DUE DILIGENCE RECORDS BOOKLET

24 Andrews Drive | Woodland Park, New Jersey

Block 122, Lot 3.01

Prepared in connection with OPRA Request No. 26-172
Filed with the Borough of Woodland Park — Tax Assessor / Fire Prevention / Code, Building & Zoning Departments

Requestor: Michael D. Canosa | Colliers International
Request Filed: July 13, 2026 | Response Date: July 15, 2026

Prepared for a prospective buyer evaluating the site for use as a **truck terminal / logistics facility**, including a planned **expansion of the existing facility**.

This booklet organizes the records received and outstanding from the Borough of Woodland Park in response to OPRA Request 26-172, and interprets each finding through the lens of truck terminal operations and future facility expansion.

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CHAPTER 1

1. All Variances (Zoning, Building Code, Density, etc.) Ever Granted

What Was Requested

A complete history of any variances ever granted for 24 Andrews Drive, including zoning variances, building code variances, and density (bulk) variances, regardless of when they were approved.

What the Borough Provided

■ *As of the July 15, 2026 response, the Borough has not produced a variance history. The Code/Building/Zoning file was described by the custodian as too large to copy, and access was instead offered as an in-person file review by appointment (Fire Prevention/Code Enforcement, 973-345-8100 x240). The only zoning-related notation received to date is a handwritten reference to a 'Zone Code' the custodian has on file, with no further detail on its content or on any variance decisions.*

In other words: this item is **outstanding**. No variance resolutions, zoning board minutes, or approval letters have been produced yet.

Why This Matters for a Truck Terminal Buyer

Variance history is one of the most important due diligence items for this use case. A property built in 1960 as an office/garage on industrially zoned land was very likely subject to one or more variances over its life — for bulk (lot coverage, setbacks, height), parking ratios, or use. Before assuming the site is unencumbered, the buyer should confirm:

- Whether the current office/garage use, or any accessory truck parking/loading use, was approved under a variance rather than as a permitted use — variances can carry conditions that survive a change of ownership.
- Whether any variance imposed a cap on building coverage, impervious surface, or truck parking spaces that would constrain the planned expansion.
- Whether prior variances were tied to a specific tenant or operation, which could lapse or require re-approval upon a change of use to a truck terminal.

Expansion Lens

If the buyer intends to expand the building footprint, add trailer/truck parking, or increase site coverage, any variance obtained by a prior owner for bulk standards should be treated as a ceiling, not a floor. The buyer should assume a new variance application may be required for expansion until the file review confirms otherwise.

CHAPTER 2

2. Complete Building Permit History (Issued, Denied, or Withdrawn)

What Was Requested

Every building permit ever issued, denied, or withdrawn for the property, covering the life of the improvements on site (building constructed 1960, per the Tax Assessor card).

What the Borough Provided

■ *Not yet provided. Permit records fall within the same Code/Building/Zoning file that the custodian noted was too large to copy on short notice. No list of issued, denied, or withdrawn permits has been furnished; the Borough has only confirmed there are 'no outstanding violations' as of the response date, which is a separate question from permit history.*

Why This Matters for a Truck Terminal Buyer

- A 66-year-old building (built 1960) is likely to have an incomplete or informally-tracked permit history at the municipal level; some early records may exist only on paper in the physical file the custodian referenced.
- Permit history will show whether the garage/dock areas, fuel storage, or any truck-related infrastructure (fueling islands, wash bays, maintenance pits) were permitted, and whether any permits were pulled and never finaled (a common source of open code issues that surface only at resale or expansion).
- Withdrawn or denied permits can flag prior conflicts with zoning, fire code, or stormwater requirements relevant to a logistics use.

Expansion Lens

Before filing new permits for an expansion, the buyer's team should confirm there are no open, un-finaled permits attached to the property — municipalities frequently require older permits to be closed out before new construction permits will be issued. This should be a specific question at the in-person file review.

CHAPTER 3

3. Certificate of Occupancy (COO) Records and Any Modifications

What Was Requested

The current Certificate of Occupancy for the property and any prior COOs or amendments reflecting changes in use, tenancy, or building modifications.

What the Borough Provided

■ *Not yet provided. No COO document or history was included in the July 15, 2026 response. This record also sits in the Code/Building/Zoning file flagged for in-person review.*

Why This Matters for a Truck Terminal Buyer

The Tax Assessor's property record card describes the building as 'Office/Garage,' 21,439 SF. The buyer needs the actual COO to confirm the **legally certified use** of the building matches this description, and, critically, that a truck terminal / freight or logistics operation is consistent with (or can be added to) the certified use. A garage classification does not automatically equal approval for a truck terminal, cross-dock, or trailer storage operation.

- Confirm the COO's stated use group and occupancy classification.
- Confirm whether a Continuing Certificate of Occupancy (CCO) or use registration is required by the Borough upon change of ownership or change of use.
- Check for any condition on the COO limiting hours of operation, vehicle weight, or number of loading positions — common in older industrial COOs.

Expansion Lens

Any expansion of building area, dock doors, or site improvements will likely trigger a new or amended COO. The buyer should plan for a COO amendment as part of the expansion timeline and confirm early whether the Borough treats a truck terminal as a permitted use in the applicable zone or as a conditional use requiring separate approval (see Chapter 8).

CHAPTER 4

4. Code Violation / Enforcement History (Municipal, Building Code, Zoning)

What Was Requested

A history of code violations and enforcement actions relating to municipal code, building code, and zoning code compliance at the property.

What the Borough Provided

■ *Partially answered. The custodian's handwritten note states: 'No outstanding violations as of this date' (July 15, 2026). This confirms there is nothing currently open, but it is not a historical enforcement record — it does not tell us whether violations existed in the past and were resolved, nor does it cover municipal code violations outside the Code/Building/Zoning department's own file.*

Why This Matters for a Truck Terminal Buyer

'No outstanding violations' is a good baseline signal but is not a substitute for a historical review. For a logistics/terminal use, past enforcement issues commonly involve:

- Unauthorized outdoor storage or truck/trailer parking beyond what was approved.
- Idling, noise, or hours-of-operation complaints tied to industrial or trucking uses.
- Stormwater or impervious coverage violations from paving additional yard area.

Because the current owner's use (office/garage) is lighter than a truck terminal, the absence of violations today says relatively little about how the Borough will respond once trucking volumes increase.

Expansion Lens

The buyer should specifically ask, during the in-person file review, whether any prior complaints or violations relate to truck traffic, noise, or outdoor storage — these are the categories most likely to resurface once the site is expanded and truck volumes increase.

CHAPTER 5

5. Inspection Reports (Building, Electrical, Plumbing, Fire)

What Was Requested

All inspection reports covering building, electrical, plumbing, and fire systems at the property.

What the Borough Provided

■ *Not yet provided as discrete reports. The only related information is the Fire Prevention custodian's confirmation of no outstanding violations as of July 15, 2026, and the instruction to schedule an in-person appointment (973-345-8100 x240) to review the fire prevention file, which is described as too large to copy. Building, electrical, and plumbing inspection reports were not addressed in this response.*

Why This Matters for a Truck Terminal Buyer

Fire inspection records are especially important for a truck terminal, given typical use of fuel, battery charging (for material handling equipment), and high-piled storage. Electrical and plumbing inspection records will reveal the condition of infrastructure in a 1960-built building, which is directly relevant to any retrofit for modern logistics equipment (dock levelers, LED/high-bay lighting, EV charging, fire suppression upgrades).

- Request the most recent fire inspection report and any open corrective action items, even though none are currently 'outstanding' per the note.
- Request electrical service capacity records — older industrial buildings frequently need service upgrades to support modern terminal operations and equipment charging.
- Confirm plumbing/backflow inspection status, particularly if truck washing or fueling facilities are contemplated.

Expansion Lens

Any fire, electrical, or plumbing capacity limitations identified in these reports should be priced into the expansion budget. Fire suppression system capacity, in particular, often needs to scale with expanded warehouse or trailer-storage square footage under current fire code.

CHAPTER 6

6. Notices of Violation or Remediation Orders

What Was Requested

Any formal notices of violation issued to the property, and any remediation or corrective orders associated with those notices.

What the Borough Provided

■ *Effectively answered in the negative for the present: the Fire Prevention/Code custodian's note states there are no outstanding violations as of July 15, 2026. No historical notices of violation or remediation orders were produced, and this category is also covered by the in-person file review offer.*

Why This Matters for a Truck Terminal Buyer

A clean current status is a positive signal, but remediation orders (e.g., environmental, stormwater, or structural) can have long tails — a prior order may have been 'closed' administratively while leaving conditions (such as monitoring wells, capped areas, or restrictive covenants) that matter for site work during an expansion.

Expansion Lens

Because expansion likely means new excavation, paving, or foundation work, the buyer should specifically ask whether any prior remediation order (even if long since closed) restricts subsurface disturbance anywhere on the 4.7-acre parcel.

CHAPTER 7

7. Site Plan Approvals or Modifications

What Was Requested

All site plan approvals granted for the property, and any subsequent modifications or amendments to an approved site plan.

What the Borough Provided

■ *Not yet provided. Site plan records were not included in the July 15, 2026 response and fall within the same oversized Code/Building/Zoning file offered for in-person review.*

Why This Matters for a Truck Terminal Buyer

The site plan will show approved building footprint, parking counts, circulation, loading areas, landscaping/buffer requirements, and stormwater design — all directly relevant to whether the existing paved area can legally support truck circulation and trailer staging today, or whether current site use already exceeds what was approved.

- Compare the approved site plan to current aerial/site conditions to identify any unapproved paving, storage, or circulation changes made by prior tenants.
- Confirm approved parking and loading counts against what a truck terminal operation actually needs.
- Identify existing stormwater management design capacity, which will directly limit how much additional impervious coverage an expansion can add without a stormwater redesign.

Expansion Lens

Site plan approval will almost certainly be required again for an expansion that adds building area, trailer parking, or reconfigures circulation. Understanding the existing approved plan is the starting point for scoping that future application, including whether existing stormwater infrastructure has spare capacity.

CHAPTER 8

8. Use Variance or Conditional Use Permit Applications/Decisions

What Was Requested

Any applications and decisions relating to a use variance or a conditional use permit for the property.

What the Borough Provided

■ *Not yet provided. No use variance or conditional use permit applications or decisions were included in the response; this remains part of the outstanding Code/Building/Zoning file.*

Why This Matters for a Truck Terminal Buyer

This is arguably the single most decision-critical item in the entire request for this buyer. Whether a truck terminal is a **permitted use**, a **conditional use**, or requires a **use variance** in the applicable zoning district will determine the entry cost, timeline, and risk of the acquisition before any expansion is even considered.

- If the current office/garage use already required a use variance, that approval may not automatically extend to a truck terminal use — a new use variance application could be required regardless of the physical building remaining unchanged.
- If a conditional use permit is required, the Borough's zoning ordinance will specify conditions (e.g., buffer distances, hours, truck route restrictions) that should be reviewed before underwriting the deal.
- The zoning district itself should be confirmed independently — the property record card and cover sheet reference a 'Zone Code' the custodian has on file, but the actual zone designation and permitted-use table were not furnished in this response.

Expansion Lens

Because expansion is planned, the buyer should treat the current use classification as the foundation for two separate zoning questions: (1) is a truck terminal permitted/conditional in this zone today, and (2) does the specific planned expansion (added building area, additional truck parking/trailer storage, extended hours) trigger a new conditional use or variance review on top of that. Both questions should be confirmed with the Zoning Officer at the in-person file review.

CHAPTER 9

9. Tax Assessor's Property Record Card (Land Use History)

What Was Requested

The Tax Assessor's property record card for the parcel, reflecting land use history, assessed values, and physical characteristics of the site and improvements.

What the Borough Provided

This is the one item in the request that was **fully provided**. The Tax Assessor furnished the complete property record card. Key data points:

Field	Value
Block / Lot / Qualifier	122 / 3.01 / (none)
Owner of Record	24 Andrews Dr Associates, LLC
Owner Mailing Address	15 Rancho Polo, Colts Neck, NJ 07722
Property Location	24 Andrews Drive, Woodland Park, NJ 07424
Acreage	4.700 acres
Building Description	Office/Garage – 21,439 SF, detached
Year Built / Effective Age	1960 (effective year 1954, per 'Y' notation)
Property Class	4A (Commercial)
Land Value (2026)	$2,255,000
Improvement Value (2026)	$493,000
Total Assessed Value (2026)	$2,748,000
Net Taxable Value	$2,748,000 (no exemptions/deductions recorded)
Prior Sale – 2014	$775,000
Prior Sale – 2015	$1,480,000
Zoning Neighborhood / VCS Code	500 / A500

The record card also includes a lot-line sketch showing an approximate 228-foot dimension along two sides of the parcel and a series of shorter boundary segments, consistent with an irregular ~4.7-acre industrial/office lot rather than a simple rectangle.

Why This Matters for a Truck Terminal Buyer

- The improvement value ($493,000) is a small fraction of the total assessed value ($2,748,000) — roughly 18%. Land value dominates the assessment, which is typical for a site where the existing 1960-built office/garage building is functionally obsolete relative to the land's value, and supports an underwriting approach centered on land/site utility rather than the existing structure.
- 4.7 acres is a workable footprint for a small-to-mid-size truck terminal, but the buyer should overlay the actual site plan (Chapter 7) and zoning bulk standards against this acreage to confirm achievable trailer parking counts and building coverage.
- The sale history ($775,000 in 2014 to $1,480,000 in 2015) shows a near-doubling in one year; this pre-dates the current $2,748,000 assessment and should be checked against any more recent transaction data the buyer's own title/market research can provide, since it is not necessarily indicative of current market value.
- Property class 4A (commercial) confirms the assessor's own classification, which is useful corroboration when addressing the use-variance/zoning questions in Chapter 8.

Expansion Lens

Because the improvement value is low relative to land value, an expansion or redevelopment of the building is unlikely to face material assessment-based resistance from a 'preserving an expensive existing structure' standpoint. The more relevant constraints will be the zoning bulk standards and site plan capacity discussed in Chapters 7 and 8, not the tax card itself.

CHAPTER 10

10. Next Steps

Immediate Action: Schedule the In-Person File Review

The Borough's Fire Prevention / Code Enforcement office has confirmed the Code/Building/Zoning file for 24 Andrews Drive is too large to copy and must be reviewed in person by appointment. Call **973-345-8100, extension 240** to schedule. This single appointment is the key to closing out most of the outstanding items in this booklet (Chapters 1, 2, 3, 4, 5, 7, and 8).

Documents to Specifically Request or Photograph On-Site

- Complete list of all building permits on file, with issue/finaled/withdrawn status for each.
- Current Certificate of Occupancy and any prior COOs or CCOs, including stated use classification.
- Any zoning board or planning board resolutions granting variances, use variances, or conditional use approvals, with all conditions of approval.
- The most recently approved site plan set, including parking/loading counts and stormwater management design.
- Any historical notices of violation or remediation orders, even if since closed, and any associated compliance/closure documentation.
- The applicable zoning ordinance section for the property's zoning district (permitted, conditional, and prohibited uses; bulk standards; parking requirements for industrial/warehouse/terminal uses).
- The most recent fire, electrical, and plumbing inspection reports.

Questions to Ask the Zoning/Code Officer Directly

- Is a truck terminal / freight logistics use permitted, conditional, or prohibited in this zoning district?
- Has this property, or any use on it, ever been the subject of a use variance or conditional use approval, and if so, does that approval remain in effect for a new owner?
- Would the planned expansion (added building area and/or trailer parking) trigger a new site plan and/or variance application, and what is the Borough's typical timeline for that process?
- Are there any open, un-finaled permits attached to the property that would need to be closed before new construction permits can be issued?

Timeline Consideration

The OPRA statutory response window for this request runs to **July 23, 2026**. The tax card has already been delivered in full. For the remaining items, the buyer's team should schedule the in-person appointment as soon as possible and, if needed, follow up in writing before the July 23 deadline to confirm the Borough's file-review offer satisfies its OPRA obligations for this request, or to request a specific appointment date be locked in before that date.

CHAPTER 11

11. DockZilla Preliminary Cross-Dock Layout (DZS40899)

What This Document Is

A 4-sheet preliminary dock equipment layout package (drawing no. DZS40899), prepared by DockZilla Co. for “Balanoff Colliers, 24 Andrews,” drawn by Olson and dated 7/14/26. The title block labels it **“Preliminary Layouts”** and every sheet is stamped **“NOT FOR CONSTRUCTION — FOR BIDDING PURPOSES ONLY.”** In practical terms, this is a conceptual dock-equipment package used to solicit contractor pricing for converting/expanding 24 Andrews Drive into a cross-dock trucking terminal — it is not an approved or buildable design yet.

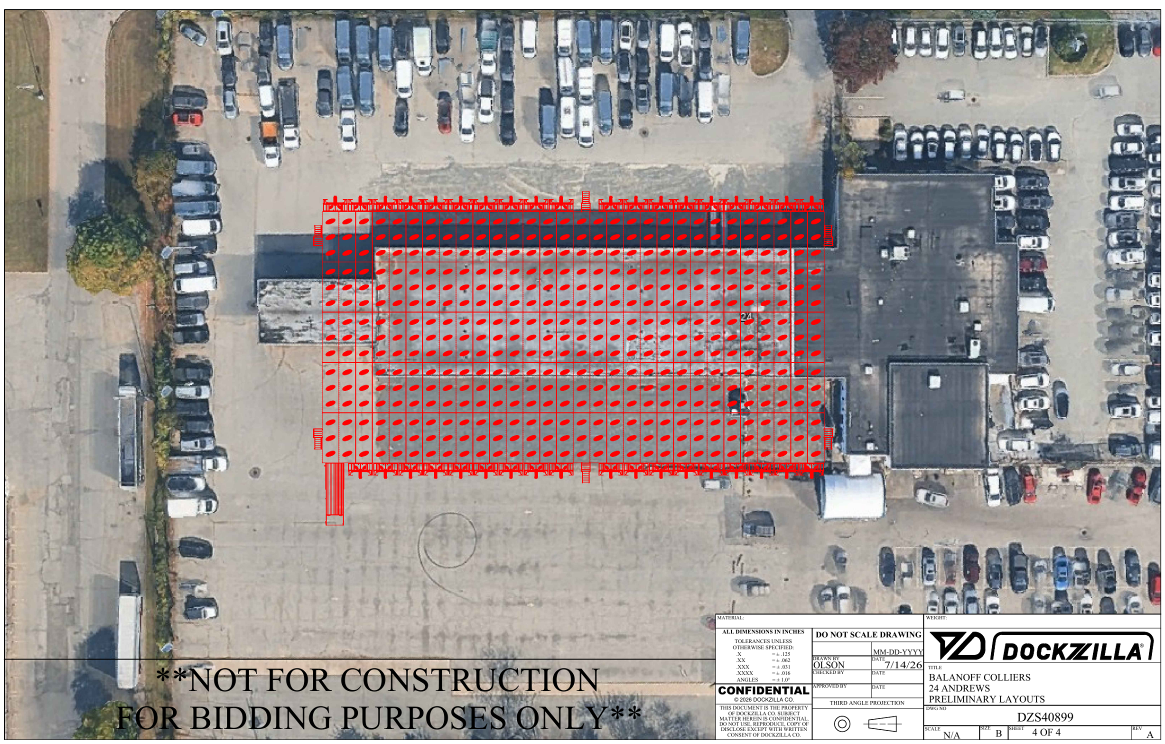
Sheet-by-Sheet Summary

- **Sheet 1 of 4 – Section A-A:** Dock detail along the existing building. Platform 216' long x 32' deep, dock centerlines on 12' spacing, dock height 4' above grade (roof integration/slopes noted as ‘TBD’). (18) 4'x7' dock levelers, ±6" service range, 115V single-phase, with integrated shelters and exterior doors. Solid-deck platform rated 16,000 lb capacity, non-impact vehicle restraints, and egress stairs as needed.
- **Sheet 2 of 4 – Site Aerial:** Overhead image of 24 Andrews Drive showing the 18-dock-leveler run (highlighted in red) added along a single run at the rear/side of the existing building, within the existing paved yard area.
- **Sheet 3 of 4 – Section B-B:** A second, larger dock run spanning a 120' x 240' building face, same 12' dock centerline spacing. (37) 4'x7' dock levelers, ±6" service range, 115V single-phase, plus a 30'x8' dock-to-ground ramp rated 16,000 lb capacity. Same 16K-capacity solid-deck platform and non-impact vehicle restraint specification as Sheet 1.
- **Sheet 4 of 4 – Site Aerial:** Overhead image showing the larger 37-dock-leveler configuration wrapping around a substantially larger portion of the building footprint — effectively a full cross-dock buildout across multiple building faces rather than a single run.

Site Aerials

Sheet 2 (18-dock phase, single run):

Sheet 4 (37-dock phase, wrap-around configuration):



Why This Matters for a Truck Terminal Buyer

Combined, the two phases shown total **up to 55 dock leveler positions (18 + 37)** — a dramatic scale-up from the current 21,439 SF “office/garage” building described on the Tax Assessor's card (Chapter 9). This drawing set is the clearest evidence in the file of the buyer's intended use and scale, and it should be read together with the outstanding zoning and land-use items from Chapters 1–8:

- A buildout of this scale will almost certainly require a new or amended **Certificate of Occupancy** (Chapter 3) reflecting a change from office/garage to a cross-dock freight terminal use.
- It is very likely to trigger a new **site plan approval** (Chapter 7), given the addition of dock levelers, ramps, and associated truck circulation/queuing across a large portion of the existing paved yard.
- Depending on the zoning district's permitted-use table, this scale of cross-dock operation may push the project from a permitted use into **conditional use or use-variance territory** (Chapter 8), even if the lighter existing office/garage use was permitted as-of-right.
- The dock-to-ground ramp and 37-leveler run on Sheet 3/4 will add substantial new impervious/structural loading considerations relevant to any prior **stormwater or site plan conditions** uncovered at the in-person file review (Chapter 10).

Expansion Lens

Because this package is explicitly preliminary and for bidding purposes only, it should be treated as a design intent document, not a permitted plan. The buyer's team should use it to scope the entitlement work needed (COO amendment, site plan approval, possible variance) before relying on it for construction budgeting or timeline purposes. It is also the natural document to bring to the Borough's Zoning/Code Officer when asking the questions listed in Chapter 10, since it shows concretely what the buyer intends to build.

CHAPTER 12

12. PavCorp Acquisition & Cash Flow Model

What This Document Is

A financial acquisition model (“24 Andrews Model - Pav.xlsx,” prepared by/for PavCorp) evaluating the purchase of 24 Andrews Drive under a **land-lease / leaseback structure** — the site is acquired and leased to two tenants on a per-acre basis, rather than operated directly as a truck terminal. The model's financing already folds in a **$3,000,000 “Dockzilla” line item** alongside the $14,000,000 property purchase price, meaning this leaseback scenario is more integrated with the Chapter 11 cross-dock buildout than a purely separate business plan — the two documents should still be reconciled with the buyer's team to confirm scope and timing.

Property & Tenancy Assumptions

Metric	Value
Total Site Acreage	4.70 acres
Building Area	27,326 SF
Tenant A – Seller Leaseback	2.00 acres
Tenant B – PavXpress	2.70 acres
Rent (both tenants)	$24,000 / acre / month

The 2.00 + 2.70 acre tenant split exactly matches the 4.70-acre total, meaning the model leases 100% of the site between the two tenants, with the building itself apparently attributed to the seller-leaseback tenant. Both tenants pay the same $24,000/acre/month rate, which produces $576,000/year from Tenant A and $777,600/year from Tenant B in base rent.

Purchase, Financing & Year 1 Returns

Metric	Value
Purchase Price (land & building)	$14,000,000
Dockzilla Buildout	$3,000,000
Total Acquisition Cost	$17,000,000
Loan Amount (85% LTV of total cost)	$14,450,000
Equity Required	$2,550,000

Interest Rate / Amortization	7.00% / 25 years
Annual Debt Service	$1,225,555
Year 1 Gross Rental Income	$1,498,600
Year 1 Operating Expenses	$145,000
Year 1 NOI (Net Rental Income)	$1,353,600
Cap Rate (NOI ÷ $14.0M Purchase Price)	9.67%
Year 1 Cash Flow After Debt	$128,045
Year 1 DSCR	1.10x
Year 1 Cash-on-Cash Return	5.02%

Year 1 leverage is workable rather than tight: DSCR of 1.10x clears breakeven with some cushion, and cash-on-cash return is 5.02% — consistent with an 85%-LTV acquisition priced on a mix of current income and future rent growth. Note that the model's cap rate divides NOI by the $14.0M property purchase price only, excluding the $3.0M Dockzilla cost; measured against the full $17.0M acquisition cost, the effective going-in yield is 7.96%.

10-Year Trajectory

Rent escalates 3.5% annually for both tenants. Operating expenses are **not** $0 — the model runs a $145,000 Year 1 opex budget growing 3.0% annually, fully offset by an equal opex reimbursement embedded in Gross Rental Income (a fully net lease structure), so NOI nets back to the same figure as base rent each year. Because debt service is fixed while rent (and the matching reimbursement) grow, returns improve steadily:

Metric	Year 1	Year 5	Year 10
Gross Rental Income	$1,498,600	$1,716,486	$2,034,010
Operating Expenses	$145,000	$163,199	$189,192
NOI	$1,353,600	$1,553,287	$1,844,818
Cash Flow After Debt	$128,045	$327,732	$619,263
Cumulative Cash Flow	$128,045	$1,130,858	$3,624,063
DSCR	1.10x	1.27x	1.51x
Cash-on-Cash Return	5.02%	12.85%	24.28%

By Year 10, cumulative cash flow after debt service reaches roughly $3.62 million, DSCR reaches 1.51x, and cash-on-cash return reaches 24.28% — a return profile driven by contracted rent growth rather than day-one cash flow, and modestly stronger across every metric than the Year 1 figures alone would suggest.

Open Items to Confirm

- The $145,000 Year 1 operating expense budget (growing 3.0%/yr) should be confirmed as sufficient for a 27,326 SF industrial building on 4.7 acres with two tenants — particularly once the Chapter 11 cross-dock buildout is in place and generating additional landlord-side site and structural maintenance obligations.
- Debt service works out to $21,730/acre/month, against $24,000/acre/month in rent — a spread of roughly $2,270/acre/month before operating expenses. This is the built-in cushion behind the 1.10x Year 1 DSCR and is worth stress-testing against any vacancy or rent-collection risk from either tenant.
- Building Area in this model (27,326 SF) exceeds the 21,439 SF reflected on the Tax Assessor's card (Chapter 9) by roughly 5,900 SF. Confirm whether this reflects an already-planned post-expansion footprint (consistent with the Chapter 11 buildout) rather than an inconsistency with the assessor's record for the existing structure.
- The $3,000,000 Dockzilla line item should be reconciled against the two buildout phases shown in Chapter 11 (an 18-dock single run versus a 37-dock wrap-around configuration) to confirm which phase, if either, this budget is meant to cover — the two phases differ substantially in scope and likely cost.

Expansion Lens

Because the model already bakes a Dockzilla construction cost into the acquisition financing, this leaseback structure is closer to the Chapter 11 buildout scenario than a fully separate business plan — but it still treats the buyer as landlord to two arms-length tenants rather than as a terminal operator. If the buyer proceeds with the cross-dock buildout, the team should confirm: (a) which Chapter 11 phase the $3.0M figure is sized for; (b) how construction affects the named tenants' space and rent during the buildout (rent abatement, relocation, or phased delivery); and (c) whether $145,000/year in operating expenses still holds once dock equipment, added pavement, and truck circulation infrastructure are in place and generating ongoing maintenance costs.