEYER: Coming in from the west,
 13 that would certainly make a difference to our
 14 traffic pattern. And for that matter, the same
 15 thing would apply to somebody coming across the
 16 bridge from Lambertville, New Jersey. You could
 17 just keep going straight instead of trying to
 18 take that left turn, because left turn downtown
 19 can only accommodate three cars, roughly, before
 20 the light changes. So, you know, that becomes a
 21 real consideration.
 22 MR. APUZZIO: At least to have maybe a
 23 certain percentage just to the option for it. If
 24 you're just looking at the picture, I mean, you
 25 could have all the longer term cars parked, you

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1 know, like in the middle of the three or closest
 2 to the edges and then you can just give
 3 individuals the option to park in front over
 4 there. Or at least to drive in and maybe they
 5 can just valet it once they drop their car off,
 6 to pick up a shuttle every 10, 15 minutes
 7 whatever it would be.
 8 MR. ED MURPHY: All right. I'm happy
 9 to reach out and ask that question and see what
 10 we get. I'll be prepared to talk about it next
 11 time.
 12 MR. MEYER: But I mean, you got a
 13 variety of possibilities there, not the least in
 14 which is where -- if you're no longer going to be
 15 using that access point in the back, you got the
 16 potential for putting a facility in there.
 17 MR. ED MURPHY: Okay.
 18 MR. MEYER: I mean, that's, you know,
 19 without losing significant amounts of parking
 20 spaces is what I'm looking at from the point of
 21 view of the objective of the -- you know, of
 22 having maximizing the parking there that that
 23 would certainly be a good possibility.
 24 MR. ED MURPHY: Okay.
 25 MR. MEYER: Because I look it at a

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1 comfortable path there, not, you know, crossing
 2 one traffic light and get to our Bridge Street
 3 businesses or some of the other businesses
 4 depending if they wanted to take the fork and
 5 head into Ferry. It just seems like this is a
 6 really nice opportunity to start saying that more
 7 of the town is walkable.
 8 MR. ED MURPHY: Okay.
 9 MR. VOSS: I guess that's what I'm
 10 looking at is --
 11 MR. ED MURPHY: All right.
 12 MR. VOSS: -- even as a parking lot --
 13 MR. ED MURPHY: That's good.
 14 MR. VOSS: -- allowing them to walk
 15 from here. I guess my -- my biggest -- my two
 16 big concerns is the -- beside safety and it
 17 sounds like we've addressed that pretty well are,
 18 boundaries. So how much cushion do we put in
 19 here. And I understand you're saying that the
 20 existing nonconformities make my concern -- if
 21 that's the case, it makes my concern moot.
 22 I mean, I would like to know if the --
 23 how the existing nonconformities actually hold up
 24 just because I want to make sure that what you're
 25 saying, this outer perimeter, is not up to us.

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1 point of view of, you know, the impacts of all of
 2 this on traffic in town. And after all, the
 3 attractiveness of coming to town for those that
 4 are coming to Gateway is going to be reduced by
 5 excessive traffic in town anyway. So you want to
 6 keep this town attractive as a place for people
 7 to come.
 8 MR. ED MURPHY: There's a large
 9 interest in doing that.
 10 MR. MEYER: In a sense, I think, we're
 11 dealing -- we have a common objective there.
 12 MR. ED MURPHY: That is correct. Okay.
 13 MR. VOSS: And with that long-term
 14 objective, one of the things that I'm strongly
 15 considering is just making the town a little bit
 16 more walkable. So that's part of the reason I
 17 like the idea, Peter of the --
 18 MR. ED MURPHY: Sidewalks?
 19 MR. VOSS: -- sidewalks and it's
 20 partly, I guess, I'm looking at your Phase 2
 21 possibility as well. Okay. Well, if we are
 22 bringing people either self-parking now or
 23 parking for the hotel in the future, wouldn't it
 24 be nice if after they park, they could then walk
 25 the half mile into town and actually have a

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1 If it's up to us, then I want to make sure that
 2 we can give you good feedback on it. If it's up
 3 to zoning regulations that we have no control
 4 over, then I understand that.
 5
 6 The part -- the other part that goes
 7 along with that then is the impervious. What's
 8 the -- it's probably nonconforming at 75 percent.
 9 MR. ED MURPHY: Right.
 10 MR. VOSS: So what would be conforming?
 11 MR. ED MURPHY: Fifty in this zoning
 12 district, it would be 50.
 13 MR. VOSS: So just -- I mean, is there
 14 any way that parking lot that, as you said, may
 15 have a Phase 2, is there any way that some of
 16 this parking could be use a material that is
 17 actually allow -- it's porous in some way, it
 18 allows water to travel through it that would
 19 allow it to get closer to the 50 percent rather
 20 than even more distant than 50 percent? I mean,
 21 you're obviously not parking trucks --
 22 MR. ED MURPHY: Maybe.
 23 MR. VOSS: -- in here anymore, we're
 24 not parking heavy equipment. So if it's only
 25 cars, are there options that would allow it to --

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1 I'm thinking, for example, if you -- if this were
 2 done on the back side where the building
 3 currently -- well, previously was and where the
 4 future hotel might appear. It seems like if
 5 you'd be tearing that up anyway in the future
 6 maybe now would be a chance to -- I don't know.
 7 I'm just -- again, those are my concerns for a
 8 lot this size is, just water wants to be in the
 9 ground, it doesn't want to be pushed over to one
 10 corner and seeped into channels that -- I mean,
 11 it wants just to go into the ground where it
 12 lands. So I much rather see that 50 percent,
 13 closer to that 50 percent.

14 MR. MEYER: Tracy, if I remember
 15 correctly, things like permeable paving and
 16 gravel don't count as nonpermeable the way our
 17 ordinance reads, if I remember correctly. In
 18 other words, legally it doesn't necessarily
 19 provide any relief, but it may provide some
 20 reduced concern on the part of some of the
 21 regulatory bodies that you face.

22 MR. ED MURPHY: Correct.

23 MR. MEYER: I'm not sure that that's --
 24 certainly in the case --

25 MR. ED MURPHY: Well, to Keith's point,

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1 difference. Now, that's older, so that porous
 2 material is not as good as it is today. There's
 3 a better quality of it today that it's less
 4 obvious, but I don't know what the guys think,
 5 but from a stormwater standpoint, I don't know
 6 there's much help. And from a practical
 7 standpoint, I don't know with the level of
 8 turning movements you're going to get here that
 9 porous is a good alternative because of the
 10 turning movements.

11 MATTHEW MAZZELLA: Yeah, we haven't
 12 seen that a lot of people prefer it, yet based on
 13 maintenance of keeping it from clogging over
 14 time.

15 MR. ED MURPHY: You have to vacuum it
 16 twice a year, which I religiously do, but -- and
 17 when I first did it, it was pretty neat. You go
 18 out there and it rained and you couldn't tell it
 19 was rain; 15 years later it still works, but I do
 20 get puddles now. It's not -- even though I'm
 21 religious about vacuuming and all that, but you
 22 still the efficiency is less over the years as it
 23 goes on. But it really fun in the beginning to
 24 throw a bucket of water out while it disappeared.
 25 You could.

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1 even if it was gravel, that still is treated as
 2 impervious, you're not -- and as to Peter's
 3 point, porous paving would still be considered
 4 impervious under your ordinance. Porous paving,
 5 the benefit of it, if there is one, is that it
 6 does return more water to the aquifer by
 7 permitting water to drain right through, through
 8 the voids in the macadam to get to the
 9 subsurface.

10 Typically you use those materials in
 11 areas that are not highly trafficked. Like at my
 12 office, I have porous paving in my parking lot.
 13 When I built it, I put porous paving in, but I
 14 don't have a ton of traffic and a lot of turning
 15 movements. Porous paving is softer, so when you
 16 have a lot of cars you -- you never use it in
 17 like a shopping center parking lot, too many
 18 turning movements tears up the macadam. So you
 19 have to pick the spot where you use it.

20 South of Doylestown there's a couple
 21 large -- three large office buildings right on
 22 the south edge of town going out of town, they
 23 have the drive aisles are regular macadam. The
 24 parking stall itself is porous and you can see
 25 the difference. It's a pretty dramatic

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1 MS. TACKETT: Do you vacuum it
 2 yourself?

3 MR. ED MURPHY: No, I do not. I do
 4 not.

5 MS. TACKETT: Just trying to envision
 6 Ed out there with his vacuum.

7 MR. VOSS: Well, I guess --

8 MATTHEW WALTERS: We do have an
 9 infiltration basin so I mean, the water that's
 10 being captured we're reducing the difference in
 11 our two-year storms and pre and post conditions.
 12 So we are meeting NPDES regulations for volume
 13 recharge back into the ground.

14 MR. ED MURPHY: And today there are no
 15 stormwater controls. This is so old that none
 16 exists. So just by what we're doing it's going
 17 to provide for some of that groundwater recharge
 18 that you're interested in. But I don't know that
 19 in this application, porous paving makes good
 20 sense.

21 MR. MEYER: Just didn't know one way or
 22 the other, that's why I was raising the question.

23 MR. ED MURPHY: Yeah, no, that's a fair
 24 question.

25 MR. VOSS: Well, I guess part of it for

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1 me, though, is, is if we're looking to expand the
 2 -- I mean, granted you're putting storm controls
 3 in -- stormwater controls in now, but we're also
 4 looking at the possibility of an increase in the
 5 nonpermeability and it's like -- I mean, as I --
 6 if I were -- if I were the one making the
 7 approval on what, like I said, eventually I don't
 8 if the town, who makes the variance, would be
 9 zoning hearing board. I mean, I don't know that
 10 I would want to say yes let's make this even more
 11 covered; but I mean, if -- if in extending it to
 12 roughly 80 percent 79, 80 percent, if that
 13 extension, you said, of that 70 -- of that 80
 14 percent, we're going to make 30 of it, you know,
 15 the unofficial but permeable surface.
 16 MR. ED MURPHY: We can probably -- Matt
 17 and Dan can probably look at that because that's
 18 not an infrequent request where we try to
 19 effectively say the impervious rate is blank by
 20 managing the stormwater that we've done.
 21 So I think you guys can look at that.
 22 MR. VOSS: Well, then I guess I'm
 23 supposing that hearing you say Phase 2 is in your
 24 plans, then I can see then what would be the
 25 problem with having this permeable surface where

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1 --
 2 MR. MEYER: I'm not thinking about the
 3 world ending, I'm looking --
 4 MR. ED MURPHY: It's not happening,
 5 we're --
 6 MR. MEYER: I'm looking at the --
 7 MR. ED MURPHY: -- working with a
 8 design --
 9 MR. VOSS: Where the build envelope is
 10 --
 11 MR. ED MURPHY: Excuse me?
 12 MR. VOSS: I was thinking where
 13 building envelope is for the future plan, would
 14 that then put the -- so then the parking for it
 15 would be in front of it, correct?
 16 MR. ED MURPHY: The hotel is probably
 17 going to be right about there.
 18 MATTHEW MAZZELLA: Yeah, it's right in
 19 this general center section here.
 20 MR. VOSS: Okay.
 21 MR. MEYER: And how stories of parking
 22 are you going to have in there in order to
 23 accommodate everything?
 24 MR. ED MURPHY: Probably none.
 25 MS. TACKETT: So you're thinking you're

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1 you expect the hotel to be in the future. And so
 2 if it gets torn up over the next four or five
 3 years, then you're going to be tearing it up
 4 anyway to put a building there, so just -- I
 5 guess that's what I'm looking at. If there are
 6 in deed these plans, can't we take advantage of
 7 that, you know.
 8 MR. ED MURPHY: Okay.
 9 MR. VOSS: Again, I don't mean -- kind
 10 of solution for what -- for your issue, I'm just
 11 -- I want you to know where my concerns are. And
 12 my concerns are making it a even more covered
 13 surface.
 14 MATTHEW MAZZELLA: And the Phase 2
 15 actually does provide more green space than this
 16 because the center for the hotel would go,
 17 obviously it's going to get landscaping and grass
 18 and so there would --
 19 MR. MEYER: Yeah, but --
 20 MATTHEW MAZZELLA: This is the maximum
 21 impervious coverage you would say. Phase 2 would
 22 get --
 23 MR. ED MURPHY: We are working on the
 24 plans now for the hotel, so you're right, the
 25 world could end tomorrow and we won't do it, but

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1 going to relocate the required parking?
 2 MR. ED MURPHY: Yeah.
 3 MR. ATKINSON: Park down at Odette's.
 4 MR. ED MURPHY: Right.
 5 MR. MEYER: So you're going to have to
 6 relocate those 200 parking spaces.
 7 MR. ED MURPHY: Tracy knows this, sadly
 8 it's pretty much all I think about any more is
 9 off-site parking and she laughs, but it's true.
 10 You would think I would do something more
 11 productive with my time.
 12 MS. TACKETT: That and pavement
 13 vacuuming.
 14 MATTHEW MAZZELLA: She's not going to
 15 let you live that down.
 16 MR. ED MURPHY: She has fun. Come out
 17 and watch me run my tractor.
 18 MS. TACKETT: You need a Rumba.
 19 MR. MEYER: Now, are we -- you know, I
 20 do not know because I haven't dealt with this
 21 kind of an issue even though once upon a time
 22 served on the zoning hearing board as an
 23 alternate, I don't really know all of the current
 24 nonconformities notwithstanding the fact that you
 25 did tear down the building with permits and

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1 everything else. All of that remains
 2 grandfathered?
 3 MR. ED MURPHY: Yeah, but I mean, in
 4 some sense we're also reducing some of the
 5 nonconformities at the same time. So it's not
 6 uncommon that you deal with a site that's been
 7 there forever. I have no idea whether half the
 8 stuff that was built was built with permits over
 9 the years, I don't know. You would have hoped
 10 somebody would've torn that down long before. By
 11 the time I saw it, it was disgusting and I wish
 12 it was torn down long before last November, but
 13 how they kept it open from the Board of Health
 14 point of view, I'll never, ever, ever know.
 15 MS. TACKETT: So, but, Ed, you're going
 16 to keep that macadam that has --
 17 MR. ED MURPHY: We are for now.
 18 MS. TACKETT: -- those nonconformities,
 19 right? You're not removing that?
 20 MR. ED MURPHY: Today we are not,
 21 that's correct.
 22 MS. TACKETT: What do you mean today?
 23 MR. ED MURPHY: Well, in the future
 24 plan some of it --
 25 MS. TACKETT: Right, but for this plan

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1 MR. ED MURPHY: Okay.
 2 MS. TACKETT: I mean, because we're
 3 holding other properties, they have demoed their
 4 structures. And they don't get to rebuild --
 5 MR. APUZZIO: So that's what Keith was
 6 talking about.
 7 MS. TACKETT: -- in that location.
 8 Right. They're going to have get -- yeah,
 9 Keith's gone through it. The property here is
 10 now, they demoed their building and now they're
 11 going to have to get variances to rebuild because
 12 they didn't get permission initially.
 13 MR. ED MURPHY: The buildings that
 14 we've demolished we don't intend to rebuild --
 15 MS. TACKETT: I understand the
 16 buildings. My concern is --
 17 MR. ED MURPHY: -- and the new building
 18 is going to be conforming when we get ready to
 19 build.
 20 MS. TACKETT: Understood. I'm just --
 21 MR. MEYER: Prior to them rebuilding.
 22 MS. TACKETT: Yeah. I'm concerned that
 23 you're claiming an existing nonconformity, but
 24 you're going to take it away.
 25 MATTHEW MAZZELLA: I think I under --

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1 --
 2 MR. ED MURPHY: Yeah, that's correct.
 3 MS. TACKETT: -- to preserve it. Just
 4 because there's the section of the code 275-63.b
 5 that talks about reconstruction and it says: A
 6 nonconforming structure that's been raised due to
 7 other causes, not fire or natural causes, such as
 8 the desire to rebuild on the site using a new use
 9 or structure shall not be rebuilt except in
 10 conformity with the regulations of this chapter.
 11 So I just want to confirm, you're going to keep
 12 that macadam --
 13 MR. ED MURPHY: We are.
 14 MS. TACKETT: -- and not come in later
 15 and demo it all and then regrade the whole site
 16 and redevelop it.
 17 MR. ED MURPHY: We are going to keep
 18 what's there. We have crushed the building and
 19 had spread it around there, as you've seen, and
 20 we're going to put a new coat of macadam on top
 21 of it after we build the stormwater facilities
 22 underneath it. So that's what we're doing.
 23 MS. TACKETT: All right. So maybe
 24 we'll dig into that a little bit more as far as
 25 that section.

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1 so you're saying that if we -- any of the
 2 existing pavement, if it gets ripped up, it
 3 cannot be put back in that same area?
 4 MS. TACKETT: Not by-right, correct.
 5 MATTHEW MAZZELLA: Right.
 6 MS. TACKETT: You sort of fall under
 7 that provision where you're redeveloping the
 8 site.
 9 MR. ED MURPHY: If you want us to leave
 10 it, then we'll leave it.
 11 MS. TACKETT: Okay. I just -- I don't
 12 want to cause a problem later. I just want to
 13 make sure, you know, because it's, you know,
 14 we've got treat everyone the same and that's, you
 15 know, how the borough's been, you know, handling
 16 that when somebody demos a nonconforming
 17 structure, it's the new stuff's got to conform.
 18 MATTHEW MAZZELLA: So we have a
 19 variance for that now with the small areas, so
 20 it'd be a matter of, if that was the case, it
 21 would just --
 22 MS. TACKETT: You probably need a
 23 variance potentially for that whole stretch.
 24 MATTHEW MAZZELLA: For the whole thing.
 25 MS. TACKETT: I mean, if that's --

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1 MR. ED MURPHY: Not if we're not
 2 diluting it, we're just --
 3 MS. TACKETT: Correct. If you're not
 4 -- that's why I just -- I just want to make sure
 5 we're clear on that.
 6 MATTHEW MAZZELLA: I was just trying to
 7 understand her point.
 8 MR. ED MURPHY: Okay. We will confirm
 9 that.
 10 MR. VOSS: Yeah, that was just --
 11 because a lot of feeds into what I just did,
 12 because I'm looking at the overhead, the old
 13 snapshot. I guess if you flip that over the
 14 pre-parking lot version.
 15 MR. ED MURPHY: The pool, you're
 16 talking about?
 17 MR. VOSS: Yeah. So, for example, when
 18 I see the pool there, when I see the building in
 19 the back it comes up right against the property
 20 line. If the building comes down, it's not
 21 currently paved and I guess that's -- it's that
 22 kind of thing, but the new drawing shows the
 23 paving coming right up to that property line,
 24 that little kink in the property line. It's
 25 about half way. I see a building that's reaching

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1 If I have no choice because of code,
 2 then I have no choice, but if you are overlaying
 3 what was a building with paving, then you're now
 4 reaching and then 10 feet from that, of course,
 5 doesn't count because it's not 10 -- it's 10 feet
 6 from the wrong macadam so.
 7 MATTHEW WALTERS: Okay.
 8 MR. VOSS: But again, I don't know.
 9 Somebody would have to actually follow along on
 10 the map and look where the buildings were.
 11 MR. ED MURPHY: Okay.
 12 MR. MEYER: Yeah.
 13 MR. ED MURPHY: Fair enough.
 14 MR. VOSS: That's why I asked about the
 15 hatched pink. It looked like it was too much of
 16 it, too much pink, but --
 17 MR. ED MURPHY: Okay. We'll take a
 18 look.
 19 Anybody else have anything?
 20 MR. VOSS: So I guess to summarize at
 21 least my ideas of what I'm seeing here, I like
 22 the idea of parking here. I would like even more
 23 the idea of some limited self-parking just
 24 because, again, if it's only valet then it means
 25 all of our -- you know, any potential walking

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1 just about to that property line. I don't know
 2 what this white thing is, but it sort of looks
 3 like a building roof to me.
 4 MR. ED MURPHY: Here?
 5 MR. VOSS: Yep. And it's going right
 6 up to the property line and that means it's not
 7 currently paved, which means you're changing its
 8 use from one type of building -- one type of
 9 manmade structure to another. And I guess I'm
 10 just -- my concern is, that the variance that
 11 you're talking about sending forward is not
 12 addressing everything that I -- you know, the
 13 locations that I see.
 14 MR. MEYER: The change in use that
 15 you've seen, yeah.
 16 MR. VOSS: And it's mainly just -- I
 17 mean, I don't want you partly I just -- here I am
 18 giving you ideas. I just -- I don't want you to
 19 find out that getting those little green slivers
 20 is not enough because you just lost a big section
 21 in the back. Because my interest, I'll tell you
 22 my interest is, to try to keep the borders as
 23 best we can so -- so when you're pushing up
 24 against the border, that sort of makes me bristle
 25 a little bit.

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1 will happen in front of only on River Road and
 2 none of it along Bridge Street.
 3 MR. ED MURPHY: Okay.
 4 MR. VOSS: Again, my interest in the
 5 long term is try to get Bridge Street active as
 6 well.
 7 MR. ED MURPHY: All right.
 8 MR. MEYER: Yeah, but even without the
 9 self-parking -- go ahead. I'm sorry.
 10 MR. VOSS: So I'm just -- these are the
 11 things that come to me. If it's all valet, I'm
 12 okay with that too. I mean, it's not a -- I'm
 13 not opposed to that kind of use as long as,
 14 again, that whole -- it's a parking lot on the
 15 backside is in a residential area as far as I see
 16 it. And so I really like to --
 17 MR. ED MURPHY: Close it.
 18 MR. VOSS: -- have screening from three
 19 of the four sides that you're showing here. The
 20 only side I don't really care about screening is
 21 the one that's adjacent to a current business
 22 and, you know, hey, it's a current business, so
 23 -- I don't -- their view isn't so important to
 24 me.
 25 MATTHEW MAZZELLA: We can certainly --

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1 MR. VOSS: You know, I'd like to feel
 2 --
 3 MATTHEW MAZZELLA: -- buffer additional
 4 back here.
 5 MR. VOSS: -- that the houses that are
 6 already built there, even recently built there,
 7 have a nice view. I like to feel that coming
 8 down 179 -- because right now you don't really
 9 see the Raven, I mean, or you didn't. You know,
 10 you pretty much had to know to look in during one
 11 of the two parking -- two openings, so. But I do
 12 want to make sure that, for example, coming --
 13 what direction is that, south?
 14 MR. ED MURPHY: West, east.
 15 MR. VOSS: From the bridge.
 16 Oh, coming east to west?
 17 MR. VOSS: That we also don't suddenly
 18 see this big exposed parking lot that doesn't
 19 have any screening along and I understand that's
 20 where you would like to be able to put in water
 21 --
 22 MR. MEYER: That's for the --
 23 MR. VOSS: But so again, my concern
 24 still holds there, which is, if that's dedicated
 25 to water management then we need to -- you know,

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1 MS. TACKETT: Still maybe up at the
 2 corner.
 3 MR. MEYER: 202 and Sugan.
 4 MR. ED MURPHY: It's back there again?
 5 MS. TACKETT: Yeah, yeah. Still up
 6 there, same place.
 7 MR. VOSS: So, but I mean we are doing,
 8 there are other projects going along the side.
 9 Cintra, for example, will be putting sidewalks in
 10 and that's a big long stretch. And so just to
 11 me, that whole notion of --
 12 MR. ED MURPHY: Okay.
 13 MR. MEYER: Opening it up.
 14 MR. VOSS: I don't want to just say,
 15 well, our neighbors aren't doing it, so we're not
 16 going to do it because --
 17 MR. ED MURPHY: We're good. We'll do
 18 it.
 19 MR. VOSS: That would just prevent
 20 anything from making progress.
 21 MR. MEYER: And --
 22 MR. VOSS: That's it from me.
 23 MR. MEYER: Having put in a couple of
 24 river birch where I had rivers running during
 25 rains, I could tell you, you could probably

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1 we still have the regulations on trees and
 2 plantings, so I would still like some kind of
 3 barrier along that wall. Again, I don't know
 4 where, but I still want to not see the parking
 5 from that viewpoint either. So that would give
 6 us three sides. I'd love to see the impervious
 7 -- and I'll use the word practical, because I
 8 know legally it's one type, but I'd love to see
 9 the practical number drop rather than grow and
 10 that would really gain my support. I think those
 11 are the issues. Again, and setting aside room
 12 for a sidewalk because --
 13 MR. ED MURPHY: Yep.
 14 MR. VOSS: -- I just I -- this is about
 15 the extent -- this is as far as I'd like to feel
 16 like we can bring things into town. The next
 17 thing, for example, when the Wawa goes in, I'd
 18 like to make sure that we have a nice sidewalk
 19 there. We do have these pieces and I understand
 20 your point of --
 21 MR. ED MURPHY: Where is it going now?
 22 MR. VOSS: -- if it disconnected.
 23 MS. TACKETT: What's that?
 24 MR. ED MURPHY: Where's the Wawa going
 25 now?

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1 through river birches right in there where you
 2 got your berm.
 3 MR. ED MURPHY: Here?
 4 MR. MEYER: Yeah, right. They'll grow.
 5 I know I have them. And, you know, basically
 6 with regard to that back section, you know, those
 7 three buildings that got recently built back
 8 there, each of -- no, the other -- those three,
 9 each contain a two duplexes I guess --
 10 MR. VOSS: Two houses --
 11 MR. MEYER: -- which went for multiple
 12 million. So let's give them something there.
 13 MR. ED MURPHY: Okay.
 14 MATTHEW MAZZELLA: Yeah, we can take a
 15 look at that.
 16 MR. VOSS: Like a pretty view backwards
 17 toward the nature.
 18 MR. MEYER: Yeah, but still. I mean,
 19 you know, I think -- I guess I'm echoing your
 20 comment about the buffering.
 21 MR. ED MURPHY: Okay, okay.
 22 MR. VOSS: Just, does anyone know what
 23 the new construction farther up Old York Road is?
 24 There's --
 25 MS. TACKETT: It's a dental office.

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1 MR. VOSS: So it's not going to be a
 2 trafficity, it's not going to bring traffic to
 3 the --
 4 MR. MEYER: What is it?
 5 MS. TACKETT: Dental office. Oral --
 6 it's some sort of oral surgery center.
 7 MR. MEYER: Is that what they're doing
 8 where they're leveling it and all that?
 9 MS. TACKETT: Yeah.
 10 MR. MEYER: Oh, all right.
 11 MR. VOSS: I just want to make sure
 12 that here we are saying this is a residential
 13 street and I don't want to be told that, no, it's
 14 actually becoming --
 15 MR. ED MURPHY: Okay. We're good.
 16 We'll be prepared next month, we'll come back.
 17 MR. MEYER: Fantastic.
 18 MR. APUZZIO: Question?
 19 MS. LEE: Yes, could I ask a question?
 20 So you are seeking variances for your street
 21 trees, correct?
 22 MS. TACKETT: Are these waivers?
 23 MATTHEW MAZZELLA: I think they're
 24 waivers.
 25 MS. TACKETT: They're probably waivers.

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1 MR. MEYER: What do we got left here?
 2 MR. VOSS: The discussion of the
 3 increase in hotel space.
 4 MR. MEYER: Yeah, and the --
 5 MR. VOSS: Standards for valet parking.
 6 MR. MEYER: Right. And anything else
 7 having to do with our zoning overlay and anything
 8 else.
 9 MATTHEW WALTERS: I'm here to listen to
 10 your conversations and we'll have some material
 11 to go over next month.
 12 MR. MEYER: We have a lot of stuff to
 13 go over next month.
 14 MATTHEW WALTERS: Yeah, yeah.
 15 MR. MEYER: I just -- you know, seeing
 16 you here, I wanted to make sure you had voice in
 17 case there was something you wanted to present.
 18 MATTHEW WALTERS: No, no. I'm good for
 19 now. I was just -- yeah, I just wanted to be
 20 here to -- if you talked about hotels or
 21 anything. It was good to hear the conversation
 22 about this land development too because working
 23 on the county's review, we'll have that shortly.
 24 MR. MEYER: Yeah, well I think the --
 25 if we are going to go to the -- I just got today

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1 MS. LEE: Sorry, sorry. Wrong word. I
 2 know the shade tree commission isn't a formal
 3 part of the land development process, but we have
 4 sent land development applications that seek
 5 waivers for trees to the shade tree. I didn't
 6 know if that was something that the planning
 7 commission might want to consider especially
 8 because it did look like a large amount. And the
 9 borough does have an ordinance that says a tree
 10 that is to be removed does have to be replaced on
 11 a one to one ratio. I don't think this land
 12 development would be exempt from those
 13 requirements either. So that's just something
 14 for the planning commission to think about and
 15 possibly direct the applicant before or after the
 16 next meeting.
 17 MR. ED MURPHY: Okay.
 18 Thanks. We'll see you in March.
 19 MR. APUZZIO: Thank you very much.
 20 MR. MEYER: Thank you.
 21 MR. VOSS: So it looks like we have no
 22 old business. Although, I was going to say we
 23 did bring up some -- some of these we did mention
 24 with the discussion items. Was there somebody
 25 you were pointing to?

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1 -- last week, I guess, I got another request from
 2 this fellow in Philly about whether or not we're
 3 going to go ahead with a study of the -- the
 4 issue of the market for hotel space in New Hope
 5 and the surrounding area. And that is a decision
 6 that council has not made yet one way or the
 7 other, but I know there is a concern about
 8 overbuilding, which addresses directly this Phase
 9 2 question, which I was not going to present it
 10 in quite that manner with them here, but there is
 11 a real question there. And we do have a lasting
 12 problem with regard to our traffic flow problem
 13 and I don't know what's going to happen with
 14 that. But we may end up finding ourselves
 15 needing more of a traffic study than we thought
 16 we did, which is going to be the next little
 17 problem we confront.
 18 MR. VOSS: It seems that the two
 19 things, one is the traffic study and I know
 20 you've -- we've spoken about that, I don't know
 21 if it be worthwhile for the planning commission
 22 to put in our two cents to the --
 23 MR. MEYER: If you think that it's --
 24 let's be realistic. You are in a position as a
 25 planning commission, we, I guess to make whatever

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1 recommendations we wish to make or suggestions or
2 priorities or issues that we want to see council
3 pay more attention to. And if there is something
4 on -- in that you want to bring up, it's my job
5 as liaison to then bring it up to council.

6 MR. APUZZIO: Fair enough.

7 MR. MEYER: So, you know, taking my
8 notebook out. Talk to me.

9 MR. VOSS: So again, I mean, my
10 interest has come from what I heard over the past
11 year is the notion of we -- a few years back
12 apparently we, as a town, decided that it would
13 be helpful to have more inn space in town. And
14 so we sort of, I don't want to say relaxed
15 things, but we did. We got a little more relaxed
16 in making decisions to allow for this inn space
17 to increase.

18 But I wonder at this point if how we
19 know when to put the brakes on because you -- it
20 seems we need to put the brakes on so that
21 momentum has time to slow to a stop rather than
22 overshoot and then wish we had left some more
23 things up. I mean, fortunately in this case
24 we're talking about the Raven, which was inn
25 space and in the future perhaps going to be inn

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1 MR. APUZZIO: I mean, I agree. I think
2 the paramount issue, at least from my
3 perspective, this is why I was asked about flex
4 parking, is the traffic.

5 So to your point, Tracy, you know,
6 coming in and bringing all the cars in to go to
7 Odette's you have to have all the cars come out.
8 That's just for one, you have the Logan and all
9 the other hotels in the area. I mean, I don't
10 think we're going to be able to figure out and
11 have a well-rounded discussion around hotel space
12 up until the current structures are in place for
13 at least 12 to 24 months. You know, how's it
14 going to take, what type of clientele aside from,
15 you know, potential weddings, all kind of
16 business events. Is it going to be more
17 domestic, international? What kind of people are
18 going to start to gravitate here and then how is
19 that going to affect the traffic and the stores
20 from a commercial standpoint? So that's very
21 important to me.

22 And then with the valet also, is valet
23 clearly not optional, right? So if I'm going to
24 Annapolis, when I go there I stay at like a bed
25 and breakfast or something, valet's an option,

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1 space again, I don't -- it's a wash. It would be
2 -- if it doesn't get -- if it weren't to be
3 developed, I guess I should say, then that would
4 be a chance to sort of say, hey, look we're
5 slowing down now, but I -- I don't feel based on
6 my observations in the town that I could make a
7 decision saying we've reached near short-term
8 capacity. So I do think it would be really
9 helpful, I would like to see a study done.

10 And I guess the other, the part that
11 seems even more, more necessary is going along
12 with that, is where parking and where traffic to
13 that parking occurs. It seems like all these
14 things are tied in and I don't know if a single
15 study could handle or if we actually need
16 multiple -- I don't know. I just don't know if a
17 single civil engineer could look into all three
18 things, give us a composite view of hotel
19 capacity. And I guess I'll just say -- I'll say
20 traffic, but it would have to be traffic taking
21 into account all of this valet parking, this
22 distant parking. So that's why I thought -- I
23 guess I'd like to see something that -- somehow,
24 if the borough would be interested somehow look
25 into all that as a --

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1 right, for an extra 20 or 30 bucks. Right?
2 Well, sometimes it's nice not to pay, right, you
3 want to walk. So having a build-out of the
4 sidewalks and make it more of a walkable town, I
5 think it would be beneficial for the town to have
6 that option, so it's not a hundred percent valet.
7 People may not want a hundred percent valet. I'm
8 also curious just because I don't know, what are
9 the possible options for parking down the road,
10 right? I really don't know. So if he's talking
11 about south or north, east, west, what are the
12 options? Do we have an idea of what are the
13 viable options because clearly they're all doing
14 these studies on their own to figure where's the
15 space, where can we lease, what can I buy, what
16 can I knock down. I have no idea. Right?

17 Is there a way to figure out in say a,
18 three mile radius, what potential sites are for
19 parking long term or for the borough to put
20 parking, parking garage.

21 MS. TACKETT: EJ, do you want to join
22 us? So I know that the borough is starting to
23 look at parking options downtown and, you know,
24 as I -- I think this through more, it's almost
25 like you need a parking study and the traffic

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1 study together, they're interconnected, right?
 2 Because we got to -- I mean, we have a pretty
 3 good idea of how many valet spaces are approved,
 4 you know, in the last few years and which might
 5 be on the horizon. And it could be valuable to
 6 do a study kind of focusing on those two things,
 7 parking demand and the valet and the trips and
 8 how that's going to kind of model out. So
 9 because, yeah, I mean, you know, those valet
 10 trips, they're doubling the cars back and forth.
 11 And I -- you know, I think you're going to really
 12 notice that once these bigger developments are
 13 built out. I think it's going have a real
 14 effect.

15 You know one thought that kind of came
 16 to mind when you were talking about the analysis
 17 of the inn slash lodging space is, you know,
 18 rather than trying to sort of predict the
 19 economy, which is challenging, right, demand and
 20 everything, I mean, what if we considered
 21 updating the ordinance where maybe before
 22 somebody came in for an inn or a hotel, they had
 23 to provide a demand analysis? Put it on them
 24 and -- you know, that way, you know, they're
 25 doing the study and maybe it'll -- if they can't

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1 something for a parking study?
 2 MR. MEYER: We can examine that. That
 3 may come down the pike. Right now, I'm empowered
 4 as chair of a certain subcommittee of council to
 5 be negotiating with Wawa. I'm not in that
 6 position to be negotiating with the --

7 MS. TACKETT: Right, with the
 8 parking --

9 MR. MEYER: With these guys.

10 MS. TACKETT: Yeah. I guess my thought
 11 though, is they're asking for a lot of those
 12 waivers, they're asking for variances and it's a
 13 good opportunity to kind of say well -- and
 14 you've already brought up the fact that this is
 15 going to be a lot of trips and we want to know
 16 how those trips are going to flow and everything.
 17 So I mean, it could be a good opportunity to
 18 maybe get them to pony up.

19 MR. MEYER: I'm definitely jotting that
 20 down. Thank you. Because I mean, that's -- I
 21 can request of council that they give me the
 22 authority to -- they give my the authority to
 23 begin that process with the planning commission
 24 as part of my report. If that's something the
 25 planning commission would like me to do.

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1 say that there's a demand there, I mean -- I
 2 don't know. It could be helpful.

3 MR. MEYER: They -- with regard to the
 4 hotel demand, they're all -- nobody's proposing a
 5 hotel that doesn't have a demand study that says
 6 that they are going to have a hotel.

7 MS. TACKETT: Right. So maybe at least
 8 you get them.

9 MR. MEYER: But what assumptions are
 10 they making at that point? That's item one.
 11 Item two, just a reminder to all simply Peter's
 12 personal agenda -- since Peter wears all these
 13 different hats -- one of the things that we will
 14 be talking to Wawa about because they have to pay
 15 some attention to the par -- to the traffic issue
 16 outside the Wawa is, hey, you guys you want us to
 17 waive all this stuff and make it easier for you
 18 to come in here, how's about doing our parking
 19 study for us? That's one of the things I intend
 20 to ask them the next time I meet with them.

21 MS. TACKETT: Peter, to build on that,
 22 though, why not Wawa and the Raven? I mean, what
 23 if -- I mean, because they're going to be
 24 generating a lot of traffic as well up in there
 25 part of town, so why shouldn't the Raven kick in

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1 MR. VOSS: Seems like a good idea.

2 MR. APUZZIO: Yes. I think it's a
 3 great idea.

4 MR. MEYER: All right. And I mean, one
 5 of the things that I, you know -- I didn't think
 6 of it until we started talking about where the --
 7 where they were dropping, you know -- where
 8 people coming in from out of town were going to
 9 drop off their cars. But when you start thinking
 10 about how many cars are going to come across from
 11 the east across that bridge trying to take that
 12 left turn onto Main to go down to on the one hand
 13 the Logan and on the other hand, Gateway, you
 14 just clogged up the bridge.

15 MR. ATKINSON: That's right.

16 MR. MEYER: And that's a major, major
 17 issue. So the idea of them being able to go
 18 straight to come to this parking lot instead of
 19 going to Gateway first and then having the car
 20 ferry, could relieve a hell of a lot of traffic
 21 problems.

22 MS. TACKETT: Possibly, yeah, but it
 23 circles --

24 MR. MEYER: Traffic study.

25 MS. TACKETT: -- back to your idea that

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1 you need a traffic study to confirm that.
 2 MR. MEYER: This is going to be longest
 3 -- one of the longest committee reports --
 4 longest reports from a liaison person at a
 5 council meeting I've seen since I've been on
 6 council, I'll tell you right now.
 7 EJ doesn't look happy.
 8 MS. LEE: No, I'm just trying to think
 9 through because we've had conversations about
 10 developers with land development applications and
 11 the lack of some impact fees that our subdivision
 12 and land development ordinance currently doesn't
 13 have. So trying to find ways that we can still
 14 work with developers in trying to meet some of
 15 the borough's needs such as traffic study,
 16 parking study and other studies. So I'm just
 17 noting how we might be able to address these
 18 issues with this and upcoming land development
 19 applications.
 20 MR. VOSS: So it seems like we
 21 definitely have a push for the traffic study
 22 slash parking study if we can combine those. Is
 23 there -- do we feel there's a need? I mean, part
 24 of it, as I understand, the idea of saying well,
 25 let's wait a couple years and see how everything

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1 owners want these -- you know, want the inns in
 2 town, I translate business owners to restaurants
 3 because I'm not sure that, you know, a T-shirt
 4 place really cares that much about -- I mean,
 5 they want foot traffic, they want visitors to New
 6 Hope. They want the day traffic. I mean, I'm
 7 just trying think of the stores we have on South
 8 Main and most of those, I would think, play off
 9 of the day traffic flowing in and out. They're
 10 not expecting people to come and stay for two or
 11 three days.
 12 I mean the spas, that's different. I
 13 get that, but, you know, when you have the jerky
 14 shop, the pet stores, the -- each of those
 15 things, seems like it's more of the come to New
 16 Hope, enjoy the lively activity, walk into these
 17 intriguing shops and just go to stop after shop
 18 after shop. So I guess that's part of what I'm
 19 thinking is, we've increased the number of
 20 restaurants to serve the increase inn count, but
 21 I just want to make sure where we're going with
 22 this, if are we going to continue to flow.
 23 So that's -- I guess that's why
 24 personally, I'd like to know a little bit more
 25 about when we can say done, and then when we say

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1 plays out, but in a couple of years, we'll have
 2 two new applications and then we'll want to know
 3 how those play out and it just seems like at this
 4 point we have quite a few all coming due in a
 5 short period of time. And if we can get moving
 6 on a study now that would come roughly at the
 7 time those thing s come on line, then we would be
 8 ready to answer any future things ahead of time.
 9 And I do understand I mean,
 10 everything's predictive and there's some element
 11 of uncertainty, but right now, I feel like I
 12 couldn't answer the question. I mean, it may be
 13 that we're at half capacity and --
 14 MR. APUZZIO: Sure.
 15 MR. VOSS: I guess part of what I --
 16 what concerns me is, we're building up our inn
 17 space so that people can enjoy the town, but we
 18 are taking away the elements of a town that
 19 they're going to be enjoying because it's all inn
 20 space, so they get to walk around and look at
 21 other inns.
 22 MR. APUZZIO: And a lot of restaurants.
 23 MR. VOSS: And a lot of restaurants and
 24 I understand we've had some -- you know, the
 25 business owners, when I hear people say, business

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1 done, then the next thing of course, would be to
 2 start putting some teeth into ordinances that
 3 say, you know, we can only have so many inns
 4 within a proximity of so many inns. And I guess
 5 that's the next -- but that would take even more
 6 time so having a study early rather than late
 7 gives us the time to --
 8 MR. MEYER: And basically when the
 9 subject first came up about the potential for all
 10 the building, the overnight accomodation, and I
 11 got in touch with the county planning commission,
 12 you know, is it legal for to us, you know, would
 13 you guys back us on it, what I got back was, hey,
 14 you guys you need to have some sort of a study
 15 about the market before to be able to demonstrate
 16 that what you are doing is reasonable and not
 17 arbitrary. And that sort of required the hosp --
 18 that's where this study of the number of hotel
 19 rooms first came into the picture and it was
 20 because we can't limit that without some sort of
 21 evidence that it's reasonable, and that requires
 22 the study. But the minute you start looking at
 23 the studies, that also then leads you into the
 24 parking and everything else.
 25 MS. TACKETT: It's challenging because.

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1 I mean, Matt, you can speak to this.
 2 I mean, zoning tends to be a few steps
 3 behind of the market, I mean, because we just --
 4 MR. MEYER: Always.
 5 MS. TACKETT: It's just how it works,
 6 you know, like we want to try to guess what it's
 7 going to be by the time we get around to updating
 8 our zoning ordinance, it's going to change, you
 9 try. So you try to sort of find that reasonable
 10 medium knowing that, you know -- I mean, so I
 11 live in Phoenixville and it's a similar kind of
 12 chall -- we have a lot of similar challenges. So
 13 right now we're being inundated by breweries,
 14 right. So we have about six or seven breweries
 15 and, you know, they did really well in the
 16 beginning and they're still hanging in there, but
 17 we're sort of waiting for some of them to go
 18 under, you know. We're starting to see like
 19 one's doing karaoke, one's going with ping pong,
 20 like they're desperate to like, you know, to get
 21 their competition, you know --
 22 MR. MEYER: To differentiate
 23 themselves.
 24 MS. TACKETT: -- to come to them.
 25 Right, right. So it's interesting so, I mean, it

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1 you know, the interest you have in those types of
 2 uses now, if you tried to cut them off, you're
 3 going to -- you know, you'll probably run into
 4 some legal trouble, you know. That is definitely
 5 something to be considered before you make those
 6 types of changes.
 7 MS. LEE: Right. And I think that was
 8 sort of drove us to the other agenda item, which
 9 was the parking because yes, we can't start
 10 trying to regulate -- we'll applications we know
 11 are coming down the pipe in that way.
 12 MS. TACKETT: Yeah. I mean --
 13 MS. LEE: But there's a major driving
 14 force that each of these applications have in
 15 common, which is parking, which we can control a
 16 little bit more.
 17 MS. TACKETT: Right. And that's a good
 18 point, so, right, that sort of leads to our next
 19 discussion item on the agenda, which is the valet
 20 parking. I mean, you know, the application we
 21 just saw, you know, that's a big parking lot for
 22 valet parking, right? That's a lot of spaces,
 23 we're going to be seeing a lot more, you know,
 24 with some of these other developments coming
 25 along.

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1 may be the same sort of thing with the inns, you
 2 know, we'll sort of hit this saturation and then
 3 we're going to start kind of seeing some
 4 divergence and, you know. I don't know if you
 5 think like we should try to chase that and stay
 6 ahead of it or --
 7 Do you have any thoughts? I mean, it's
 8 a tricky one.
 9 MATTHEW WALTERS: Right. It is. And
 10 you're right, it's like we'll find certain uses,
 11 I don't know like -- a few years ago it was, you
 12 know, drug stores, you know, now you see
 13 pharmacies, all those types of -- I'm drawing a
 14 blank, but yeah, every few years we'll run into
 15 something like that where a big flurry, you know,
 16 we need to come up with regulations for these
 17 types of uses. But I think you have a good idea
 18 of at least some sort of study to find out.
 19 And like Peter said, before you make
 20 wholesale changes and start, you know, limiting
 21 certain types of uses, you really should look at
 22 it and have some justification in your
 23 comprehensive plan too. So you want your
 24 comprehensive plan and zoning ordinance to match
 25 up. And I think that's a -- and I think with,

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1 And EJ and I were talking, you know, as
 2 I'm looking at more and more of these development
 3 applications, you know, things are sort of
 4 popping into my head like, you know, should we,
 5 you know, have a limit as to how much valet
 6 parking or a distance that it can. I mean,
 7 they're talking about 2.1 miles, you know from
 8 the Raven property to the hotel. I mean, that's
 9 a pretty long stretch.
 10 You know, making sure that maybe
 11 there's a minimum time frame for some of these
 12 lease agreements. So we require that they have a
 13 lease agreement for a property, but we don't
 14 actually have a minimum time frame. And we have
 15 language in the code that says, you know if
 16 somebody's lease, you know, ceases, you know,
 17 they have to stop operation until they find
 18 something else. Well, that sounds good, but try
 19 enforcing that, right? I mean, that's tricky.
 20 So I mean, if we can try to maybe have some
 21 language in there that requires maybe a little
 22 more long-term leases including notices to the
 23 borough for at least 90 days in advance if leases
 24 are going to be cancelled. Minimum dimensions
 25 for valet parking.

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1 So they're coming in for, you know, a
 2 variance to have the nine by eighteen, you know,
 3 do we want to consider having specific standards
 4 for valet parking? You know, things like that.
 5 And then should there be a maximum number of
 6 spaces on a lot dedicated to valet parking. So
 7 in this case, you know, we've got 207 spaces. I
 8 mean, that's going to be a big parking lot and,
 9 you know, it's great to hear you guys pushing for
 10 some more buffering around the perimeter, but
 11 that's still a big expansive of paved area, you
 12 know.

13 And then question, should valet parking
 14 be allowed in residential areas of the borough.
 15 You know, developers are starting to get like
 16 really anxious and they're going for any place
 17 they can for this parking. And, you know, I'm
 18 not sure that we can necessarily stop them from
 19 squeezing it in neighborhoods and then you've got
 20 neighbors with, you know, cars being parked.
 21 They're being picked up at midnight maybe for,
 22 you know a restaurant downtown. Maybe just
 23 starting to think about ways that we can sort of
 24 head off some problems, some conflicts in the
 25 future with the valet.

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1 oh, no, wait, there's actually only 12 spaces
 2 when you go back to the original land development
 3 for the church. They only had like 12 extra
 4 space. You know, so now they're like negotiating
 5 and, you know -- and they're like, well, but we
 6 could cram more cars in that area. There might
 7 only be like 40 parking spaces there, but we
 8 could fit 60 cars in there. And it's well,
 9 that's great, but we don't think you should get
 10 credit for 60 cars if there's only 40 striped
 11 parking spaces.

12 So, you know, we're sort of getting
 13 into this situation where, you know, some of
 14 these developers are getting desperate to find
 15 places to park these cars, so they're, you know.
 16 But we don't have a really strong set of rules to
 17 point to and say, no, you can't do this, or yes,
 18 you can do that. So, you know, the thought is
 19 maybe firm some of those up.

20 MR. MEYER: There's no reason that the
 21 planning commission cannot start trying to work
 22 with the county on developing those kinds of
 23 rules, if that's something that you guys want to
 24 go to work on. And you can -- I can certainly
 25 report out to council that that's something you

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1 So just wanted to kind of through that
 2 out there for discussion since we had that plan
 3 to look at.

4 MR. VOSS: Well, how much of that do
 5 you think would need a study beforehand? I mean,
 6 because some of those reasonable, but as soon as
 7 you start putting numerical limits on anything,
 8 it seems like you need a study --

9 MS. TACKETT: You need a study. Well,
 10 and yeah, maybe some of that could be
 11 incorporated. I think some of it could be sort
 12 of easy fixes, you know, just kind of like giving
 13 more definition to the valet section of the code
 14 just so that the borough's a little more
 15 protected in this and we can turn to it and say,
 16 no, you don't get to just like jump from here to
 17 there to there with your parking, because we need
 18 to track it. I mean, that's the challenge we're
 19 having right now is tracking whose got valet
 20 where and what, and it's crazy.

21 I mean, you know, the Logan Inn trying
 22 to figure out what's where and, you know, they're
 23 using the church for their valet parking. And
 24 they're like, oh yeah, there's 57 spaces there.
 25 And then we do a little digging and we're like

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1 want to do and if you think that Tracy's right
 2 and that's something you want to do, I can try
 3 and make sure that council approves your doing
 4 it. I mean, that's -- that's part of -- sort of
 5 that two-way street between the advisory body and
 6 the council, so.

7 MS. LEE: Well, could I ask you, I know
 8 we have an agreement with the county for the
 9 zoning ordinance, the overall zoning ordinance.
 10 But this is obviously a particular part of the
 11 zoning ordinance that is a little bit more -- at
 12 least to me and for us when we're reviewing these
 13 land development applications coming in and I'm
 14 screaming the sky is falling and Tracy has to
 15 calm me down. So to have something -- to have
 16 our ordinances updated in a way that's more
 17 manageable when reviewing these applications,
 18 that's -- would that be separate from what you're
 19 doing or is that something that we can tag on now
 20 that we can try to work on more immediately.

21 MATTHEW WALTERS: We can do that just
 22 like we did with the building height.

23 MS. LEE: Yes.

24 MATTHEW WALTERS: Yeah, same thing.

25 MS. LEE: Okay.

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1 MATTHEW WALTERS: Do you want me to
 2 work on some valet language --
 3 MS. LEE: Yes.
 4 MATTHEW WALTERS: -- and we'll present
 5 that next month?
 6 MR. MEYER: Yeah, that would be fan --
 7 MATTHEW WALTERS: Let's do that.
 8 MR. MEYER: From my point of view, that
 9 would be fantastic.
 10 MS. LEE: Yes.
 11 MATTHEW WALTERS: Okay.
 12 MS. LEE: As Tracy has in her memo, we
 13 recently upped the valet -- or not the -- the fee
 14 in lieu fee from a thousand to 5,000 only
 15 because, again, I was like -- somebody can come
 16 in and just pay.
 17 MR. MEYER: That would've been to have
 18 that extra money.
 19 MR. ATKINSON: How are you able to do
 20 that? I mean, that was just a unilateral
 21 decision you guys were able to be do or what's
 22 the --
 23 MS. LEE: No, that's in the zoning
 24 ordinance. That's what was approved.
 25 MS. TACKETT: You mean upping the fee?

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1 garage. So this was an incremental step up
 2 because it was pretty clear that a thousand
 3 dollars wasn't to get the borough much of
 4 anything.
 5 MR. MEYER: You know, that thousand
 6 dollars for the parking space is a little bit
 7 like what borough council gets paid, which hasn't
 8 had a raise in 45 years. So you --
 9 MR. ATKINSON: You make \$1200 don't
 10 you. Free parking.
 11 MR. MEYER: Oh, yeah, we do get the
 12 free parking, big advantage. But I mean, you
 13 know, realistically that's -- it's the same kind
 14 of thing we've got a whole bunch of stuff. It is
 15 where we've got rates and things that just have
 16 not been updated or brought into conformity with
 17 -- with any degree of realities out there. And
 18 this is just another one of them.
 19 MR. VOSS: Can we -- I just want to
 20 make sure we stick with this topic. I mean, are
 21 there possibilities -- I'm trying to think of,
 22 you know, again, parking as a whole. I know
 23 there's this informal presentation of purchasing
 24 and expanding parking what is it, behind the old
 25 firehouse, the old borough building. I mean, is

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1 MR. ATKINSON: Yeah, upping the fee.
 2 Yeah, yeah.
 3 MS. LEE: Oh, council, that's by
 4 resolution, yes.
 5 MR. MEYER: Council can change those
 6 kinds of fees by raising --
 7 MR. ATKINSON: Is that what they want,
 8 they just -- if they just made it 20,000, you
 9 could do that like that --
 10 MS. LEE: Well, there has to be some --
 11 MS. TACKETT: Some justification.
 12 MS. LEE: Yes.
 13 MR. ATKINSON: Yeah.
 14 MS. TACKETT: Right. So but I think
 15 that, you know, studies show. So for the fee in
 16 lieu, I mean, basically they're buying their way
 17 out of providing parking and then the borough has
 18 to like kind of pick it up. And I think, you
 19 know, as the borough looks to getting a parking
 20 garage constructed, I think each parking space is
 21 pretty well documented that they cost like 20 to
 22 \$25,000 for a parking space. So, you know, I'm
 23 guessing that the borough could conceivably keep
 24 upping it to the point where someone actually has
 25 to cover the costs of the parking space in the

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1 it possible for us to, for example, offer as
 2 they're getting their valet parking there, offer
 3 or request that they set aside some of the
 4 parking for neighborhood use, which would pull
 5 the neighborhood's parking off the streets and
 6 allow us to now charge people coming to town for
 7 parking? I'm just -- I don't know what things we
 8 do, but I know on -- what road was that? --
 9 Ferry Street, I think that's one of the ones and
 10 there are probably others where you, you know,
 11 residents don't have their own parking, so they
 12 put a little thing in the window and I guess that
 13 -- I don't know --
 14 MR. MEYER: There are a couple of
 15 streets, Ferry's not one of them, but, yeah.
 16 MR. VOSS: Okay. Well, I was just -- I
 17 walk around, so I don't know which ones have it,
 18 but it just seems like if someone does into that
 19 neighborhood and puts in one of these lots, if we
 20 could carve out or request, insist that they
 21 carve out some of that for local use, then it
 22 would, again, just the idea to me is freeing up
 23 paid parking on the street that the town would
 24 benefit. So I mean, it's a weird idea saying
 25 that we're trying to -- we're cutting back on the

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1 number of valet parking spots in order to give
2 some normal parking. But I guess the reason I
3 see that is if valet is going to encroach in the
4 neighborhoods, well, why don't we encroach back
5 and say, that the neighborhood could park there
6 as well? Pulling people off the street and,
7 again, letting street be for the visitors to the
8 town.

9 MS. TACKETT: Yeah, I think that's
10 tricky on private property. I think if there are
11 lots that the borough owns, then that might be
12 more of an option. But I think trying to tell a
13 developer they got to give part of their property
14 to the neighbors, might be challenging.

15 MR. VOSS: Well, I'm not saying that,
16 but I mean, I'm thinking in the same regard. I
17 -- we'd have to figure -- I'd have to figure out
18 how. We insist that there is sidewalks for the
19 town to use and I guess in a way, I'm just saying
20 that by putting this lot in you've now prevented
21 us from being able to park where those cutouts
22 are. And so we've lost three parking spots and
23 if we can then regain them as real parking spots
24 instead of cash in lieu of then we'd have -- I
25 guess that's what I --

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1 community too and.

2 I think that's where the Bucks County
3 Planning Commission with their plethora of
4 experience and expertise can help us. So I will
5 forward excerpts from our zoning ordinance that
6 is -- yeah, this exact topic.

7 MS. TACKETT: Has there been any
8 parking study.

9 MS. LEE: In 2010, yes, there was.
10 I'll be honest pretty with you, it's pretty
11 outdated. I was looking at it for some of the
12 grants applications and it doesn't support
13 anything that is currently the situation today,
14 and I'm struggling with trying to ask for money
15 when our study doesn't support it, because the
16 study is so old and outdated.

17 The town has changed significantly in
18 the last 10 years, I'm sure you all agree with
19 that, but when you look at a study from 10 years
20 ago, you can see how much has actually changed
21 number quantifiably. It's pretty significant.

22 MR. APUZZIO: Are you still getting a
23 number of land development applications coming
24 in?

25 MS. LEE: Yes. There's one other

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1 MS. LEE: You're just trying to think
2 of creative ways to continue into the
3 neighborhood.

4 MR. VOSS: Well, because, again, I'm
5 just thinking that if we're going to put a burden
6 on them saying, you -- you know, it's -- we were
7 trying to cut down the amount of parking in
8 residential areas, well, there's a way we can do
9 that. Say, look, the residents need to park, you
10 want a park, so let's tie it together and benefit
11 everybody.

12 MS. TACKETT: Right, right.

13 MS. LEE: Right. But I think the other
14 side too is a lot of these valet options are like
15 these last resort off-street parking requirements
16 that they're trying to meet that they still
17 aren't able to meet, so. And we do have strict
18 language where if off-street parking is
19 designated as valet or -- yeah, as valet, they
20 can only use it for that valet for that use and
21 nothing else. So we do -- the language currently
22 is pretty restrictive at how you can even utilize
23 that. But I see where you're coming from in
24 trying to find creative ways to work with
25 developers while trying to gain some benefit for

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1 active one and three others coming down the pipe,
2 the three that you've seen.

3 MS. TACKETT: There's the sketch plans,
4 but then also the Mansion Inn may be on your
5 agenda next month.

6 MS. LEE: With the Raven.

7 MS. TACKETT: Oh, yeah, along with the
8 parking lot you know. And so that's going to be
9 one where we need to really take a look at what
10 they're proposing for parking, you know, because
11 they're trying to tie that into the Logan Inn and
12 the Logan Inn is already a mess. And so it's --
13 so it's going to be interesting. So we're trying
14 to dig through the Logan Inn situation and work
15 through with the applicant, what's where, what
16 they actually have, what they don't have. So
17 that, you know, when that building gets built,
18 they actually can use it because they have
19 parking. So, yeah --

20 MR. MEYER: Different question all
21 together, you know, we -- when we were looking at
22 this valet parking, we're looking at that nine by
23 eighteen instead of ten by twenty in terms of the
24 slot per car. Does the ordinance also specify
25 the width of the aisles? Because I know that was

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1 something that we're going crazy with that lot
 2 behind the pizza place.
 3 MR. APUZZIO: The old firehouse.
 4 MR. MEYER: Where the old firehouse
 5 used to be, you know, up on North Main. I mean,
 6 that's what was driving council crazy too when we
 7 looked at it.
 8 MS. TACKETT: So what was the issue
 9 there?
 10 MS. LEE: The accessway, right? The
 11 access --
 12 MS. TACKETT: Is it narrow?
 13 MR. APUZZIO: It's narrow.
 14 MR. MEYER: -- in and out. I mean, you
 15 know, the question is could you maneuver the car?
 16 The way that thing looked, you'd have to move 10
 17 cars to get one out.
 18 MS. LEE: That's something where the
 19 fire marshall would have a little more discretion
 20 and be able to say you have to keep it this wide.
 21 MS. TACKETT: To keep it clear.
 22 MR. MEYER: See that's where you got a
 23 building that's got occupancy -- occupancy in the
 24 building, because they were going to have three
 25 apartments there. We don't have that on this

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1 MR. MEYER: If it allows them to shrink
 2 it --
 3 MS. TACKETT: -- and give them a
 4 buffer, right, yeah.
 5 MR. MEYER: -- might actually not be
 6 bad idea.
 7 MS. TACKETT: Sure. Right. Yeah, it
 8 could certainly be something to mention, you
 9 know, at the next meeting. You know, again, I
 10 haven't looked in depth with the plans so I still
 11 need to kind of do them -- do a zoning review of
 12 them and see if there's anything else.
 13 MR. MEYER: Yeah, and they still don't
 14 have the engineer's review of their mitigated
 15 stormwater plans and all that stuff.
 16 MS. TACKETT: Yeah, yeah.
 17 MR. VOSS: It looks like we've drifted
 18 a little bit, but we're still talking about the
 19 standards because this a valet option. Do we
 20 want to -- I mean, it's a nice discussion, do you
 21 have anything you'd like to share? I mean, is
 22 there any next step the people would like to take
 23 with us? It sounds Bucks County can help. So
 24 maybe we just wait and see what you bring to us?
 25 MATTHEW WALTERS: Yeah, I'll bring

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1 case.
 2 MS. TACKETT: No.
 3 MS. LEE: You're right. This is --
 4 MS. TACKETT: But I noticed -- I don't
 5 -- and I've only glanced at their zoning hearing
 6 board application, because we just got the
 7 resubmittal of it.
 8 MR. MEYER: Right.
 9 MS. TACKETT: But it didn't look like
 10 they were asking for relief for aisle width,
 11 because I was noticing -- I mean, the aisle
 12 widths were still two way and I -- I wondered if
 13 they couldn't've done since it was just valet, if
 14 they couldn't've done like maybe a one way flow
 15 to reduce that, but I didn't want to encourage
 16 anything more on there.
 17 MR. MEYER: If what that does is enable
 18 them to stay inside a tighter buffer, I'd be a
 19 hundred percent in favor of it. If you think
 20 about it for a minute.
 21 MS. TACKETT: Right.
 22 MR. MEYER: But we're talking about the
 23 buffers and how much they --
 24 MS. TACKETT: Yeah, if it allowed them
 25 to squeeze it in.

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1 something the next meeting.
 2 MR. MEYER: Fantastic.
 3 MS. LEE: There's a lot on the agenda
 4 for the next meeting.
 5 MR. VOSS: We'll see how that agenda
 6 works.
 7 MS. LEE: Yeah. It's a lot for next --
 8 MR. VOSS: So I'm going to bring up one
 9 new thing, if I can, going into the other items.
 10 Just something that you've heard me mention a few
 11 times and I just think I'd like to keep it in
 12 mind a little bit is, I'd like to see people walk
 13 through town more. And I mean, you know, I'm a
 14 big proponent if we can of figure out a way to
 15 cross the canal from that parking lot. So
 16 there's that issue and part of the reason I like
 17 crossing the canal further down, is it means that
 18 people will walk down North Main and visit some
 19 of the shops along there.
 20 The other thing that ties in with that
 21 is -- jus the walking idea. The other thing that
 22 ties in with that is something that EJ -- I
 23 mentioned to EJ, which is when you're walking, it
 24 would be nice if you saw nice things along the
 25 way. So we talk about driving past -- well we

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1 talk about driving past this parking lot that has
 2 whatever trees, what if you're a pedestrian and
 3 you do have the time to walk slowly and say wow
 4 there's a used car lot here? You know, if you're
 5 going -- well, and that's the issue, if you're
 6 walking slowly, you'll have a chance to see that.
 7 And so what are we doing about that with -- you
 8 know, and again, we don't have a chance to remedy
 9 things that are already in place.

10 But any time we have a new application,
 11 it seems like we need to a few things, hold the
 12 line on any regulations that require sidewalks
 13 and we don't allow waivers from that. I don't
 14 care if the neighbors haven't put it there
 15 because eventually they will rebuild and they're
 16 going to use your empty -- your lack of sidewalks
 17 for their argument. So I want to just get that
 18 done whenever we can.

19 Second thing is buffering between this
 20 eventual sidewalk and whatever -- if it's an ugly
 21 building and an ugly parking lot, I want a buffer
 22 to hide that. What I was talking to EJ about
 23 was, you know, again, if -- if we have this great
 24 12 story -- 2 story, 3, whatever, parking garage,
 25 that means we're going to have lots of people

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1 turns out that I could say when I was on the HARB
 2 meeting, they showed us a picture of where they
 3 anticipate walking paths to be and sure enough,
 4 they plan on having a nice decorated walking
 5 path. And it seems to me, that's the kind of
 6 thing we want. We want to -- from any place, any
 7 of these new developments, don't funnel them all
 8 to the same one spot in the town, but have them
 9 funnel to Bridge Street, have them funnel to
 10 Ferry. In the case of the walking path, have
 11 them funnel to these nice little side streets
 12 that are relatively quiet and make sure they have
 13 a parking lot -- sorry, between the parking lot
 14 and the street, make sure there's a sidewalk for
 15 them.

16 So I guess that's -- I just want to
 17 say, that's what I'm looking for and you'll
 18 probably hear it over and over again when an
 19 applicant comes up, but I don't know if there's a
 20 way if it's worthwhile to enshrine that kind of
 21 thing if other people agree with it. Just make
 22 sure that as we plan for the future, that -- that
 23 we keep a firm line on this and don't give away
 24 variances and -- just because it's inconvenient
 25 for someone. I mean, I really think we need to

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1 going in and then their first of Lawrenceville --
 2 MR. MEYER: How long ago is this?
 3 MR. VOSS: Their first impression of
 4 New Hope you --

5 You can fix that, right?
 6 -- is a long walk through a parking
 7 lot. I mean, we're walking past. Even if you
 8 get to walk along the canal path, we're walking
 9 along a canal path, beautiful canal, which when
 10 it's full of water looks even prettier and then
 11 some screening before the houses, that's all
 12 beautiful on your left-hand side; but on the
 13 right-hand side we get to see the parking lot of
 14 the train depot and their parking areas. So I'm
 15 using that as an example because it's sort of
 16 extreme. On the left looks really nice, on the
 17 right, you try to get them to turn -- divert
 18 their gaze and so, I guess what I'm looking for
 19 is, as these developments come online, can we
 20 make sure that the paths from the developments
 21 are a welcoming entrance into the town?

22 So, for example, as -- I'd like to see
 23 that we have a path from the parking area of --
 24 well, behind the Mansion, because they walk
 25 behind the Mansion Inn to Bridge Street and it

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1 say that this is important to us that -- because
 2 we want to bring people here, obviously, need to
 3 let them park somewhere. But once they parked,
 4 they're going to see the parked cars, I got that,
 5 but I want them to enjoy the streets that they're
 6 on. I want them to enjoy Ferry Street. I want
 7 them to enjoy Mechanic. I want them to enjoy
 8 Main Street and any place that we force them to
 9 park somewhere, some distant location, make sure
 10 the path back is pretty.

11 MS. LEE: Did it come up -- did the
 12 list -- I know you just got the ZHB application
 13 for them, but we had also discussed that if there
 14 were significant variances that they're looking
 15 for, that the planning commission can also chime
 16 in with Peter to voice their concerns for the
 17 variances that they're seeking from the ZHB as
 18 well. Were there any that might hit what -- I
 19 don't know if you even had a chance to even look
 20 at the application.

21 MR. MEYER: Well, I haven't looked at
 22 the application, but I was just -- I was taking
 23 some notes about the concerns that the planning
 24 commission seemed to express. There was a
 25 concern about the fact that they are looking to

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1 increase the impervious surface, which bothered
 2 the commission, you know. That we needed
 3 buffering on three sides, these were things that
 4 came up this evening.
 5 MS. LEE: Okay. All right.
 6 MR. MEYER: That they have provided a
 7 sidewalk, the possibility of accommodating
 8 arrivals without their needing to go to Gateway,
 9 that they can then being ferried from -- if
 10 they're coming in along 179, one way or the
 11 other. We had a concern about the route to and
 12 from Gateway to the parking. And I mean, those
 13 were the things that I jotted down as being some
 14 of the planning commission concerns.
 15 MR. VOSS: The one thing I'd also like
 16 to make sure gets put in there is, I would really
 17 like to know if this grandfathering, what is
 18 actually grandfathered.
 19 MS. TACKETT: Don't worry I'll be
 20 looking. I'll be doing a drive-by. Because
 21 let's just say, they look like they were having
 22 to contemplate that a bit. So I think that their
 23 interpretation might be a little different than
 24 the borough's.
 25 MR. VOSS: Right. I just want to make

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1 point that I made is that section of the code, I
 2 don't they looked closely at it because it
 3 clearly talks about if you're redeveloping a
 4 property, which they are, then -- and you remove
 5 those nonconformities, you got to conform.
 6 And you've been through this, the
 7 neighbor's going through it, so I think it's
 8 reasonable that we be consistent and hold them to
 9 that. So it will definitely be looked into.
 10 MR. MEYER: Because effectively what
 11 you said about your garage, they said didn't
 12 apply to them. That was what I got this after --
 13 this evening.
 14 MS. TACKETT: Well, they started
 15 staying that, right, but I think by the end of
 16 the conversation --
 17 MR. MEYER: They were beginning to
 18 worry.
 19 MS. TACKETT: I think they were doing
 20 to have a conversation after they left.
 21 MR. MEYER: Yeah, I think they were
 22 beginning to worry. By the end of it, they were
 23 beginning to worry. But I mean, the starting
 24 point was, yeah, you had that problem, but it
 25 doesn't apply to us.

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1 sure that what is brought to the zoning hearing
 2 board, that they don't ask for a variance, get it
 3 --
 4 MS. TACKETT: I agree.
 5 MR. VOSS: -- and then find out that
 6 it's a much broader variance --
 7 MS. TACKETT: That's right.
 8 MR. VOSS: -- than we want to approve.
 9 MS. TACKETT: Absolutely.
 10 MR. MEYER: Right. No, I was thinking
 11 that was a Tracy needing to do some background
 12 work what happens as the result of their having
 13 torn things down, and you're very nice catch on
 14 the business about, yeah, it was impervious
 15 before, but that was a building. Now it's
 16 impervious because it's a lot, but it's something
 17 else and is that then --
 18 MS. TACKETT: Correct. Well, right and
 19 I think, you know --
 20 MR. MEYER: We need to check that out.
 21 MS. TACKETT: And Ed's point is a lot
 22 of municipalities are a little more open as far
 23 as like, you know, you can continue it as far as
 24 -- along that line as much as you want and you
 25 can tear it down and reconstruct it. But the

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1 MS. TACKETT: Right.
 2 MR. MEYER: And that didn't make any
 3 sense to me.
 4 MS. TACKETT: Right. We demoed
 5 everything and pushed our rubble over, so we're
 6 good. And it's like, well, no. No, I don't
 7 think that's quite how it works, so yeah. So
 8 we'll be looking into that.
 9 MS. LEE: By the way I am submitting
 10 for a grant application for the foot bridge. I
 11 met with the county --
 12 MR. VOSS: This is the engineering
 13 study of it?
 14 MS. LEE: Yes. I met with the county
 15 and we're looking into a feasibility study for
 16 the parking garage, but they also recommended to
 17 tag in that foot bridge because the two would
 18 complement each other.
 19 MS. TACKETT: Perfect.
 20 MR. MEYER: Yeah. The only question
 21 I've got is the whole business about coming up
 22 with the benefits measures.
 23 MS. LEE: Yes, yes. And I'm working
 24 off of a parking study --
 25 MR. MEYER: And if we're not good on

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1 the benefit measures --
 2 MS. LEE: -- from ten years ago --
 3 MR. MEYER: -- we may need that parking
 4 study.
 5 MS. LEE: -- that is no longer very
 6 helpful to me right -- it's an uphill right now.
 7 MR. VOSS: Do we have a motion to --
 8 MR. ATKINSON: Motion to adjourn.
 9 MR. APUZZIO: Second.
 10 (Meeting concluded at 8:52 p.m.)

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 4 CERTIFICATE
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 7
 8 I hereby certify that the proceedings
 9 and evidence are contained fully and accurately,
 10 to the best of my ability, in the notes taken by
 11 me at the meeting in the above matter; and that
 12 the foregoing is a true and correct transcript of
 13 the same.

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TARA WILSON, C.R.

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