

**MINUTES  
OF THE  
CRANBURY TOWNSHIP  
PLANNING BOARD  
CRANBURY, NEW JERSEY  
MIDDLESEX COUNTY**

**MINUTES MAY 18, 2017  
APPROVED ON JULY 6, 2017**

**TIME AND PLACE OF MEETING**

The regular meeting of the Cranbury Township Planning Board was held at the Cranbury Township Hall Municipal Building, 23-A North Main Street, Cranbury, New Jersey, Middlesex County on May 18, 2017, at 7:30 p.m.

**CALL TO ORDER**

Art Hasselbach, Chairman of the Cranbury Township Planning Board, called the meeting to order.

**STATEMENT OF ADEQUATE NOTICE**

Under the Sunshine Law, adequate notice by the Open Public Meeting Act was provided to this meeting's date, time, place and agenda were mailed to the news media, posted on the Township bulletin board, mailed to those requesting personal notice, and filed with the Municipal Clerk.

**MEMBERS IN ATTENDANCE**

- ☐ Callahan, Karen
- ☒ Cook, David
- ☒ Gallagher, James
- ☒ Hasselbach, Arthur
- ☒ Johnson, Glenn
- ☒ Kehrt, Allan
- ☒ Mavoides, Peter
- ☐ Schilling, Brian
- ☐ Stewart, Jason

**PROFESSIONALS IN ATTENDANCE**

- ☒ Andrew Feranda, Traffic Consultant
- ☒ David Hoder, Board Engineer
- ☒ Trishka Cecil, Esquire, Board Attorney
- ☒ Josette C. Kratz, Secretary
- ☒ Richard Preiss, Township Planner
- ☒ Virginia Guinta, Court Reporter

## **APPLICATION**

**PB165-09                      Prologis South  
Block 10, Lots 4.01, 19.01 & 19.02, Zone I-LIS  
66 Station Road  
Amendment to the Original Preliminary and Final Site Approval**

REPRESENTATIVES:           Christopher DeGrezia, Esquire  
                                 Edwin Caballero, P.E.  
                                 Karl Pehnke, Traffic Engineer  
                                 Marcia Shiffman,  
                                 Bill Bumber, Vice President of Prologis

Ms. Cecil announced the Board could take jurisdiction.

All the Applicant's representatives and Board's professionals were sworn.

Mr. DeGrezia, in summary, explained the nature of the application. The applicant was seeking to amend the original approval of three warehouses to two warehouses. The site would be occupied by the existing tenant, Home Depot (entire site, instead of three different tenants for each warehouse). The third warehouse would be removed to allow for trailer storage space, which would create a less intensive site; separating the car traffic from the truck traffic. The floor area was reduced due to the removal of the third building; impervious coverage was reduced, reduction of traffic, and better circulation and safety.

EXHIBIT A-1 Overall Site Plan and Landscaping (combination with zoning requirements attached)

EXHIBIT A-2 Ariel Photo Site and Surrounding Properties (Truck Route Options, Sheet 1 of 1), dated May 18, 2017

EXHIBIT A-3 Existing and proposed (Originally A-1 @ the June 11, 2015, hearing) Site Landscaping

Mr. Bumper, as VP for Prologis, has been working with Home Depot, now and several years ago on the existing facility on-site and across the street. This proposed use would be identical to what is across the street, and would continue to act as overflow and would continue to act as an overflow. The hours of operation would remain the same as the existing facility across the street.

Mr. Caballero, the project engineer, was accepted as a professional expert witness by the Board. Mr. Caballero stated the site landscaping plan shows what the previous approval was, proposed Building #2 was 504,428 SF building which would not/has not changed. There would be the main entrance off Station Road, coming into the center of the site (previously proposed as both trucks and cars entrance to the site). They had two entrances and exits on Liberty Way for trailer and loading dock access and the second one, closer to Liberty Way, was for car parking. The driveway was on the far side of Building #2 was an exit a couple of hundred feet from the intersection of Liberty Way and Station Road.

Mr. Caballero stated, based on the new proposal for Building #4, the 210,000 SF has been removed and replaced with 230 trailer spaces. The previous application had a guard house and exit going into the home depot was at the center of the site and now has been relocated to the northwest corner of the site, set 33.28 FT away easterly right-of-way line. They placed the guardhouse there to be able to split the truck traffic from the general vehicle traffic. The trucks would come in off Liberty Way and proceed in a northerly direction, which would provide stacking lanes to accommodate all the truck traffic entering and be able to access both facilities. There is a cul-de-sac to allow the trucks to turn around and return to Liberty Way. Access for vehicular traffic remains on Station Road and have not changed the location from Station Road, where vehicles can make a left or right to access either building parking areas.

Mr. Caballero stated the existing building the required number of parking spaces is 213 spaces, proposing 219 spaces. They have maintained the same location configuration of the parking lot as previously approved. There are 70-banked spaces, showing if there was a requirement, in the future they could meet the parking requirements as per the ordinance. Building #1 would have 108 dock spaces and 308 trailer spaces. Building #2 parking requirements by the ordinance were 197 parking spaces and providing on the east side of existing building proposing 199 trailer spaces, a few more than what the ordinance requires.

Mr. Caballero testified that the maximum floor area ratio for the entire site was at 0.22, where .3 was allowed per the ordinance. The previously approved plan was at .258. The maximum impervious coverage allowed by the site is 50%, and the current proposal is at 45.37%, which is a reduction of 83,695 SF.

Mr. Caballero explained the reconfiguration of the storm drainage basin 1A and 1. Additional landscaping berm was added to the northwest corner to screen view from Station Road and evergreens on Liberty Way to screen trailer spaces. Lighting was changed to LED light fixtures, foot-candles matching previous approval. There would be one variance from 150-29(c)3b for the guard house location to allow for better tractor trailer "stacking." There would be one waiver for 150-32(a)2 accessory buildings, guard house.

Mr. Cook wanted the applicant to do what they could to encourage traffic to use Liberty Way as an entrance/exit onto Route 130; any attempt to avoid the Station Road intersection.

Mr. Preiss felt the landscaping could be "beefed" up a bit. Mr. Caballero agreed to work with Mr. Preiss's office.

Mr. Hoder asked for curbing near guardhouse and amends the striping plan, so Police station has a safe entrance. Mr. Caballero spoke with Janette in Middlesex County.

Mr. Feranda suggested a simple striping change and commented there could be signage at the two entrances "employees only" and trucks to proceed to Liberty Way. He had a concern that Liberty Way could be confused as a driveway. Mr. Preiss suggested Home Depot having a sign. Mr. Hasselbach agreed it would help with safety.

Mr. DeGrazia mentioned he would have to consult with Home Depot.

Mr. Feranda asked about the rail and would that be maintained. Mr. Caballero said it could be possible to still use in the future.

Mr. Pehnke testified to the traffic. Traffic volumes would be lower than originally planned. They could provide signage, however, could not guarantee it would be followed. New warehouse should elevate the need to transfer as many trailers across Station Road with the yard-dogs.

Ms. Shiffman was accepted as a professional and testified the need for the variance and waiver necessary for the guardhouse, which would separate the truck and car traffic allowing safer operation at better levels of service. Granting Waiver and variance would not be a detriment to the public good nor impair the purpose of the zoning plan.

There were no questions from the public; no public present.

The motion was made to approve the applicant as presented with changes as discussed.

MOTION MADE BY: Mr. Kehrt  
MOTION SECONDED BY: Mr. Cook

**ROLL CALL:**

AYES: Mr. Cook, Mr. Gallagher, Mr. Johnson, Mr. Kehrt, Mr. Mavoides, Mr. Hasselbach  
NAYS: None  
ABSTAIN: None  
ABSENT: Ms. Callahan, Mr. Schilling, Mr. Stewart

**MOTION CARRIED**

**MINUTES**

April 20, 2017, upon a motion made and seconded the minutes, was approved.

**ADJOURNMENT OF MEETING**

There being no further business, on motion duly made, seconded, and carried, the meeting was thereupon adjourned.

**CERTIFICATE OF SECRETARY**

I, the undersigned, do at this moment certify;

That I am duly elected and acting Secretary of the Cranbury Township Planning Board and, that the preceding minutes of the Planning Board, held on May 18, 2017, consisting of five (5) pages, constitute a true and correct copy of the minutes of the said meeting.

IN WITNESS WHEREOF, I have hereunto subscribed my name of said Planning Board this July 6, 2017.

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Josette C. Kratz, Secretary

/jck