

In The Matter Of:
2019 Master Plan Reexamination

October 16, 2019

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<p style="text-align: right;">Page 1</p> <p>1 CRANBURY TOWNSHIP PLANNING BOARD 2 23A NORTH MAIN STREET 3 CRANBURY, NEW JERSEY 4 WEDNESDAY, OCTOBER 16, 2019 5 Commencing at 7:01 P.M.</p> <p>6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p> <p>RE:) 2019 DRAFT MASTER PLAN) REEXAMINATION REPORT PUBLIC) HEARING) -----)</p> <p>TRANSCRIPT OF PROCEEDINGS</p> <p>B E F O R E:</p> <p>PETER MAVOIDES, Chairman MICHAEL KAISER, Vice Chairman GLENN JOHNSON, Mayor Designee DANIEL P. MULLIGAN, III, Board Member JAMES GALLAGHER, Board Member KAREN CALLAHAN, Board Member</p> <p>RICHARD PREISS, P.P., Board Planner A. ANDREW FERANDA, P.E., P.T.O.E, C.M.E., Board Engineer JOSETTE C. KRATZ, Land Use Administrator/Secretary</p> <p>MICHELLE D. WILCOX, C.C.R. LICENSE NO. XI01745</p> <p>M. VIRGINIA GUINTA CERTIFIED COURT REPORTERS POST OFFICE BOX 184 ROCKY HILL, NEW JERSEY 08553 Mvg2946619@aol.com (609) 477-9342</p>	<p style="text-align: right;">Page 3</p> <p>1 CHAIRMAN MAVOIDES: Call this 2 meeting to order. 3 Please rise for the Pledge of 4 Allegiance. 5 (Whereupon, Pledge of Allegiance was 6 recited, Statement of Adequate Notice was read and 7 roll call was taken.) 8 CHAIRMAN MAVOIDES: So the sole 9 agenda item for tonight is to review the 2019 10 master plan reexamination report that's been posted 11 to the town's website and prepared by Richard 12 Preiss and any public comment on that document 13 before the planning board considers that for 14 adoption. 15 So at this point in time I will turn 16 it over to Richard to kind of run through his 17 agenda, kind of the background and review from a 18 high level the document. 19 Richard? 20 MR. PREISS: Thank you very much. 21 So I'm Richard Preiss. I am the 22 township planner, and our firm worked alongside 23 Andy Feranda from Shropshire who is the traffic 24 consultant, I know you are all familiar with him, 25 on doing the master plan reexamination that's</p>
<p style="text-align: right;">Page 2</p> <p>1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p> <p style="text-align: center;">I N D E X</p> <p>WITNESS PAGE</p> <p style="text-align: center;">E X H I B I T S</p> <p>NUMBER DESCRIPTION PAGE</p> <p>(None)</p>	<p style="text-align: right;">Page 4</p> <p>1 before you -- before the planning board. 2 If you recall, we had a community 3 meeting in this room in April, 2019 before it 4 really got started very far on the master plan so 5 that we could take input from the members of the 6 public, and we have taken that feedback very 7 seriously in the draft of the master plan 8 reexamination. At the end there is a summary of 9 all the comments that were made by all of the 10 groups that participated in that meeting. 11 (Whereupon, Mr. Andrew Feranda 12 enters the proceedings.) 13 MR. PREISS: We also felt it 14 necessary to correct a couple of misconceptions or 15 statements which were made at that meeting that 16 were not correct. We felt that the record should 17 be correct on that. And so also right after that 18 recitation of what was said at the community 19 meeting we also have a short section which talks 20 about those issues. 21 So not only is it a part of the 22 master plan reexamination report but as we work 23 through the document, we made sure that we went 24 back and we looked at those comments and we took 25 into consideration people's comments and their</p>

<p style="text-align: right;">Page 5</p> <p>1 recommendations and their suggestions. 2 So Andy Feranda, who has just 3 arrived, is the traffic consultant who's going to 4 talk about the circulation. 5 So just a little bit of background. 6 The main purpose of the meeting this evening is 7 really to hear from you, the residents, all those 8 of you who have an interest in Cranbury. 9 Just for everybody's background, 10 once again, we did a very comprehensive master plan 11 back in 2010. And under the Municipal Land Use 12 Law, you are required to either do a new master 13 plan or reexamine the master plan every ten years. 14 So earlier this year the mayor, township committee, 15 planning board indicated it was time to take a look 16 at that again. 17 And what we did after putting our 18 heads together, we said, you know, a lot of -- some 19 things have changed in Cranbury, but basically the 20 master plan from 2010 is still a document which 21 sets out the policy and the direction and the guide 22 for growth, and that rather than do a whole new 23 master plan we would do a reexamination. 24 So let me just explain kind of the 25 mechanics of that.</p>	<p style="text-align: right;">Page 7</p> <p>1 things that should be reaffirmed, things that 2 should be changed. So they had a role. 3 So as a result, even though this 4 master plan reexamination is going to be adopted by 5 the planning board, we created what is known as a 6 master plan reexamination subcommittee. We had two 7 members of the township committee, two members of 8 the planning board and two members of the zoning 9 board and myself, and we brought in Andy, for 10 example, and other of the township consultants as 11 we needed them. 12 We also made ourselves available to 13 those other boards or commissions that are in town 14 that expressed an interest in talking to us. So we 15 met with the environmental commission. We met with 16 the historic preservation commission, and they had 17 specific recommendations, many of which are 18 included in this master plan reexamination. 19 So let me just talk about the format 20 of a master plan reexamination. 21 So if any of you have read the last 22 master plan, there is a section of sort of an 23 introduction. There's some goals and objectives 24 and then it has various elements. There is land 25 use and circulation, utilities, conservation, so</p>
<p style="text-align: right;">Page 6</p> <p>1 Ultimately, the adoption of a master 2 plan is the responsibility of the planning board. 3 Hence, the planning board is having this meeting 4 this evening. And if all goes well and we're able 5 to finalize the document, we should have a hearing 6 on adoption maybe as soon as the first meeting in 7 November. 8 But what we found, we did this in 9 2010, even though it is a planning board's 10 responsibility, the result of a master plan is it 11 very often makes recommendations for changes to the 12 zoning map or changes in the zoning ordinance, and 13 that's only a function that the township committee 14 as the governing body can do. 15 So you don't want to have the 16 planning board go off and work on its own and 17 propose all sorts of recommendations that the 18 township committee has no interest in following, 19 adopting or at least considering. So we decided 20 that they should be a participant. 21 We also feel that the zoning board 22 has a significant contribution because they are the 23 ones that get applications for variances. So they 24 have an idea of what -- you know, what about the 25 zoning ordinance or the master plan is problematic,</p>	<p style="text-align: right;">Page 8</p> <p>1 forth. There is lots of maps and, you know, other 2 illustrations. 3 When you do a reexamination -- a 4 master plan you have a great deal of sort of 5 flexibility and you can choose to go in any 6 different directions. 7 When you do a reexamination, 8 Municipal Land Use Law basically says there is four 9 steps that are mandatory that you must undertake, 10 and we've certainly done that. And if you look at 11 the handout, it says the format of the 12 reexamination report, the four steps. 13 Essentially, the four steps involve 14 kind of looking back, assessing where you are and 15 then kind of looking forward. 16 So the actual format indicates that 17 the first thing you do is you look back at the last 18 master plan and then you just set forth what the 19 objectives and problems are. 20 If you've just come in, the handout 21 is basically the format for tonight's presentation. 22 And then the second part of it is 23 you have to provide an indication of the extent to 24 which those problems and objectives have been met. 25 The third one is if there have been</p>

<p style="text-align: right;">Page 9</p> <p>1 changes in the underlying assumptions or policies 2 over the last ten years, those should be stated. 3 And then finally, the last chapter 4 is if there are any recommendations for changes 5 either in the master plan or the land use 6 regulations, that is where that is located. 7 So we have provided the master plan 8 reexamination report in that format. I think the 9 thing that everybody is interested in is the last 10 section, which is on the recommendations. So I 11 think the focus of our presentation, the thing we'd 12 like to hear most about from the residents, is on 13 the recommendations, themselves. 14 Obviously, if you have questions 15 about any of the other sections or comments about 16 that, we are happy to talk about that as well. 17 So one of the things that I would 18 like to point out in particular in Cranbury's case 19 and one of the reasons why a master plan 20 reexamination was done is if you go to page -- 21 those of you who had an opportunity to look at the 22 report, Page 39 and 40, we put together a chart 23 which said, here are all the recommendations that 24 were in the 2010 master plan. And in total, in 25 terms of actual recommendations, not just policy</p>	<p style="text-align: right;">Page 11</p> <p>1 So I think Cranbury has been true to its -- to 2 following the master plan, to the extent possible, 3 and implementing what was in the 2010 master plan. 4 And one of the things that I'll say 5 is that the 2010 master plan reaffirmed a lot of 6 the policies that go back to the early nineties and 7 even in the eighties. I think the more I work in 8 Cranbury, the more I realize that the vision that 9 was set forth by the people who were guiding growth 10 and development in the 1980s, those were very smart 11 people and they put a great plan together. And 12 essentially, what has happened since then is we've 13 followed those overall recommendations to a great 14 extent and we've made some changes along the way. 15 We had to do that in 2010, and no doubt there will 16 be some changes that will be necessary in the 17 future. 18 Anyway, having said that, let me 19 just quickly go down the recommendations from the 20 2010 master plan. 21 I'm going to leave land use to the 22 end of my presentation and I'm going to turn it 23 over to Andy to talk about the recommendations 24 related to circulation. 25 But just very briefly, the goals and</p>
<p style="text-align: right;">Page 10</p> <p>1 items, there were twenty-five in total. And what 2 we're able to catalogue is that nineteen of those 3 were actually achieved. We basically went and 4 implemented those recommendations. 5 Three of them were partially 6 achieved. In other words, we took steps to 7 implement them, although, for example, in the case 8 of, for example, the scenic vistas protection 9 ordinance, that's been drafted but it hasn't been 10 adopted. 11 So in addition to the nineteen that 12 were achieved, we made progress on three of them. 13 And three of them, you know, have not been 14 undertaken and I think in all -- in one case it's 15 probably not something that will take place in the 16 future, but the other two, which are dealing with 17 the scale of single family homes, and the other one 18 is -- sorry, I'm trying to find it. There is 19 another one, you know -- those are things that were 20 probably -- that have been affirmed and we've 21 suggested that those be implemented. 22 So I've been doing this for close to 23 forty years now. And it's really remarkable, very 24 often master plans have a lot of recommendations 25 and you will be lucky if you get half of them done.</p>	<p style="text-align: right;">Page 12</p> <p>1 objectives, we looked at those. Aside from the 2 ones that have been achieved, a lot of the goals 3 and objectives we had were very specific of those 4 being achieved. Essentially, the master plan 5 reexamination reaffirms those past goals and 6 objectives. 7 With respect to many of the elements 8 of the 2010 master plan, when it comes to 9 conservation, for example, community facilities, 10 economic development, utilities, agricultural 11 preservation, recycling, most of those are an 12 affirmation of the directions and policies, with 13 some additional small recommendations. But 14 essentially, there is no major initiatives there. 15 With regard to historic 16 preservation, some changes are necessary, and this 17 master plan reexamination has set them forth. 18 When we met with the HPAC, they 19 indicated that they thought that it was -- it 20 should be -- it was necessary and advisable and 21 appropriate to maybe expand the number of 22 properties in the downtown historic district. 23 There was also an indication that they wanted to 24 change the historic buffer, to actually reduce 25 that. And there was also a notion of maybe</p>

<p style="text-align: right;">Page 13</p> <p>1 designating individual properties outside of the 2 downtown as historic so that they would also be 3 subject to the HPAC requirement. So those 4 initiatives have been set forth in the master plan 5 reexamination. 6 One of the other interesting things 7 that came up when we had the community meeting back 8 in April of this year, we had a contingent from 9 Cranbury Station Hamlet and there was a lot of 10 feedback that the residents there and those who 11 live there and in the surrounding area felt it was 12 a historic area. And so one of the things to help 13 protect that is one of the recommendations is to 14 have the HPAC look at that area and maybe designate 15 that as a historic district to help with its 16 preservation and to protect it. So that is also a 17 recommendation. 18 With regard to the green and 19 sustainability element, we had a lot of input from 20 the environmental commission. They have a very 21 ambitious program to look into a number of 22 initiatives. And essentially, this master plan 23 reexamination endorses that. So we are very happy 24 that the environmental commission in the future 25 will be looking into those. And so a lot of those</p>	<p style="text-align: right;">Page 15</p> <p>1 that when the Cranbury Service Center moved from 2 the circle to Hightstown-Cranbury Station Road, 3 they left their property in disarray. It is an 4 eyesore right at a key gateway into the community. 5 And I think one of the recommendations is to do an 6 investigation whether that property should be 7 declared an area in need of redevelopment to aid 8 its redevelopment and to basically clean up that 9 site. So that is something we are recommending. 10 There are also recommendations that 11 came out of work that was undertaken by the zoning 12 committee to essentially look at outdoor storage 13 regulations and see if those can be loosened up. 14 We know that a number of businesses would look 15 favorably upon that. Obviously, it would have to 16 be done in a manner that doesn't have negative 17 impacts. 18 Also, possibly to allow landscaping 19 businesses in town. 20 Another recommendation is to look at 21 the area south of Brick Yard Road, 22 Hightstown-Cranbury Station Road, which is an area 23 where there is a concentration of industrial uses 24 that are slightly more manufacturing and have more 25 impacts than what is typically found in the light</p>
<p style="text-align: right;">Page 14</p> <p>1 initiatives we would encourage the environmental 2 commission to look into that in greater detail to 3 assess the feasibility and to advise both the 4 planning board and the township committee about 5 what they would recommend and to provide more 6 specific recommendations if there is a need to make 7 changes to the master plan and, particularly, to 8 the existing regulations in the land development 9 ordinance. 10 So those are the -- aside from land 11 use and circulation, those are the major 12 recommendations. 13 With regard to land use, I won't go 14 through each of them in great detail, but there are 15 a number of things that were specifically 16 recommended. I'll just briefly mention them. 17 The first is that to amend bulk 18 regulations for accessory structures for single 19 family homes. This is something that the township 20 committee took up this year and wasn't able to 21 follow through and get a consensus. But there is I 22 think a need to reexamine those and to make them 23 more reasonable and appropriate in residential 24 areas of the community. 25 One of the things that came out is</p>	<p style="text-align: right;">Page 16</p> <p>1 industrial districts. That seems to be an area 2 where they have tended to congregate. And the 3 question is, you know, do we adopt a different 4 zoning designation, one that would refer to some of 5 it as a medium industrial use and allow them to 6 flourish there and to have other like businesses to 7 be located there. 8 Another recommendation is to look at 9 the off-street parking requirements in the village 10 commercial zone, kind of a recognition of the fact 11 that many businesses can provide off-site parking 12 that the zoning requires, and rather than make 13 somebody who is coming into the downtown go through 14 the process of having to seek a variance is 15 basically to allow them to come in and establish 16 themselves without having to provide any additional 17 off-site parking. 18 We've had a lot of applications in 19 the industrial zones to put security fencing in, 20 and the planning board has allowed that in many 21 situations and I think it's time to kind of put 22 regulations in place which would standardize 23 location, screening materials that would be used. 24 So that is another recommendation. 25 Also, you know, as time goes by, and</p>

<p style="text-align: right;">Page 17</p> <p>1 it happened since the last master plan, there are 2 often necessities to revise certain regulations in 3 the land development ordinance. You don't 4 necessarily know what they are, but we wanted to 5 recognize in the master plan, to the extent that, 6 you know -- and, for example, with regard to 7 changing the bulk regulations for accessory 8 structures, that is an example of, you know, 9 something comes to the attention of the planning 10 board or the township committee. And so we 11 recognize that that's likely to happen in the 12 future and so we recognize that it is appropriate 13 to deal with those as well.</p> <p>14 There is also probably a necessity 15 at some point to reorganize and to restructure the 16 land development ordinance. What we found is that, 17 for example, with the signage regulations, some are 18 in the district regulations, themselves, some are 19 in the site plan standards, some are in the 20 industrial or residential design standards. So 21 what we often find is developers that, you know, 22 come into Cranbury often miss the regulations that 23 are, you know, appropriate and applicable to them.</p> <p>24 So there is probably a need to 25 reorganize and consolidate certain sections. It</p>	<p style="text-align: right;">Page 19</p> <p>1 Cranbury is really the village and the surrounding 2 area, and then once you go beyond the hard edge of 3 the village boundaries, you get into the 4 agricultural, farmland preservation area on the 5 west side, on the east side the industrial area. 6 And essentially, allowing a residential community 7 out that far from the downtown, it's far from the 8 school, it's far from community facilities and 9 services and it's far from the other residents who 10 live in Cranbury. So I think for that reason, in 11 particular, the notion was to retain the industrial 12 zoning.</p> <p>13 We also felt that there are 14 residents, and we recognize that it's a major issue 15 for them, who are exposed to industrial development 16 and traffic out there. But simply adding 17 additional residential development means those new 18 residents would be, likewise, exposed to that.</p> <p>19 So at the end of the day, after a 20 serious amount of discussion, the retention of the 21 zoning plan, not just there but throughout 22 Cranbury, is the recommendation.</p> <p>23 So those are the major 24 recommendations of the elements of the 2010 master 25 plan which I am familiar with.</p>
<p style="text-align: right;">Page 18</p> <p>1 wouldn't change any of the underlying zoning 2 designations, but just make it a document that is 3 easier to navigate.</p> <p>4 One of the things that we felt that 5 was really necessary to address, even though it's 6 not a recommendation for change, is retention of 7 the current zoning east of the New Jersey Turnpike.</p> <p>8 For those of you who were at the 9 community meeting in April, there was a contingent 10 of residents, and Monroe residents as well, who had 11 indicated that they would support the rezoning of a 12 particular parcel from industrial to residential. 13 And this is something that the planning board 14 looked at very carefully, the subcommittee looked 15 at very carefully. It's not the first time that it 16 was looked at. We looked at it in 2010. We looked 17 at it when we did the Housing Element and Fair 18 Share Plan back around 2006, and we looked at it 19 again in 2016.</p> <p>20 And essentially, the conclusion of 21 the planning board and the subcommittee is to 22 continue the policy of having industrial in that 23 area. The main reason for doing so is that any 24 time we've considered that residential zoning, 25 there is a recognition that really the heart of</p>	<p style="text-align: right;">Page 20</p> <p>1 I'll turn it over to Andy, and then 2 after Andy is done, we will have -- you'll have an 3 opportunity. This is an informal meeting. So it's 4 not necessary for you to be sworn in, as you would 5 in the case of a site plan application or a formal 6 hearing. But we'd like you to come up to the 7 microphone. Please, for the purposes of -- so that 8 we can follow the comments, if you could identify 9 yourself and give your address so we know where you 10 live, that would be helpful. And then if there is 11 a question, you know, we'll see if we can answer 12 it. And if there is a comment, we will take that 13 under advisement.</p> <p>14 And following this meeting, to the 15 extent that it's necessary, we will make whatever 16 changes or, to the extent necessary, to the master 17 plan reexamination.</p> <p>18 So without further ado, I'll turn it 19 over to Andy to talk about the circulation, and 20 then we'll open it up for questions and comments.</p> <p>21 CHAIRMAN MAVOIDES: Thank you. 22 MR. FERANDA: Good evening. I'm 23 here to talk about the circulation element. By the 24 circulation element, we're talking about the 25 streets and intersections.</p>

<p style="text-align: right;">Page 21</p> <p>1 Specifically we're looking at the 2 village center east, which is mostly the 3 commercial. There is residential as well. Village 4 center being Main Street, a north/south road, 5 Route 130 is a north/south Road. Commercial 6 traffic travels through these areas. There are 7 constraints on circulation. Again, we've looked at 8 this in the past under the master plan, 2010 master 9 plan. The constraints north/south are that you 10 have Cranbury Lake and you have the brook. There 11 are only two crossings of that waterway. There is 12 Main Street and the commercial crossing is 13 Route 130. Otherwise, you have east/west traffic. 14 North of the brook and the lake 15 there are other sections of roadway. You have 16 South River Road which heads north/south as well. 17 You have Liberty Way which heads north from Half 18 Acre Road. This presents issues with the 19 commercial development, the warehouse development, 20 the office that's on the east side. We've 21 monitored that. Development has grown in those 22 areas. 23 In the new reexamination we looked 24 at the roads and intersections. There are nine 25 roads we considered, actually seven in the</p>	<p style="text-align: right;">Page 23</p> <p>1 improves the circle will be a good alternative. 2 There are safety concerns out there. We did an 3 evaluation of accidents and it is one of the hot 4 spots in the state for accidents, based on the 5 multiple approaches to the circle and being -- to 6 cross over you have to get in the circle. 7 Commercial vehicles are using the circle for 8 crossing over. 9 So that is an area that's actively 10 being monitored and we expect improvements. DOT 11 works slowly. So we can't expect improvements in 12 the near future. I cannot give any estimate as to 13 timeframes when it comes to the DOT. But I do know 14 they are actively reviewing the circumstances of 15 the -- how to improve that intersection or the 16 circle. 17 Liberty Way has been constructed in 18 pieces. This is something that has been 19 recommended for many years, but we have 20 considerable constraints, including environmental, 21 cost and other constraints that -- regulatory 22 constraints, approvals, permitting, that would have 23 to be overcome, and they seem substantial at this 24 point. 25 We are still keeping open the door</p>
<p style="text-align: right;">Page 22</p> <p>1 commercial area, there's two others, Plainsboro 2 Road and Maplewood/Scott, as carryovers from the 3 previous master plan discussions. But really the 4 focus is on the southeast quadrant of Cranbury 5 because that's where development has occurred and 6 that's where the missing north/south links are. 7 So we've looked at the roadways and 8 intersections, what has been done by developers to 9 improve those intersections, and we've also looked 10 at what can be done in the future, as maybe there 11 might be some more growth, but to improve the 12 intersections to handle the existing traffic, as 13 well as any future traffic. 14 In the southeast section of 15 Cranbury, we also include the Cranbury circle. 16 This is an area that the DOT is actively studying 17 and reviewing for improvements. What those 18 improvements are, we are not sure yet. Replacement 19 of the circle is a likelihood. What that would 20 look like is still to be determined by the DOT. 21 They are likely to put out alternatives, and they 22 will have public presentations of what those 23 alternatives would be. 24 Based on my experience with the 25 circle over many years, any alternative that</p>	<p style="text-align: right;">Page 24</p> <p>1 that this may at some point provide that extra 2 north/south capacity. It would be a benefit to the 3 community, to the community surrounding, because 4 this would be a regional improvement and allow that 5 additional north/south capacity to move, including 6 keeping the commercial traffic to the east rather 7 than having that traffic use 130 and adding to what 8 is commuter traffic, as well as commercial traffic, 9 that bogs the road down during commuter peak 10 periods. 11 Some of the issues with Liberty Way 12 obviously are the bridge, which is a cost, as well 13 as environmental and permitting issue. 14 The southern section of Liberty Way 15 currently is configured as a right in/right out. 16 It was done by a developer. They provided the 17 roadway as right in/right out to the southern 18 portion of the Wayfair warehouse. There are 19 environmental constraints to the south of that. 20 The thought is to use the signal at Old Trenton and 21 130 to provide additional east/west movement. And 22 by that, I don't necessarily mean west heading west 23 from 130 to the west. What I do mean is truck 24 traffic that may travel on 130 that currently turns 25 at Station Road, fills up the left turn lane. And</p>

<p style="text-align: right;">Page 25</p> <p>1 that has been an issue. The police chief has noted 2 that traffic backing out of the Station Road left 3 turn lane has been an issue. 4 By allowing the southern portion of 5 Liberty Way to connect to Old Trenton at a signal, 6 another left turn lane could be put in in the 7 southbound direction to allow traffic to use 8 Liberty Way from another point further south of 9 Station Road to go east. 10 We've also looked at intersections 11 within this southeast area. Some of the 12 intersections have been improved, as I've noted. 13 Station Road and Hightstown-Cranbury Station Road 14 has been improved based on -- and by improved, I 15 mean there's now a signal out there where there 16 wasn't a signal. There were sight distance issues 17 based on structures along the road. Those 18 structures have been removed. So there's been 19 significant improvements at that location. There's 20 also been traffic added to that location based on 21 the warehouse, the employees that would use that 22 intersection. 23 Also, Brick Yard Road is another 24 road that currently goes east/west from the 25 Cranbury circle over to Hightstown-Cranbury Station</p>	<p style="text-align: right;">Page 27</p> <p>1 The board will now give you the 2 opportunity to comment on this document. So at 3 this point I open it up to any public commentary or 4 questions. 5 When you come up, please, again, 6 introduce yourself, give us your address, let us 7 know specifically what element of the master plan 8 reexamination that you'd like us to address. 9 MS. LARSON: Bonnie Larson, 22 10 Cranbury Neck Road. I'm here as a member of the 11 shade tree commission. 12 We just want to make sure that 13 during the planning process, the shade tree 14 commission has the capability of working with the 15 planning board before an applicant is approved, 16 because it's part of our five-year community 17 forestry plan. So that we want to have some input. 18 MR. PREISS: Great. Thank you very 19 much. 20 MS. LARSON: Thank you. 21 MR. PREISS: We certainly appreciate 22 the work that you do, and we will continue to work 23 with you on that. Thank you. 24 CHAIRMAN MAVOIDES: Please. 25 MR. DILLON: Good evening,</p>
<p style="text-align: right;">Page 26</p> <p>1 Road. Brick Yard Road is in disrepair and needs 2 improvements. And the township has worked hard to 3 get funding for the improvements and has obtained 4 some of that funding. So that in the near future, 5 we expect improvements to Brick Yard Road to add 6 some more east/west capacity to the south and that, 7 along with the improvements at the circle and some 8 improvements at Hightstown Station Road and Brick 9 Yard Road, will allow a distribution of traffic. 10 Not only will traffic use Station Road, some 11 traffic will then use Brick Yard Road, and there 12 will be distribution of traffic, allowing a release 13 and another means of traffic traveling in the 14 east/west direction. 15 So I am here to answer any 16 questions. 17 Really, the master plan is focussing 18 on old issues, bringing those new issues up-to-date 19 based on improvements that have been made and based 20 on improvements we see for the future that will 21 help traffic, both commercial and commuter, both 22 local and regional, move through these areas as 23 efficiently and as safely as possible, so. 24 CHAIRMAN MAVOIDES: Great. Thank 25 you.</p>	<p style="text-align: right;">Page 28</p> <p>1 gentlemen, ladies. My name is Robert Dillon. I 2 live at 32 Hightstown-Cranbury Station Road. I've 3 been a resident of Cranbury for forty-eight years, 4 living in the same house. 5 You know that quite a bit has been 6 going on and I had to rattle pretty much the 7 township at different times in order to get 8 something accomplished. 9 The one I'm -- before I read this, 10 one of them was that the attempt to change the zone 11 south of Brick Yard Road. That zone -- when 12 Mid-State moved there Bob Jones was the engineer. 13 That zone was just zoned industrial, period. And 14 the vagueness of that is what created the problem. 15 In fact, the township dug the ditch 16 along the edge of the road to drain that property 17 because it was a swamp. 18 And the problems that was created 19 was, first off, there is no buildings that they 20 work in. All their work is done outside. That 21 created an environmental hazard, a disaster. The 22 noise from cranes running all night, and they were 23 running until 2 o'clock in the morning up and down. 24 They had one crane back then. Now they got six. 25 The concrete trucks going in and out</p>

<p style="text-align: right;">Page 29</p> <p>1 of there, you know, pouring concrete for the slabs 2 that they make, the air pollution from the 3 grindings and stuff that they clean off the slabs, 4 that got to a point where it saturated the ground 5 so bad. The DEP got after them because it didn't 6 meet the standard for water runoff. 7 All these are what I fought and what 8 I went to court for. And the reason that it stayed 9 industrial light impact and the reason why there is 10 no outside storage and no outside manufacturing is 11 because of the amount of years it took to get that 12 taken out of there so that you couldn't have that 13 there, anywheres in the township. 14 Now, to take that and reverse that 15 and just minimize with a little bit of outside 16 storage basically puts your foot in the door with 17 somebody with an issue like that. That's exactly 18 why we got a zoning board. Let them do their job. 19 Don't put this on the master plan where people can 20 do this and then the next thing you hear is they 21 got a right to do it. Well, it created a problem. 22 You have a zoning board. You have a 23 lot of smart people that sit on that zoning board. 24 Don't take the governing and the power to accept 25 and deny things out of our hands. You don't need</p>	<p style="text-align: right;">Page 31</p> <p>1 warehouse. That's my opinion. Okay. 2 It's in an industrial light impact 3 zone. The traffic generated by this is not 4 industrial or related to the term industrial light 5 warehousing because it requires 1500 employee car 6 trips and 900 truck trips daily. That was taken 7 from what CBY presented to the planning board when 8 they were trying to get this through, that that's 9 probably the worst-case scenario, you know, the 10 most busiest time, but I wouldn't guarantee it. 11 There was no traffic circulation plan put in place 12 before approvals, before these guys were put in 13 there. There was hopes, but nothing. Fix the 14 traffic for the global retail distribution center. 15 Page 22, statement that the 130 16 corridor has not increased, that is a joke. The 17 left turn lane, as you were describing, because of 18 that warehouse there, they extended that left turn 19 lane down Route 130, and it would be north but it's 20 on the southbound side, so they can get more trucks 21 off the road, and it's still not far enough because 22 they are stopping in the fast lane down there. The 23 traffic did increase. 24 I even pulled up to that traffic 25 light right there to make a left turn myself in my</p>
<p style="text-align: right;">Page 30</p> <p>1 to do that. When you do stuff and put it in like 2 this, such as the rezoning, such as outside 3 storage, you took the power away from everybody 4 sitting up there. You've done it. 5 Okay. Now, saying that, I'll read 6 this statement because it's faster. 7 CHAIRMAN MAVOIDES: Thank you. 8 MR. DILLON: The 2010 master plan, 9 when it was put into effect, okay, it violated the 10 2010 permitted industrial warehouse zone by 11 allowing, this is what I call Wayfair and Amazon, 12 the global retail fulfillment distribution center, 13 that's what I call them. They are not a warehouse. 14 The only difference is the people don't show up 15 there. They got a bigger audience than anybody 16 else. It's on the internet. 17 So they basically bring products 18 into that place, that fulfillment center, break 19 them down to where sometimes they get them shipped 20 directly from a manufacturer and they ship them out 21 of there. That requires a lot more people to do 22 that job than a normal warehouse. That requires, 23 you know, a lot more trucks bringing that product 24 in. That's where we got jammed up on this because 25 it created that mess with the traffic. It's not a</p>	<p style="text-align: right;">Page 32</p> <p>1 car and there was a truck in front of me and the 2 car came up in the fast lane, we just got the green 3 arrow, came up the fast lane and made a left turn 4 around that whole line of traffic and kept going. 5 You know, that's what it goes to. 6 There is a thing here. I also 7 question the 425,000 and 87,000 from American 8 Water. I remember CBY giving 87,000. If they gave 9 more money since then for the betterment of Brick 10 Yard Road, that's news to me. I don't recall any 11 of that money mentioned during the presentation for 12 the CBY/Viridian development. 13 The best alternative that Cranbury 14 has is to connect the CBY/Viridian/Amazon site to 15 the Old Trenton Road light. If you just put that 16 into Liberty Way without hooking the 2.8 or 2.7 17 square foot distribution centers there, it's 18 useless. It's really pretty much useless, because 19 they are all going to have to use -- go out on 20 Cranbury Station Road. Whereas, if that hooked 21 into the back of the CBY/the Clarion Partners site, 22 they wouldn't even use Cranbury Station Road. It 23 would be in and out from there. That would take 24 the traffic off of Cranbury Station Road, Brick 25 Yard Road. So unless you're going to be able to</p>

<p style="text-align: right;">Page 33</p> <p>1 hook that in there, you know, you're pretty much 2 defeating the purpose of even putting it there at 3 all. 4 And the other thing I have a 5 question about is with Liberty Way pretty close to 6 130, when it gets down that way, and Half Acre 7 Road, the way the traffic is, will that -- if they 8 made a right turn at those lights and they had to 9 put a traffic light up for Liberty Way to get 10 across those two roads, that traffic I believe will 11 be backed all the way up to 130. I think it is a 12 very good possibility that that won't work because 13 they won't put traffic lights there because it 14 actually will create a stop right on the highway. 15 That's the amount of trucks that we have going on 16 over there. 17 All right. Let me continue to get 18 this done. 19 Okay. I think the people in 20 Cranbury downtown didn't realize the effect that 21 that car traffic was going to have on the village. 22 Because of the way that backs up on the highway, 23 the people will come off on North Main Street and 24 come through Cranbury and make a left turn on 25 Station Road rather than fight that left turn lane</p>	<p style="text-align: right;">Page 35</p> <p>1 Number 1, Brick Yard Road. As related to Brick 2 Yard Road, the fifteen feet -- the fifteen foot 3 right-of-way donated by CBY/Viridian invades 4 wetlands and does not run the entire length of 5 Brick Yard Road. The question of taking private 6 property arises. Since prior to 2010, Brick Yard 7 Road at its max was only supposed to receive about 8 twenty-five percent of all the traffic from these 9 industrial sites. That was their statement -- 10 MR. PREISS: Uh-hum. 11 MR. DILLON: -- from CBY and 12 Viridian. It shows that this site was developed 13 with no circulation plan in place. The condemning 14 of private property in order to fix the truck 15 traffic created is totally unacceptable. 16 If trucks cannot make the proper 17 turn off the Brick Yard Road intersection prior to 18 the approval of the site, why should private 19 landowners give up their land to solve the problem 20 that professional people of Cranbury created? Why 21 are you going to take my land because it wasn't 22 done right? You know, it's not my fault. 23 My property also goes down into the 24 ditch on the opposite side of the street. 25 Actually, that road was a dirt path for the horse</p>
<p style="text-align: right;">Page 34</p> <p>1 on 130. 2 Just like I go to work quarter to 6 3 in the morning and I chose to go down Station Road, 4 Cranbury Neck Road. Why? It's a nice relaxing 5 drive early in the morning. You're not on 571 6 where everybody -- it is a zoo. 7 But anyway, I have noticed coming 8 from my house coming out to Cranbury Station Road 9 and down, there's more and more and more traffic 10 coming out of those Amazon and Wayfair and places 11 like that going straight across the highway and 12 going and using Cranbury Neck Road. 13 So we're actually -- it's actually 14 hurt the historic side of Cranbury as much -- not 15 as much, but quite a bit also. It made a big 16 difference in the amount of traffic in town. And I 17 can't tell you how to fix that, you know. 18 All right. Moving on. 19 I think that would slow the truck 20 traffic down if you do get that hooked in and that 21 goes from Chamberlain & Barclay. You know what I 22 mean? Why wouldn't they go down Cranbury Station 23 Road -- 24 A PUBLIC SPEAKER: I doubt that. 25 MR. DILLON: All right. Page 46,</p>	<p style="text-align: right;">Page 36</p> <p>1 and buggies going to Cranbury Station, to the 2 railroad station. That's all that was to begin 3 with, and it went through somebody's property. 4 There is no monument down on the 5 other side of the ditch, and that goes all the way 6 to the corner. So the telephone pole on the -- I 7 guess it would be the easterly side of that corner, 8 that's on my property and they put blacktop all 9 around it. They kept moving blacktop closer to the 10 pole until they finally started hitting the pole. 11 On the right side, my side if you're 12 at the stop street, I just had an issue with the 13 water company coming along that had a pin. There 14 was a pin right in the blacktop where the corner 15 marker is. The water company come along, put 16 blacktop on top of the pin, threw more blacktop on 17 my grass. Coincidentally, I was home that day and 18 I had to call the cops to come out there and they 19 said, well, they'll see what they can do. I told 20 them, you know, I said, this isn't going to work, 21 they have to come back up here and locate that pin 22 where the marker is, I paid to have it surveyed, 23 you know, and remove the blacktop. 24 So there is issues out there that 25 just don't go away.</p>

<p style="text-align: right;">Page 37</p> <p>1 All right. But like I said, our 2 property does go across the street, because that's 3 the way it was. 4 I'm trying to go through this 5 without any -- my property is no different from the 6 Petty Road property. Owners did not want Petty 7 Road to be widened or paved because doing so would 8 encourage more traffic at their homes which is 9 unacceptable for their quality of life. Back quite 10 awhile ago they wanted to widen that road, Petty 11 Road. The residents said, leave it alone, we don't 12 want improvements, we don't want to widen it, we 13 don't want to encourage traffic. Okay. I feel the 14 same way. 15 One of my main questions is: Why 16 didn't our paid professional people do their 17 homework instead of condemning private property? 18 Also, the third warehouse, and this 19 kind of bothers me a little bit, has installed 20 signs which say no left turns and direct all trucks 21 and traffic to now go past my house to Brick Yard 22 Road. When you come out the last drive closest to 23 my house, they used to be able to make left or 24 right turns. Now they put signs up no left turns. 25 So when they come out, they got to make a right</p>	<p style="text-align: right;">Page 39</p> <p>1 on Station Road. It is basically a dead end 2 street, no different than a cul-de-sac. It does 3 nothing for traffic control. And as stated on the 4 last few paragraphs on this subject, the bridge 5 will not have much chance of being built. I don't 6 think it's going to. 7 This country would probably -- the 8 county would probably not allow traffic lights to 9 be installed on Station Road or Half Acre Road to 10 permit north and southbound traffic flow either. 11 That is a problem in itself. 12 Page 39 in Number 5 it said, 13 berm/landscaping in the industrial zone. There is 14 no significant berms or landscaping on 15 Hightstown-Cranbury Station Road. And it's funny, 16 because I brought this up when CBY was there at the 17 beginning, they went as far as having a screen in 18 this same room showing what it looks like and how 19 much vegetation there is, you're not going to even 20 be able to see the warehouse. They went down the 21 Turnpike and took pictures of the site, you know, 22 and said, you won't even see it. Okay? 23 Well, then I found out that there 24 was no -- Cranbury didn't adopt the Safe Streets. 25 Safe Streets is DOT recommended what you should do</p>
<p style="text-align: right;">Page 38</p> <p>1 turn and go towards Brick Yard Road. So they are 2 tainting the traffic patterns of what's on that 3 site, and that wasn't on the original site plan. 4 You know, Brick Yard Road was never 5 supposed to be a major artery onto that site. It 6 wasn't supposed to be. It was just supposed to be 7 part of what comes off of 130 that way. 8 You know, you were talking about 130 9 and how many roads there are. I'm sure just about 10 everybody here has been to five points in 11 Mercerville. There is five roads that come 12 together at one traffic light, and it's like 13 dueling traffic lights to see who can move up 14 there. 15 I can't see putting North Main 16 Street, Hightstown and Brick Yard Road together 17 when there's truck traffic involved because the 18 trucks get out and move so slow to get going. I 19 mean that's going to be a nightmare just to signal 20 that alone, nevertheless how long it's going to 21 take for that light to change. I just don't 22 understand how that's going to work, but anyway. 23 Liberty Way was mentioned numerous 24 times as an alternative for traffic is nothing more 25 than an internal route through warehouses ending up</p>	<p style="text-align: right;">Page 40</p> <p>1 when you have industrial parks, and it pertains to 2 right lanes, acceleration, left lane turn lanes, 3 acceleration lanes, deceleration lanes and berming. 4 Cranbury didn't adopt it, which basically means 5 Cranbury Station Road is a county road, 6 Hightstown-Cranbury Station Road is a township 7 road. 8 If you ride -- you should ride down 9 Hightstown-Cranbury Station Road and look at the 10 berming, the width of the road, the way the road is 11 marked and turn around and make a right turn up by 12 Chamberlain & Barclay and go down 13 Hightstown-Cranbury Station Road and what you see 14 is parking lots, parking in front of the 15 warehouses, you see the side loading docks, and the 16 first where Wayfair is, that has something like 440 17 doors on it for trucks. That's what you see. 18 Now, I don't know where we were, you 19 know, as far as I was under the impression you 20 weren't going to be able to see this because there 21 was going to be berming. Well, obviously that 22 didn't happen. 23 I've written about Safe Streets. 24 Brick Yard Road is without any 25 safety for the residents that are traveling. And</p>

<p style="text-align: right;">Page 41</p> <p>1 that road does not have bicycle paths, does not 2 have any shoulder on the side and is not capable of 3 expanding that way. There is a fifteen foot 4 right-of-way in front of that -- part of that way 5 up where that warehouse is. 6 But I mean the guy up the street who 7 is very sick, John, he came down to visit me and he 8 rode his, what do you call it, wheelchair, the bike 9 thing, down to my place. And I had to follow him 10 home with the four-ways on because I said, you're 11 going to get run over on that road with that thing, 12 you know. There is no place for anybody to walk or 13 do anything. There used to be a lot of joggers, 14 bike riders and stuff like that, they are not there 15 anymore. They can't. 16 Okay. I'm not going to go into 17 the -- 18 A PUBLIC SPEAKER: You should. Read 19 it. 20 MR. DILLON: We already talked about 21 this. 22 A PUBLIC SPEAKER: No. 23 MR. DILLON: They had the video and 24 stuff. 25 Now, on Page 43, Number 2, amend</p>	<p style="text-align: right;">Page 43</p> <p>1 place anyway. Again, let the zoning board do the 2 job. 3 The two industrial, Plant Food and 4 Mid-State Filigree, are prior non-conforming. 5 Mid-State is an outdoor manufacturing company 6 making slabs for bridges and the like. The company 7 does all its work outside with six cranes, pouring 8 beds, concrete trucks and outdoor lighting. 9 Plant Food is a fertilizer facility. 10 However, they have just gone -- I believe they went 11 to the zoning board to install another huge 12 building at their place of business. I have no 13 problems with Plant Food, none whatsoever. Nicest 14 guy, takes care of his site. He tries to keep 15 everything out of view, you know, and he got what 16 he wanted because he is that way, and even though 17 he may be, but he changed his menu from field -- 18 food for farmers' fields to golf courses because, 19 you know, the farming is gone. But still in all, 20 he runs a business professionally and he keeps it 21 clean. I have no problem with him. And he can get 22 anything he wants just about in this township 23 because of the way he runs that business and the 24 amount of problems he has. 25 Rahway Steel Drum, I have no problem</p>
<p style="text-align: right;">Page 42</p> <p>1 land development and maintain the road south of 2 Brick Yard Road industrial light impact. You may 3 not think that it's important, but it is so 4 important, that once you put it in there and once 5 you allow somebody to go there and do that, you 6 can't take it back. 7 If somebody wants to do outside 8 storage, let them go to the zoning board. Let the 9 zoning board look at it and say, is this going to 10 be environmentally safe, is it out of public sight, 11 you know. 12 Landscape maintenance is -- that lot 13 is well overdeveloped because of the amount of 14 trucks and people. They do a lot of trips back and 15 forth in front of my house. They fill their dump 16 trucks with salt so bad that when they come up to 17 the corner and make the left, it dumps right at 18 that intersection. It killed the trees on my lawn 19 when the water runs off. 20 You know, I mean these are problems 21 that landscaping companies create. And I'm just 22 saying that landscape companies, they are high 23 volume with trucks and people. And that's not a 24 business that I would recommend, you know, that you 25 really want to cater to going in and out of this</p>	<p style="text-align: right;">Page 44</p> <p>1 with them. He's got parking for a hundred trailers 2 on his site. Why? Because his business allows him 3 to take a trailer, fill it with whatever products, 4 the bucket, whatever, like DuPont may want, take it 5 to their site, unhook it, drop it off there and 6 pick up an empty trailer and bring it back. So 7 that's why he needed the trailer parking. But you 8 can't even see him. They are so far back on the 9 site. You can't even see those tractor trailers. 10 And they keep the front of it -- since he went 11 through his site plan, keeps the front of the place 12 up. 13 So why change that to medium density 14 when everybody is happy and everybody is getting 15 what they want and they are taking care of the 16 business? And you got the opportunity in your hand 17 to govern what goes on out there on an individual 18 basis. Leave it. If it's not broke, don't fix it. 19 That's my comment about that anyway. 20 CHAIRMAN MAVOIDES: Mr. Dillon? 21 MR. DILLON: Yes. 22 CHAIRMAN MAVOIDES: We have a lot of 23 people that would like to speak tonight. 24 MR. DILLON: I just got one more 25 paragraph.</p>

<p style="text-align: right;">Page 45</p> <p>1 CHAIRMAN MAVOIDES: Thank you.</p> <p>2 MR. DILLON: The zoning had a chance</p> <p>3 to oversee, this goes to Plant Food. Allow the</p> <p>4 board to do their job, that's what I said all</p> <p>5 along.</p> <p>6 I already told you it takes five</p> <p>7 years in court, to be in court, to get that where</p> <p>8 it's at right now.</p> <p>9 And one question I have: Is the</p> <p>10 rest of the zones going to stay industrial light</p> <p>11 impact?</p> <p>12 MR. PREISS: Yes.</p> <p>13 MR. DILLON: They are not changing</p> <p>14 to --</p> <p>15 MR. PREISS: No change.</p> <p>16 MR. DILLON: Nothing else, okay.</p> <p>17 That was one of my concerns because</p> <p>18 in your thing it just says industrial. You know</p> <p>19 what I mean? It doesn't say industrial light.</p> <p>20 MR. PREISS: No.</p> <p>21 MR. DILLON: And there is one other</p> <p>22 issue here.</p> <p>23 I was against changing, I don't know</p> <p>24 if you did already, the lot size from five acres to</p> <p>25 three for warehouses. And the reason is that means</p>	<p style="text-align: right;">Page 47</p> <p>1 cemetery we should be included in the buffer zone.</p> <p>2 The other twenty-four homes or twenty-three homes</p> <p>3 in Wynnewood are not included. So I've been</p> <p>4 arguing for like sixteen years to get us off that.</p> <p>5 And I went to a meeting at HPC and</p> <p>6 the chairman, Steve Banks, said that we are</p> <p>7 recommending that those homes on Wynnewood be</p> <p>8 eliminated from the buffer zone.</p> <p>9 And I want to know is the planning</p> <p>10 board -- have they accepted that recommendation and</p> <p>11 made the necessary change?</p> <p>12 CHAIRMAN MAVOIDES: Richard?</p> <p>13 MR. PREISS: Yeah. So the answer is</p> <p>14 we haven't gotten into the specifics of it because</p> <p>15 we really have to sit down with HPAC and go through</p> <p>16 it on kind of a lot-by-lot basis.</p> <p>17 MR. ALLAN: It's not HPAC anymore</p> <p>18 because the A was eliminated.</p> <p>19 MR. PREISS: Yeah, HPC. It's the</p> <p>20 old name.</p> <p>21 Yes, we met with HPC and we've</p> <p>22 accepted their recommendation generally, but there</p> <p>23 is nothing specific on the table.</p> <p>24 So if this master plan goes forward,</p> <p>25 the next step would be to get into the specifics of</p>
<p style="text-align: right;">Page 46</p> <p>1 that every little parcel of wooded area like where</p> <p>2 I'm at that has not wetlands and that's three acres</p> <p>3 could be turned into a warehouse rather than the</p> <p>4 vista of the woods.</p> <p>5 And the other thing that kind of</p> <p>6 bothers me is you got to have six acres to build a</p> <p>7 house; five acres for, we call it a farm, and one</p> <p>8 acre to build a house on. And now we're going to</p> <p>9 put a warehouse on three acres. It just don't fit.</p> <p>10 Okay. I think I said enough for the</p> <p>11 night, and I thank you for your time.</p> <p>12 CHAIRMAN MAVOIDES: Thank you for</p> <p>13 your comments. Appreciate it.</p> <p>14 MR. DILLON: If you have any</p> <p>15 questions, let me know.</p> <p>16 CHAIRMAN MAVOIDES: Thank you.</p> <p>17 MR. ALLAN: Richard Allan, 10</p> <p>18 Wynnewood Drive.</p> <p>19 I have a question. It was mentioned</p> <p>20 that HPC made certain recommendations to the</p> <p>21 planning board about reducing the buffer zone.</p> <p>22 I happen to live in one of the -- I</p> <p>23 think it's four or five houses that back up to the</p> <p>24 cemetery. And for some cockeyed reason they</p> <p>25 decided that because we were backing up to the</p>	<p style="text-align: right;">Page 48</p> <p>1 amending the buffer. And I think the general sense</p> <p>2 is that the buffer is too inclusive because it</p> <p>3 includes properties like yours where the</p> <p>4 development doesn't really have an impact on the</p> <p>5 historic district.</p> <p>6 So the idea is just to focus on</p> <p>7 those properties that can be seen essentially from</p> <p>8 the historic district. So if there is a change to</p> <p>9 those properties, it would affect the streetscape</p> <p>10 of the historic district.</p> <p>11 MR. ALLAN: The only reason why</p> <p>12 those houses bordering the cemetery were included</p> <p>13 was because I guess the cemetery and the First</p> <p>14 Presbyterian Church was historical, but we are</p> <p>15 about 700 feet from Main Street, and we are</p> <p>16 isolated. I mean until they put sidewalks in,</p> <p>17 technically the kids were bused.</p> <p>18 CHAIRMAN MAVOIDES: So this</p> <p>19 examination commits to reexamination of the buffer</p> <p>20 zone with HPC, and I think that's part of what</p> <p>21 we're looking at.</p> <p>22 MR. PREISS: Correct.</p> <p>23 MR. ALLAN: Because when I bought</p> <p>24 the house fifty years ago, we had no encumbrance.</p> <p>25 And I've been going to the township meetings for</p>

<p style="text-align: right;">Page 49</p> <p>1 over forty years and I was there when they even 2 created HPAC. And I remember one of the 3 concerns -- a lot of the concerns were, well, what 4 happens if you tell us something and we don't agree 5 with you. And it was made very clear at the time, 6 well, it is advisory, it's not mandatory. 7 And then a couple years ago the word 8 advisory was eliminated, and suddenly my house, now 9 if I want to do something, then I require township 10 approval, I need HPAC approval, when I think it's 11 not under the conditions which I bought the house 12 and, therefore, something being forced upon me 13 which I disagree with and being irrelevant to being 14 historical. The houses in Wynnewood are only 15 fifty-three years old. 16 CHAIRMAN MAVOIDES: Understand. 17 MR. PREISS: We are agreeing with 18 you. 19 MR. ALLAN: Okay. Thank you. 20 CHAIRMAN MAVOIDES: Thank you. 21 Please come forward. 22 MS. MONDOKER: Hello. I'm Janice 23 Mondoker, 92 Halsey Reed Road in Cranbury. 24 I want to thank the town for taking 25 a look at the master plan at this time.</p>	<p style="text-align: right;">Page 51</p> <p>1 neighboring Monroe Township. 2 Second, on Page 43, Number 4, 3 rezoning the area south of Brick Yard 4 Road/Hightstown-Cranbury Station Road to allow 5 medium industrial uses. The current master plan 6 includes no definition for medium industry and very 7 vague definition of light industry. Where are 8 recommendations to improve definitions so we don't 9 misallow distribution hubs to be developed? In 10 other towns distribution centers are considered 11 medium industry because specifications involve 12 trucking, not warehousing. 13 Can you make a comment on the medium 14 versus light? 15 MR. PREISS: Yeah. So the details 16 and the definitions and the changes that would be 17 made to the extent that the master plan -- first of 18 all, that the master plan includes that 19 recommendation; and second, it would be up to the 20 township committee as the legislative body to 21 direct that the zoning be changed. 22 So the details of that would be, in 23 fact, made at the time that the zoning was changed. 24 Under the Municipal Land Use Law, if 25 you make a zoning change that is not consistent</p>
<p style="text-align: right;">Page 50</p> <p>1 Two things. On Page 44, Number 8, 2 retention of current zoning east of the New Jersey 3 Turnpike states that a residential development in 4 this location would leave it isolated and distant 5 from the existing established residential areas 6 within the village, distant from Cranbury School 7 and from other community facilities and services 8 and itself surrounded by warehouse development in 9 Cranbury. 10 Cranbury already has residents and 11 homes here and the police department is right 12 there. The words isolated and distant seem 13 partially subjective for an area one mile from the 14 village. 15 If the board is concerned about spot 16 zoning, changing the zone for the Halsey Reed Road 17 parcel is quite the opposite of spot zoning. 18 Changing the zoning is to bring the entire area 19 into conformity with the low-density residential 20 and agricultural uses existing in the area and the 21 adjoining residential and agricultural uses in 22 Monroe Township. Doing so would recognize and 23 respect the rural land use patterns in both 24 municipalities. In essence, the zone change would 25 be compatible with the land uses of Cranbury and</p>	<p style="text-align: right;">Page 52</p> <p>1 with the master plan, then it creates a longer 2 procedure and it makes it much more difficult to 3 adopt it. 4 So I think we were -- the planning 5 board and the subcommittee was very careful in this 6 situation not to get very specific about a lot of 7 these recommendations because, for example, if we 8 put in the master plan, here is a definition of 9 medium industrial, and then at the time that the 10 zoning was adopted there was a decision to make a 11 change to that, it's possible that that change 12 would be inconsistent with that in the master plan. 13 So we focussed on the policy and the 14 details will be -- if that recommendation is 15 followed through, will be handled when the zoning 16 gets changed. And the way the zoning gets changed 17 is there would be a draft, it would be shown to the 18 planning board, it would be discussed in public, 19 residents would have an opportunity to review it 20 and then there would be a public hearing on it. So 21 it's not something that would be undertaken 22 lightly. 23 CHAIRMAN MAVOIDES: Thank you. 24 MS. MONDOKER: Thank you. 25 MR. PREISS: Thank you very much.</p>

<p style="text-align: right;">Page 53</p> <p>1 MR. MARLOWE: Don't be alarmed, I'm 2 not going to read this. 3 I'm Frank Marlowe, M-A-R-L-O-W-E. I 4 live at 11 North Main Street, Cranbury. 5 I'd like to talk to this committee 6 about the treatment of the sidewalks in the 7 reexamination report from the master plan. I think 8 some of you know that I've been concerned about the 9 condition of sidewalks in the village and also in 10 the township. I was interested in how it was dealt 11 with here in the master plan and its proposed 12 reexamination report. 13 It turns out the pedestrian access 14 is given quite a bit of emphasis in the master plan 15 and also in this report. In at least a half a 16 dozen places the importance to the community of 17 pedestrian access is stressed, or at least 18 mentioned. 19 The walking village, the hard edge 20 of the village where people can walk from their 21 housing into town, et cetera, are all given praise 22 and encouragement in this document, as well as in 23 the master plan. 24 In contrast to that, the sidewalks 25 that we have throughout the village are in a</p>	<p style="text-align: right;">Page 55</p> <p>1 want to go over details about how to fix the 2 sidewalks and what to do in front of this 3 committee. But I think the master plan is a 4 starting point for how things get put into the land 5 use law. Maybe not everything in the master plan 6 gets enacted or acted upon, but I'd like to see 7 something in this recommendation that points to or 8 recognizes the value of changing the way we treat 9 our sidewalks. We leave it up to chance now. 10 So it's the responsibility of the 11 homeowner next to the sidewalk, I think as all of 12 you know. There's quite a bit of variability in 13 the attention and care that homeowners give their 14 sidewalk and there are always some that are in 15 disrepair. I know the town can force a homeowner 16 to fix it. But if it happens at all, it's only 17 when the situation is so dire that there's 18 practically no choice. 19 Well, okay. Is there any follow-up 20 that will come from this or does it just end right 21 here? 22 CHAIRMAN MAVOIDES: No. Listen -- 23 MR. MARLOWE: What happens next? 24 CHAIRMAN MAVOIDES: We're going to 25 take this commentary and we're going to evaluate</p>
<p style="text-align: right;">Page 54</p> <p>1 continual state of disrepair due to the destruction 2 by tree roots. I would say this type of thing is 3 easy to prevent, although we haven't taken the 4 steps to prevent it. 5 I was concerned that in this 6 reexamination report recommendations are made for 7 many things but there's no recommendation 8 whatsoever about actually doing anything to change 9 the steady state condition that we have of our 10 sidewalks, that they are falling -- they're not 11 falling apart. They are being pushed apart by the 12 tree roots. I would think this would deserve more 13 importance than it's given. 14 The sidewalks are the largest public 15 infrastructure in the town, bigger than the parks, 16 bigger than the school play yards, bigger than 17 anything else in town as far as area goes, and they 18 must be among the most highly used set of 19 infrastructure we have. People use these 20 sidewalks, all ages and for purposes starting from 21 sunup to well past sundown every single day, 22 walkers, runners, baby carriages, school children, 23 et cetera. So it would seem to me to be important. 24 And I'd just like to say I would 25 like to see something in the master plan. I don't</p>	<p style="text-align: right;">Page 56</p> <p>1 the document that the subcommittee is recommending 2 to the planning board to be adopted. So this is 3 helpful. We appreciate it. 4 MR. MARLOWE: Okay. Well, good 5 luck. Thank you. 6 BOARD MEMBER KAISER: I have a 7 question for Richard. 8 How could this work, the suggestion 9 that -- 10 MR. PREISS: Yeah. I see no reason 11 why it can't be added to the master plan. It's not 12 a recommendation that has a land use. 13 CHAIRMAN MAVOIDES: Richard, 14 timeout. 15 How about the subcommittee take up 16 these issues individually and make a recommendation 17 to the planning board. 18 MR. PREISS: Sure. 19 CHAIRMAN MAVOIDES: Just in 20 fairness, because we're not addressing every issue 21 here publicly. 22 MR. PREISS: That's fine. 23 CHAIRMAN MAVOIDES: Are you all 24 right with that, Mike? 25 BOARD MEMBER KAISER: Yeah. Mr.</p>

<p style="text-align: right;">Page 57</p> <p>1 Marlowe didn't ask Richard the question, he asked 2 us, and I'm trying to point it over there. That's 3 all. 4 I'm fine with it. 5 MR. PREISS: I'll just say one 6 thing. It's part of the capital improvement 7 program that the township is supposed to undertake. 8 So it's really not a master plan policy, but that 9 is something that, you know, we can add to the 10 master plan to give it some impetus. 11 MR. MARLOWE: Well, I don't think it 12 even needs to be specified how it's handled. Just 13 the importance of the subject, itself, I think 14 would be a good starting point and departure from 15 what we've had up to now. 16 MR. PREISS: And I think the best 17 way for you to get any action of that would be to 18 actually go to a township committee meeting and 19 talk about it where the engineer is there. 20 MR. MARLOWE: I've been. 21 MR. PREISS: Okay. 22 MR. MARLOWE: Well, all right. I 23 guess I follow your point. Thank you. 24 MR. PREISS: Thank you very much. 25 CHAIRMAN MAVOIDES: Thanks.</p>	<p style="text-align: right;">Page 59</p> <p>1 it. I apologize. 2 Page 27, it states, generally 3 residents at the community meeting in April, 2019 4 did not express serious concerns regarding 5 protection of the natural environment in Cranbury 6 based upon current practice and developments. 7 I think there was quite a few 8 comments about the warehouses and trucks and noise 9 pollution, you know. So I think that comment is a 10 little bit -- a little rosy. You know, I'm not 11 sure whether you changed the wording or how that 12 happened. I just want to just point that out that, 13 yes, there was quite a bit of comment on how 14 warehouses have impacted. 15 MR. PREISS: Yeah. I think what 16 that comment intended to convey is that there 17 wasn't a comment that the current protections in 18 place were not being implemented by the planning 19 board in individual site plan applications. 20 We understand that there are 21 impacts, as there would be in any development, with 22 regard to noise or truck traffic. But that is not 23 a specific environmental impact relating to a 24 variance or a waiver that was granted to a 25 developer, you know, for not meeting stormwater</p>
<p style="text-align: right;">Page 58</p> <p>1 MS. ROGERS: Hi, Barbara Rogers. 2 Thank you so much for taking many of 3 the suggestions from the environmental commission. 4 Chapter 13 is, you know, an 5 important part of the sustainability effort that 6 Cranbury is part of. And it's really great to see 7 that you trust the environmental commission to make 8 recommendations on sustainability. 9 I just -- you know, I was looking 10 at -- just curious about people that have put input 11 into -- you have a planning board, the Cranbury 12 Township Committee. You don't have like the 13 environmental commission made comments and that the 14 historic preservation. I don't know if that needs 15 to be put in, but I've seen in other reexams how 16 other people have been -- their comments have been. 17 MR. PREISS: Yeah. So I don't know 18 if you were here earlier in the meeting. I 19 specifically mentioned that we had meetings and 20 that there was input, and I would certainly 21 acknowledge those contributions in the introductory 22 section. So that can be done. 23 MS. ROGERS: Okay. And Page 27, I 24 have an electronic version, so I need to get there. 25 I apologize. It states -- oh, boy, let me get to</p>	<p style="text-align: right;">Page 60</p> <p>1 regulations or noise regulations. Those are 2 assiduously enforced by the planning board and I 3 think people at that meeting recognized that. 4 We are not to say that everything is 5 perfect and every development doesn't have impacts. 6 So I think that's what that comment was intended to 7 convey. 8 MS. ROGERS: Thank you for your 9 interpretation. Okay. I understand that now. 10 On Page 23, it was disappointing to 11 see that the wording -- the way it was worded is 12 that, you know, bike path is not feasible on 13 Plainsboro -- I think it's Plainsboro Road. 14 I think I have attended subcommittee 15 meetings on traffic and we're going to be working 16 with applying for a technical assistance grant to 17 try and identify a bike audit for -- bike and walk 18 audit, and we're going to be looking at areas that 19 potentially could be a bike or walk area, and that 20 would be prior to a bike and walk plan. 21 So, you know, by, you know, already 22 having it like negative in the master plan, you 23 know, it would make it harder if per chance this 24 audit did turn up that maybe this could happen. 25 MR. PREISS: Yeah. I am not</p>

<p style="text-align: right;">Page 61</p> <p>1 disputing that. I think -- and we encourage the 2 environmental commission to do that and to come 3 forward with any program or recommendations they 4 could make, but there have been questions over the 5 years. Residents and others at certain meetings 6 have talked about that and I think the current view 7 is that, just generally, with most of the rural 8 roads is that they are very long and very narrow 9 and widening them would just encourage speedier -- 10 faster traffic and that that wouldn't make it 11 necessarily safe for pedestrians or people who 12 bike.</p> <p>13 And so unless there is a consensus 14 about exactly how those would be improved, I don't 15 think we can recommend that bike lanes be added to 16 those roads at this time.</p> <p>17 MS. ROGERS: If an audit from 18 Voorhees Transportation Center said, oh, this is a 19 possibility --</p> <p>20 MR. PREISS: Yeah. Look --</p> <p>21 MS. ROGERS: Okay. So I'm just 22 worrying because, you know, it is a negative 23 connotation than trying to come up with something.</p> <p>24 MR. PREISS: Right.</p> <p>25 MS. ROGERS: It just seems --</p>	<p style="text-align: right;">Page 63</p> <p>1 MS. ROGERS: Towards Petty Road.</p> <p>2 MR. PREISS: That goes all the way 3 over to Petty Road.</p> <p>4 MS. ROGERS: Another question that I 5 have is, you know, it's difficult to see like 6 everyone. I think one of the most important things 7 that I've heard and maybe it was at that meeting is 8 the importance of greenways, walking greenways. 9 And then here it is again, the stream corridors in 10 this part of Cranbury is very unlikely, you know, 11 to have a greenway network, and here it is again.</p> <p>12 People want bike paths, people want 13 walkways and in this master plan it just seems, you 14 know, stomping on it. That's the wrong word.</p> <p>15 MR. PREISS: Yeah. So I think what 16 happened is in the 2010 master plan we did 17 encourage it. We did have language about that.</p> <p>18 MS. ROGERS: Yes, it was much more 19 encouraging, exactly.</p> <p>20 MR. PREISS: And basically what we 21 found out is that we sort of went up against the 22 hard reality of the fact that most of the property 23 that is adjacent to the stream corridor where it 24 would -- where easements would have to be provided 25 is owned by a farmer who is a hundred percent dead</p>
<p style="text-align: right;">Page 62</p> <p>1 MR. PREISS: Right. So, you know, 2 just let me just sort of step back.</p> <p>3 A master plan is a living document.</p> <p>4 MS. ROGERS: Okay.</p> <p>5 MR. PREISS: So policies change. I 6 mean if the environmental commission came forward 7 and they did a study and you said, here was your 8 policy and this is why it needs to be changed and 9 can be changed and it's feasible to do so and here 10 is the way in which we're going to do it and not 11 incur a lot of cost to make it safer, we're still 12 going to maintain its scenic value, I don't see 13 why, you know, the township committee or the 14 planning board would not change that policy.</p> <p>15 But for the time being I think the 16 idea is we are not going to make those improvements 17 because currently if you tried to add bike lanes to 18 the road, I think you're just encouraging, you 19 know, accidents to happen because it's not safe.</p> <p>20 MS. ROGERS: Okay. Yeah. So is 21 that comment for the entire Plainsboro or just that 22 section? I'm just curious.</p> <p>23 MR. PREISS: I think when we're 24 talking about Plainsboro Road, it's the section 25 once you leave town that goes --</p>	<p style="text-align: right;">Page 64</p> <p>1 against providing that accessway.</p> <p>2 So for the time being, it's 3 probably, you know, rather than -- I think it's 4 just a dose of -- you know, it's just a realistic 5 statement. It doesn't mean that we've abandoned 6 that hope and perhaps there is a subsequent farmer 7 or the farmer will change his mind.</p> <p>8 So we think it is something that 9 would be great but we just want it to reflect the 10 fact that, you know, we have run up against this 11 issue. So we are not discouraging Cranbury from 12 seeking it and if the farmer changes his mind, you 13 know, I think no one would be happier than the 14 planning board and the township committee.</p> <p>15 MS. ROGERS: I guess just having the 16 vision, you know, as you said, a little more 17 encouraging, you know, would make it probably more 18 likely people might try to pursue it. That's kind 19 of what I'm just --</p> <p>20 MR. PREISS: I mean I hope that that 21 would continue to happen, so yes.</p> <p>22 MS. ROGERS: And I think it was -- I 23 think -- so as Frank said, if we have other 24 comments, can they be written? Like how does that 25 work? Like if we had a particular -- you know, I</p>

<p style="text-align: right;">Page 65</p> <p>1 don't want to go into a lot of details I have. But 2 is there a way, is there a mechanism to still 3 comment, because this is still being discussed; 4 correct? 5 MR. PREISS: Yeah. So if let's 6 say -- you know, the hope is actually at the next 7 planning board meeting, which is November 7th, we'd 8 like to have the hearing on adoption. So I would 9 say my recommendation would be to allow residents 10 to comment let's say through the end of the day on 11 Monday through written comments. Send your 12 comments to Josette and then that's something that 13 the subcommittee and the planning board can 14 consider. 15 MS. ROGERS: Okay. 16 MR. PREISS: If it's something that 17 hasn't been brought up at this meeting. 18 MS. ROGERS: So written comments to 19 Josette by -- what's that date? 20 MR. PREISS: Monday is the 21st, end 21 of the day Monday. 22 MS. KRATZ: Preferably via email so 23 it's -- 24 MR. PREISS: Yes. 25 MS. ROGERS: And thank you.</p>	<p style="text-align: right;">Page 67</p> <p>1 understand the difficulties and the idea of getting 2 Plainsboro Road -- getting a bike lane on 3 Plainsboro Road, but I think that, you know, 4 because one farmer puts up a roadblock, I still 5 think we should maintain the language of 6 encouraging bike lanes and bike safety. 7 I think that, you know, we all want 8 property values in town to go up. And the thing 9 that I hear most from residents who are moving to 10 town is they want walkability, they want 11 accessibility. They like the idea of being able to 12 possibly bike into Princeton. Once you get into 13 Princeton or even into Plainsboro, as far as bike 14 lanes, you have access to a very large network of 15 bike lanes. You know, the Lawrence-Hopewell bike 16 system, you know, it's very extensive. And I feel 17 like we're sort of an island, that we are kind of 18 orphaned just by the fact that we can't access the 19 Plainsboro bike lane. 20 So I would encourage you guys to 21 reconsider and to put in more sort of hopeful 22 language about installing bike lanes. Obviously 23 Plainsboro Road would be a heavy lift, maybe there 24 is other alternatives that we just haven't 25 considered yet.</p>
<p style="text-align: right;">Page 66</p> <p>1 MR. PREISS: Thank you, and thank 2 the environmental commission for their input, and 3 the same goes to the historic preservation 4 commission. 5 MS. ROGERS: Well, I know that we 6 appreciate that, you know, we are able to 7 communicate and you're able to listen. 8 MR. PREISS: Thank you very much, 9 Barbara. 10 MR. SCOTT: Good evening. Matthew 11 Scott, 82 North Main. 12 I just want to thank you guys for 13 being here at 8:30 on a rainy Wednesday night. I 14 just have a few comments. 15 I too have gone over the 2010 master 16 plan, and I was encouraged by some of the more 17 progressive ideas of changing the parking layout in 18 town and encouraging bike lanes and more pedestrian 19 access and more pedestrian friendly policies. 20 On the township committee I've 21 worked on the traffic subcommittee and we've worked 22 on pedestrian safety. We put in, you know, link 23 crosswalks and I encourage the master plan to be 24 more -- the language to be a little more 25 encouraging about bikes and pedestrian. I</p>	<p style="text-align: right;">Page 68</p> <p>1 Another issue I was thinking about 2 was the issue with Cranbury Station and with Halsey 3 Reed. I met with Keep Middlesex Moving a few weeks 4 ago and I was discussing some of these issues with 5 them and they mentioned to me an idea years ago 6 about the possibility of an expanded parking area 7 behind the rest stop on the Turnpike and that it 8 could possibly have access to the warehouse 9 district behind it. 10 I don't know the exact layout of 11 that and it was something that I told them that I 12 would bring up to you guys, you know, and that if 13 it's something that could be looked into, a place 14 for trucks where they can park so they wouldn't 15 necessarily have to park in Cranbury Station. I 16 think that is something that is worth looking into. 17 And I think that's all I had. I 18 just want to thank you again for your work and I 19 hope a lot of these things will come to fruition. 20 Thank you. 21 MR. PREISS: Thank you very much. 22 BOARD MEMBER MULLIGAN: I need to 23 make a couple comments. 24 So, you know, when we look at 25 Plainsboro Road, right, you know, we have to look</p>

<p style="text-align: right;">Page 69</p> <p>1 back at Cranbury is an island. It is unique. 2 Right? And you look at Plainsboro, what's 3 different when you get to Plainsboro Road? Massive 4 residential development. We don't have massive 5 residential development on Plainsboro Road. 6 And when you look at it, it's a 7 unique charm factor of Cranbury, where you have the 8 crops coming right up to the road and you don't 9 have all this cutback landscaping and concrete and 10 cement and everything. You have this farm charm. 11 You have this, you know, country road feel, and 12 that's one of the tenets that goes back to the 13 master plan for probably thirty years when Betty 14 Wagner was very involved, where we want these 15 greenways and the farms and everything as you come 16 into town to make it intimate and make it 17 different. 18 So it's something I think really the 19 committee going forward and the board has to think 20 about. Do we want to look like every other town or 21 do we want to look like Cranbury? There may be 22 better areas to worry about the bike routes than 23 there. 24 MR. SCOTT: Yeah, I agree. I agree. 25 I mean Old Trenton Road is wide</p>	<p style="text-align: right;">Page 71</p> <p>1 Route 130. 2 If everyone is so hot, why don't we 3 talk to the homeowners? See if they'll give us a 4 right-of-way. Why is it always the farmer? There 5 is another side of that creek as well -- or the 6 brook as well, we can ask them. 7 So, you know, the reality is it's 8 dangerous to be on that property with those large 9 tractors and all the equipment that they have out 10 there. It is not safe. I've been back there. And 11 the last thing they want to do is come whipping 12 around on a tractor and like run over somebody. 13 You know, that's really what it comes down to. 14 I think they are okay, they would 15 love to let people do it, but there is a safety 16 factor. That is the reality here. 17 BOARD MEMBER KAISER: I'd actually 18 like to point out, one of the biggest reasons why 19 Paterson doesn't want that is they have to protect 20 their crops from deer. 21 BOARD MEMBER MULLIGAN: Absolutely, 22 that too. 23 BOARD MEMBER KAISER: And they have 24 to do that by hunting. 25 BOARD MEMBER MULLIGAN: Yeah.</p>
<p style="text-align: right;">Page 70</p> <p>1 enough, you could put a more protected bike lane 2 there. 3 BOARD MEMBER MULLIGAN: That is a 4 great spot. 5 MR. SCOTT: Right? 6 BOARD MEMBER MULLIGAN: Exactly. 7 MR. SCOTT: I just think that we 8 should be more optimistic in our language and think 9 about, you know, the possibilities. 10 BOARD MEMBER MULLIGAN: And I don't 11 disagree. But I think we just need to rechannel 12 our energy maybe into other areas. 13 MR. SCOTT: Yeah. 14 BOARD MEMBER MULLIGAN: Plainsboro 15 Road is not the panacea. Right? 16 MR. SCOTT: Yeah. 17 BOARD MEMBER MULLIGAN: So the other 18 comment I would make is, you know, everybody wants 19 this greenway down the Paterson property and along 20 the brook. Right? 21 There is a right to farm, and 22 realize, farmers gave up the rights to their land, 23 their development rights, a lot of money they gave 24 up, in order to keep it preserved farm so we have 25 this great preserved character on this side of</p>	<p style="text-align: right;">Page 72</p> <p>1 BOARD MEMBER KAISER: If there is a 2 public right-of-way barrier, we are impeding their 3 ability to farm the property. 4 BOARD MEMBER MULLIGAN: Spot on 5 there too. 6 BOARD MEMBER KAISER: So that's the 7 main reason why he doesn't want people back there. 8 BOARD MEMBER MULLIGAN: And the 9 equipment. 10 BOARD MEMBER KAISER: Yeah. I mean 11 there is a number of reasons. And to push him to 12 give up his ability to farm, I think that 13 sacrifices the quality of that rural area that we 14 want to preserve. 15 BOARD MEMBER MULLIGAN: Yeah. 16 MR. SCOTT: These are all really 17 valid points. 18 My point, again, to 19 Lawrence-Hopewell, there is a lot of bike paths 20 that are abutting farmland and, you know, they 21 figured it out somehow. 22 I think at the end of the day, all 23 of these things, even though you might, you know, 24 upset a few farmers, all of these things will 25 increase the attractiveness of the town which will</p>

<p style="text-align: right;">Page 73</p> <p>1 increase property values and make all of us 2 happier. So I think these are all things that you 3 should think about. 4 BOARD MEMBER MULLIGAN: I just think 5 that there's other areas. That's all I'm saying. 6 So I agree with you. 7 MR. SCOTT: Yeah. 8 BOARD MEMBER MULLIGAN: Again, why 9 not, if everybody's so hot on it, have a 10 conversation, maybe the property owners will give 11 you an easement along their property, maybe not but 12 you can try it. It is a thought. 13 MR. SCOTT: Whatever you can think 14 of. 15 CHAIRMAN MAVOIDES: Thank you. 16 MR. SCOTT: Thank you, guys. 17 CHAIRMAN MAVOIDES: Please. 18 MR. MOROLDA: Nick Morolda, 93 19 Halsey Reed Road, Monroe Township. 20 I want to thank the board and the 21 planner for at least listening to us back a few 22 months ago about our concerns about Halsey Reed 23 Road. 24 One of the things that really 25 frightened me is one of the things Bob said, and</p>	<p style="text-align: right;">Page 75</p> <p>1 So I think that that is something 2 that should be brought up because nobody is asking 3 that that be developed for high-density 4 residential. They're asking that it be considered 5 to be rezoned for low-density residential and 6 preservation. That would be consistent with what 7 has gone on in that area. 8 There are circulation issues in that 9 area which not only impact Cranbury 10 Station-Hightstown Road but could impact Halsey 11 Reed Road. 12 So I'd ask for a holistic approach 13 if and when an application ever comes before the 14 board. 15 Thank you. 16 CHAIRMAN MAVOIDES: Thank you. 17 MR. GOLISANO: Hello. I am Steve 18 Golisano. I've been a long-time Cranbury resident 19 since I've been very young. I currently have an 20 architecture office on Main Street. 21 I am a member of the historic 22 preservation commission, and I thank the board for 23 meeting with me and David Szabo earlier this year I 24 believe to discuss the recommended changes, and it 25 seems that a lot of them have been brought through</p>
<p style="text-align: right;">Page 74</p> <p>1 that is I didn't know that a warehouse can now be 2 developed on three acres of ground. And that's 3 pretty frightening considering I live on Halsey 4 Reed Road. I'm hoping that if such an application 5 comes before the board that you will look at it 6 holistically. 7 Halsey Reed Road is surrounded by 8 wetlands and residential areas. And I think like 9 Janice was saying, I guess when the discussion was 10 going on about medium impacts south of Brick Yard 11 Road and that that could be rezoned because of the 12 activities currently going on there. You know, I 13 was listening to it and it seemed like there wasn't 14 much I'd say consideration given to the negatives 15 of putting medium impact there. One of them being 16 that, exactly what Bob was talking about, you open 17 that up without having a review by the board, the 18 zoning board, planning board. It's scary. 19 But as far as Halsey Reed Road goes, 20 the current activity there is road density, 21 residential and preservation. There is a mitigated 22 wetland bank on one end and wetlands on the other 23 end. You know, I've heard rumors that they can 24 develop 10,000 units on that property. There is no 25 sewer and water on that property.</p>	<p style="text-align: right;">Page 76</p> <p>1 to this and we thank you for that. 2 One, just a small point on Page 28. 3 We had a point to -- I believe it says that an 4 updated inventory of historic sites was completed 5 by HPAC in March of 2016. I think we would rather 6 say that September of 2017 and September of 2018. 7 Those are the two documents that are now actually 8 printed and will be available in the library, in 9 the reference section of the library, for looking 10 through, for any resident to reference. 11 The other point would be just a 12 quick question for the committee or for the board 13 about follow-up for some of the specifics on the 14 consideration of designation of individual 15 properties outside the districts and in terms of 16 farmland or farmhouses. 17 You know, we know that there is a 18 process that has to go on. We're working with Mr. 19 Preiss here about the -- you know, you can't just 20 do that to someone's house, as they own it. We 21 don't anticipate being a burden on anyone. You 22 know, no one wants to be a burden on any homeowner. 23 It's something that we feel would be 24 something that the homeowners would enter into 25 willingly in order to help preserve resale value of</p>

<p style="text-align: right;">Page 77</p> <p>1 their homes and increase resale values of their 2 homes. 3 That is something that just -- one 4 thing is we provided somewhere close to thirty plus 5 properties that become -- we are recommending. 6 It's kind of an ongoing list that was adapted from 7 a list in the eighties and then a list in the 8 nineties. It's been an adapting list and we've 9 even included portions of those houses, some of 10 them are on the list but have been labeled as, you 11 know, demolished just to show that it's happening 12 where, you know, buildings are coming down and they 13 are mainly all from the early, mid, late 1800s. 14 So just a quick question on the 15 follow-ups and whether or not there will be some 16 sort of appendix listing houses or giving, you 17 know, ability for that, or how that would work? 18 MR. PREISS: We are not going to add 19 anything here. Again, I think you heard my other 20 comment is the danger of putting the list is, you 21 know, let's say the list gets updated and it's not 22 in the master plan. Then you say, well, the list 23 is not on the master plan so it can't be. 24 MR. GOLISANO: I see. 25 MR. PREISS: So we'd rather keep the</p>	<p style="text-align: right;">Page 79</p> <p>1 MR. PREISS: That's great. 2 MR. GOLISANO: I just put that out 3 there for people to see if they can attend to see 4 some of the unique history of some ex-presidents 5 and the first, you know, railway crash in the 6 country in 1833 and, you know, it's on that train 7 and some interesting things like that. 8 And some of these smaller buildings 9 in this area also too, they have some significance 10 in some of them. One of them in particular on 11 Applegarth Road, you know, just recently even 12 disappeared just randomly. So it's one of those 13 things where, you know, it's -- we appreciate the 14 board's, you know, consideration on keeping the 15 importance on that. 16 CHAIRMAN MAVOIDES: Thank you. 17 MR. GOLISANO: Thank you. 18 MR. PREISS: Thank you very much. 19 And please convey our thanks to HPC for their 20 recommendations. 21 MR. GOLISANO: Thank you. 22 MR. PREISS: Thank you. 23 MS. MOROLDA: My name is Kathie 24 Morolda. I live on Halsey Reed Road for 25 forty-two years on the Monroe side.</p>
<p style="text-align: right;">Page 78</p> <p>1 policy sort of fairly general and open so that when 2 those -- when the actual list is -- the actual 3 designation takes place there's no issue with 4 regard to inconsistency. 5 And I won't get into it now, but 6 there are different options in terms of designating 7 individual properties depending on the community 8 where it's only done, for example, if the homeowner 9 agrees to it. Once the homeowner agrees to it, 10 then it's forever. 11 Historic district, you don't have a 12 choice, you are in. But individual properties, 13 there is a methodology where you only designate 14 those properties where the homeowner grants their 15 consent. 16 MR. GOLISANO: Okay. 17 MR. PREISS: So we could certainly 18 look into that. 19 MR. GOLISANO: Okay. And just 20 another follow-up on the discussion about Cranbury 21 Station as far as a historic significance of it. 22 There is going to be a talk at the 23 library soon from John Kilbride actually who is 24 going to give an extensive talk on the history of 25 Cranbury Station and the passenger railway.</p>	<p style="text-align: right;">Page 80</p> <p>1 And I would like to thank -- I was 2 going to mention about the presentation at the 3 library next week also. 4 But I really want to thank all of 5 you for reexamining the master plan, and especially 6 consideration of the historic value of the Cranbury 7 Station. 8 I also would like to say thanks to 9 the police department because, as many of you know, 10 presently the Cranbury Station is being used as a 11 truck stop and I appreciate Matt Scott's looking 12 into that also because, in fact, tonight when we 13 left there was another truck settling in for the 14 evening. They do use it as a truck stop and wait 15 until the morning comes to get their deliveries in. 16 But I have to say the police 17 department has been wonderful recently. We've 18 spoke with them several times and every time we 19 call, they do come out and ask the person to move 20 on because it's private property. 21 So, again, I'd like to thank you for 22 tonight and hopefully that you will consider the 23 historical value of that property. 24 And everyone go to the presentation 25 at the library.</p>

<p style="text-align: right;">Page 81</p> <p>1 CHAIRMAN MAVOIDES: Thank you. 2 MS. MOROLDA: Thank you. 3 MR. DILLON: I just have two short 4 comments, no papers. 5 MR. PREISS: Can we let everybody 6 else talk before you get a second -- 7 MR. DILLON: I didn't know there was 8 somebody else. 9 CHAIRMAN MAVOIDES: Two more, Bob. 10 MS. KRATZ: Three more. 11 MR. DILLON: I'm sorry. I didn't 12 see. They are my friends from -- 13 MS. SPANN: Evelyn Spann, Liedtke 14 Drive. Hi, Richard. A couple of things. 15 Mr. Chairman, thank you for 16 listening. Thank you for giving us this 17 opportunity. 18 I heard you say at the beginning 19 about the master plan and this master plan coming 20 in from 2010. We heard in April -- we all got 21 together, I got to sit with this group, and we 22 heard all of the feedback. And the overall 23 feedback, as Richard said, was very good and very 24 positive and a lot got done. 25 So the hours that you spend, the</p>	<p style="text-align: right;">Page 83</p> <p>1 that's no small number you are talking about. 2 MS. SPANN: Right. 3 MR. FERANDA: But there are -- 4 MS. SPANN: And our engineers are 5 not involved, involved, this is more of a state 6 figuring out? 7 MR. PREISS: It's DEP with the 8 permitting and it's DOT in terms of the financing. 9 MS. SPANN: Okay. Okay. So that 10 was -- I just really wanted to understand and 11 appreciate the fact that the plan was a good plan. 12 And that roadblock is a lot of what's causing 13 issues for us. And a lot of the things that I'm 14 reading in here -- 15 MR. PREISS: Right. 16 MS. SPANN: -- are trying to 17 compensate for that roadblock. Okay, one. 18 The second thing is, I really do 19 want to make sure that we appreciate and respect 20 our farmers. I did hear a comment, well, if we 21 make a few farmers upset. I don't appreciate that. 22 If we don't have preserved farmland, 23 we change the dynamics of our town. And it's 24 something that I know that you respect and that 25 you, you know, put forward.</p>
<p style="text-align: right;">Page 82</p> <p>1 work that you do and the training that you have on 2 behalf of our community is really above and beyond, 3 and I can't thank you enough for that. 4 My question is more to clarify, just 5 because I want to make sure that I understand. And 6 Andrew, this will be a question for you. 7 When we talk about Liberty Way and 8 we talk about the bridge. If we had a magic \$20 9 million wand, in your opinion, how much would that 10 alleviate a lot of the issues and concerns that we 11 are talking about? Again, with a \$20 million magic 12 wand. 13 MR. FERANDA: It probably would be 14 significant, because that traffic would no longer 15 travel north/south on 130, would not use those 16 intersections. Commercial traffic I'm talking 17 about. You'd still have your commuter traffic. 18 But if it were fully connected down to Old Trenton, 19 then the commuters would also -- the regional 20 traffic would also come off of 130. It adds 21 capacity in the north/south direction. 22 It's not just money. It's 23 environmental considerations and it's permitting. 24 There are other issues that can be significant 25 issues. So having the money is one thing, and</p>	<p style="text-align: right;">Page 84</p> <p>1 So I just want to make sure that for 2 the record we understand and appreciate and respect 3 our farmers. If they can't have a walkway on their 4 fields for whatever reason, their farming is their 5 livelihood and we need to respect that. 6 MR. PREISS: Thank you. 7 Let me just say one thing about the 8 Liberty Way bridge and the four-way intersection at 9 Old Trenton Road. 10 That was something which I think was 11 great foresight. Mel Lehr was a resident of the 12 community and I think he was on the planning board. 13 He was a transportation engineer. And I think in 14 the early -- late eighties, early nineties I think 15 it was basically his idea to have this bypass road 16 so that traffic that was coming northwards on 17 Route 130 and then all of the traffic that was 18 going to be generated within the east side of 19 Route 130 would use the bypass road to get to Exit 20 8A. So that was the vision. 21 And so that vision remained. In 22 2010 we were under discussion with the DOT. That 23 was still a fairly good possibility that would 24 happen. As years have gone on, we've seen that 25 it's -- you know, it has these difficulties.</p>

<p style="text-align: right;">Page 85</p> <p>1 So I think we've kept it in the</p> <p>2 master plan because, you know, we always have the</p> <p>3 hope that it would happen. But I think what we try</p> <p>4 to convey in the master plan is that we have to</p> <p>5 take a realistic look at how traffic moves in that</p> <p>6 area and if that's not going to happen, how are we</p> <p>7 going to deal with it.</p> <p>8 And I think one of the things that</p> <p>9 we've recognized is that part of the plan would be</p> <p>10 to -- now that Exit 8 has been significantly</p> <p>11 improved since the 2010 master plan, with the</p> <p>12 widening of Cranbury Road and the fixing of that</p> <p>13 circle, that there would be a possibility that some</p> <p>14 of that traffic instead of using Liberty Way to go</p> <p>15 north would come down that way to go to Exit 8.</p> <p>16 So that's one of the ways --</p> <p>17 MS. SPANN: Come down which way?</p> <p>18 Come down 130 or come through --</p> <p>19 BOARD MEMBER JOHNSON: Brick Yard.</p> <p>20 MR. PREISS: Coming through Brick</p> <p>21 Yard Road.</p> <p>22 MS. SPANN: Okay. That's what I</p> <p>23 thought you meant.</p> <p>24 MR. PREISS: Yes.</p> <p>25 MS. SPANN: Okay.</p>	<p style="text-align: right;">Page 87</p> <p>1 MR. PREISS: But it would mean that</p> <p>2 instead of -- you know, right now what happens is</p> <p>3 there's not enough maneuverability for the trucks</p> <p>4 to enter the circle and make a left hand turn</p> <p>5 either from 130 or coming back. It's dangerous.</p> <p>6 So, you know, I'm not an engineer</p> <p>7 and this is kind of a combination of civil</p> <p>8 engineering and traffic engineering, but the idea</p> <p>9 would be to have smoother flow of traffic and</p> <p>10 basically to allow traffic to come in and out much</p> <p>11 more safely and to allow the circulation to be a</p> <p>12 lot better.</p> <p>13 MS. SPANN: Okay.</p> <p>14 BOARD MEMBER MULLIGAN: This is way</p> <p>15 more than a Cranbury problem. Let's just</p> <p>16 acknowledge this. Okay. This is a regional</p> <p>17 traffic problem. Okay. Cranbury is not going to</p> <p>18 solve this by ourselves.</p> <p>19 You can look at this, the circle has</p> <p>20 got to be done. Right? Just south of the circle</p> <p>21 there is a bridge that goes over the Millstone</p> <p>22 River, that's going to be redone. That's also on</p> <p>23 the roadmap for the state. So I've seen the same</p> <p>24 concept drawings. They're looking at taking the</p> <p>25 circle out, redoing that bridge. Right, boom, you</p>
<p style="text-align: right;">Page 86</p> <p>1 MR. PREISS: Come through Brick Yard</p> <p>2 and then proceed to Exit 8 rather than trying to</p> <p>3 force its way, you know, back onto 130 to go to</p> <p>4 Exit 8A. So I think that's -- because if you force</p> <p>5 everything north, that's where you have all of the</p> <p>6 problems.</p> <p>7 So, you know, it's just we've run up</p> <p>8 against the hard reality of not being able to --</p> <p>9 the likelihood that we may not be able to have the</p> <p>10 bypass road. And so with all the traffic that we</p> <p>11 have, you know, the alternative that we've kind of</p> <p>12 looking into now is kind of sending it southward,</p> <p>13 so.</p> <p>14 MS. SPANN: And what would you</p> <p>15 think, and this might be a question for you,</p> <p>16 Andrew, but what would you think on the circle, on</p> <p>17 the traffic circle, would that be -- is the plan</p> <p>18 there for stoplights to better regulate that?</p> <p>19 Would that be a stoplight or would that be the</p> <p>20 elimination of the circle?</p> <p>21 MR. PREISS: I've seen one of the</p> <p>22 concept plans and it would be like either a four or</p> <p>23 five-way intersection that would be traffic</p> <p>24 controlled.</p> <p>25 MS. SPANN: Okay.</p>	<p style="text-align: right;">Page 88</p> <p>1 do that.</p> <p>2 Now, maybe somehow some day Liberty</p> <p>3 Way gets done. You're going to need funding from</p> <p>4 the state or federal government just the reality of</p> <p>5 how big that project. Okay. So now you get that</p> <p>6 going.</p> <p>7 But then, what about Exit 8A? That</p> <p>8 is a mess. That's got to be completely redone.</p> <p>9 Okay. 8A has got to be ripped out and redone.</p> <p>10 Plus, additionally, they have to look at moving</p> <p>11 traffic onto Exit 8, hopefully out maybe onto the</p> <p>12 bypass.</p> <p>13 So this is a massive regional</p> <p>14 project that we need our elected officials at the</p> <p>15 state level to support us on. That's just the</p> <p>16 reality of this. So Linda Greenstein, Dan Benson,</p> <p>17 Wayne DeAngelo need to step up now and they need to</p> <p>18 start helping us.</p> <p>19 Additionally, just a little more</p> <p>20 history for you, we aggressively looked during the</p> <p>21 Wayfair project as a township committee when Susan</p> <p>22 Goetz was there, Dave Cook, Jay Taylor, Gwen and</p> <p>23 myself, at trying to at least get the portion done</p> <p>24 for Old Trenton Road. We were looking at so many</p> <p>25 millions to try and get that done. It was just</p>

<p style="text-align: right;">Page 89</p> <p>1 unfeasible. We were pushing 10 million between 2 acquisition and permits and trying to build a 3 bridge so the wood turtles could get under it. It 4 was crazy. And that was not even building the main 5 bridge, and we are hearing like \$20 million for the 6 main bridge. 7 So regional problem. We need state 8 and federal to come in and help us with it. That's 9 just the reality. One man's opinion. There you 10 go. 11 CHAIRMAN MAVOIDES: Thanks, Dan. 12 BOARD MEMBER MULLIGAN: You're 13 welcome. 14 MR. PREISS: Thank you. 15 CHAIRMAN MAVOIDES: Any other 16 comments, questions? 17 MS. SPANN: There is one more. I 18 know he was waiting for me. 19 MR. SCARPULLA: I have a comment. 20 Hi, Brian Scarpulla, 88 Halsey Reed Road, Cranbury. 21 I just want to know if the master 22 plan circulation element has taken Monroe 23 Township's ordinance to ban truck traffic into 24 consideration? 25 MR. PREISS: I'm not sure what you</p>	<p style="text-align: right;">Page 91</p> <p>1 MR. SCARPULLA: Thank you. 2 CHAIRMAN MAVOIDES: Thank you. 3 MR. DILLON: Okay. Two comments. 4 Bob Dillon, 32 Hightstown-Cranbury -- 5 A PUBLIC SPEAKER: At the mike so we 6 can hear you. 7 MR. DILLON: First thing, Cranbury 8 does -- Brick Yard Road does have nice vistas. It 9 has the Stults Farm which is farmland preserved. 10 It has Kurag's (phonetic) farm which is farmland 11 preserved. 12 BOARD MEMBER MULLIGAN: Sure. 13 MR. DILLON: And both of those farms 14 go all the way up to the road. Okay. 15 Now, the other thing you have there 16 is on my side of the road there is a lot of 17 wetlands and woods right there. So you get that 18 natural instinct when you ride down there of a 19 country road and through the woods. So there is a 20 lot of things that that side of the road still has 21 left. There isn't a lot of that left around 22 anymore but there is some. 23 The other thing that I wanted to say 24 is I hope that the planning board looks at it not 25 to change to a medium-density industrial zone. I</p>
<p style="text-align: right;">Page 90</p> <p>1 mean. 2 MR. SCARPULLA: So Monroe Township 3 recently passed an ordinance to ban truck traffic 4 on a couple of their roads leading into the 5 warehouse district in Cranbury. And I just want to 6 know if the circulation element has taken that into 7 consideration? 8 MR. PREISS: So I'm not going to 9 comment on that particular policy. I'll leave it 10 for attorneys to deal with that. 11 But we're trying to deal with 12 traffic on a regional basis. So, you know, we're 13 trying to -- as I indicated before, we are now 14 facing the reality of not having the bypass road 15 done and sending traffic south to Route 8. So it 16 does take that -- it takes all traffic into 17 consideration that would be generated from the 18 warehouse development in Cranbury. 19 Certainly, if that happens and that 20 is sustained and it's not allowed to go that way, 21 it's going to make things a lot -- it's going to 22 make things a lot worse. 23 I, personally, don't think that 24 that's something that is legal to do, but I'll let 25 the attorneys deal with that.</p>	<p style="text-align: right;">Page 92</p> <p>1 think the planning board can put an amendment into 2 the industrial light impact zone that would work 3 for the global retail, you know, distribution 4 centers that are there. And I would rather see 5 that done than change it to medium, because I am 6 afraid that's going to open the door to not only 7 what is there right now, but many other things that 8 you do not want. 9 Keep it the light impact even though 10 we got stuck with the traffic and try to work the 11 best you can with it. That's the only thing I can 12 see. 13 CHAIRMAN MAVOIDES: All right. 14 Thank you. 15 MR. DILLON: Thank you, gentlemen. 16 BOARD MEMBER MULLIGAN: Thanks, Bob. 17 MR. PREISS: Thanks. 18 MS. ROGERS: Barbara Rogers. 19 You just reminded me. It's Steve; 20 right? Yeah, Steve. 21 I was just curious, the list of 22 targeted farmland preservation farms, are you not 23 going to include that? I know you meant like you 24 had -- 25 MR. PREISS: We're going to have to</p>

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1 update that list.
 2 MS. ROGERS: Yeah, from the ag.
 3 development board.
 4 MR. PREISS: Right.
 5 MS. ROGERS: Yeah, okay.
 6 I wasn't sure if you're going to
 7 include -- like you're not including the houses
 8 because it does change. I was just curious.
 9 MR. PREISS: Yeah.
 10 MS. ROGERS: Yeah.
 11 MR. PREISS: Again, we don't want to
 12 run into this issue of having to amend the plan and
 13 so, you know, it's easy to update that list without
 14 actually putting it in the master plan, and there's
 15 every intention of doing so.
 16 MS. ROGERS: Of doing?
 17 MR. PREISS: Yes.
 18 MS. ROGERS: Of adding --
 19 MR. PREISS: Yes, of updating that
 20 list.
 21 MS. ROGERS: Of updating the list.
 22 Perfect.
 23 Okay. Great. Thank you.
 24 MR. PREISS: Thanks.
 25 CHAIRMAN MAVOIDES: Okay. Thank you

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1 all for your comments tonight. Thank you, Richard.
 2 Thank you, Andrew. Thank you to the board.
 3 We will adjourn.
 4 MR. PREISS: Okay.
 5 CHAIRMAN MAVOIDES: Anything else?
 6 MR. PREISS: No. No, not at this
 7 point. Thank you.
 8 CHAIRMAN MAVOIDES: All right.
 9 Good. Thanks.
 10 MR. PREISS: Thank you all for
 11 coming out. I know it's not an easy trip to get
 12 here. Thanks.
 13 (Whereupon, the proceedings were
 14 concluded at approximately 8:54 in the evening.)
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C E R T I F I C A T E

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 5 I, MICHELLE D. WILCOX, a Certified Court
 6 Reporter and Notary Public of the State of New
 7 Jersey, certify that the foregoing is a true and
 8 accurate transcript to the best of my ability of
 9 the deposition of said witness who was first duly
 10 sworn/affirmed by me, on the date and place
 11 hereinbefore set forth.
 12 I FURTHER CERTIFY that I am neither
 13 attorney, nor counsel for, nor related to or
 14 employed by, any of the parties to the action in
 15 which this deposition was taken, and further that I
 16 am not a relative or employee of any attorney or
 17 counsel employed in this action, nor am I
 18 financially interested in this case.
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MICHELLE D. WILCOX, C.C.R.
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