

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

**MINUTES AUGUST 6, 2020
APPROVED ON OCTOBER 1, 2020**

TIME AND PLACE OF MEETING

The regular meeting of the Cranbury Township Planning Board was held via the ZOOM virtual meeting platform on August 6, 2020, at 7:00 p.m.

CALL TO ORDER

Peter Mavoides, 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 of this meeting's date, time, place and agenda were mailed to the news media, posted on the Township bulletin Board, mailed to those personal requesting notice, and filed with the Municipal Clerk.

MEMBERS IN ATTENDANCE

P	Callahan, Karen
P	Gallagher, James
P	Hamlin, Judson
P	Kaiser, Michael
P	Scott, Matt
P	Spann, Evelyn
P	Stewart, Jason
P	Wittman, Wayne
P	Mavoides, Pete

PROFESSIONALS IN ATTENDANCE

Present David Horner, Conflict Traffic Consultant
Present Randal C. Barranger, Filling in for Andrew Feranda
Present David Hoder, Board Engineer
Present Trishka Cecil, Esquire, Board Attorney
Present Josette C. Kratz, Secretary
Present Richard Preiss, Township Planner

Those eligible to vote, second, unanimously approved MINUTES for June 4, 2020 and July 9, 2020 upon a motion.

APPLICATION

PB330-20 Prologis – 6 Santa Fe Way
Block 7, Lot 8.01, Zone LI
6 Santa Fe Way
Preliminary & Final Site Plan with variance relief for parking

REPRESENTATIVES: Christopher DeGrazia, Attorney

Ms. Cecil noted that the notice itself was in order, however, none of the exhibits were posted, no professional reports, etc., have been posted only the original application materials. The applicant's notice stated clearly that everything would be available online, minimum 48-prior to the meeting. Same noted on agenda. We have been following with the Toll Brothers and others that have come before the board, especially now due to the power outages and have those participating by telephone that practice. She is concerned with due process and posting of materials in advance.

Mr. DeGrazia made an argument that he felt he still should be heard, however, the board supported Ms. Cecil's advice, application would be carried to September 3, 2020, and applicant would have to notice.

PB332-20 Amazon/Half-Acre Alfieri
Block 5, Lot 9, Zone LI
343 Half Acre Road
Amendment to Final Approval

REPRESENTATIVES: Frank Petrino, Applicant's Attorney

Fitzgerald Timm, Amazon Rep
Ralph Orlando, Engineer
Karl Pehnke, Traffic Engineer w/Langan Eng
Salahudin Bin Yusif, Plug Power
Ben Foth, Architect w/DRL Group

Applicant made notice, Ms. Cecil found everything in order, and the Board could take jurisdiction.

Mr. Petrino gave an overview of the history of this overall planned development.

The subject property is located on the North Side of Half Acre Road between Route 130 just East of Liberty Way. This application is for the West Building, which will have 18,510 SF of office and 935,111 SF of warehouse space for a grand total of 953,621 SF. A detention basin and various parking and loading areas are also located on the lot. The board previously approved an Amended Final Site Plan for Wayfair but the tenancy has changed to Amazon, who is requesting revisions to the previous plan. The parking/loading areas are to be changed by eliminating car parking spaces and replacing them with loading dock and storage areas. In addition, the parking area/driveway on the North area of the site will be revised. A hydrogen storage tank will be added and handicapped parking spaces will be relocated. No variances or waivers are required. Previously, approved resolutions were submitted as part of the application package.

The hydrogen storage tank would be for the purpose of supply power to all the forklifts, similar to the facility at the Amazon facility at 22 Hightstown-Cranbury Station Road, approve approximately two and one half years ago. They are moving the guardhouse 140 north towards one of the internal roads. They are eliminating two of four parking picnic areas with covered brake areas, referred to as 'smoke shelters'.

Exhibit A-1 to A-8 have been uploaded to the website link, along with the board professionals' reports, revised plans, etc.

All Applicant's professionals were sworn as called to testified and the Board's professionals as a group.

Mr. Cecil requested those testifying use the exhibit numbering that is already in place online to avoid confusion.

Mr. Fitzgerald Timm, Pre-Construction Manager for Amazon was sworn. He stated the leased this building recently and quick process of transitioning this a fulfillment center specifically designed for extra-large product. Extra-large products are major kitchen appliances, washer and

dryers, furniture, etc. The location is ideal for Amazon. In an area that is well situated to provide fulfillment services for Amazon. The building the leased recent and a quick process of transitioning this into building specifically designed so they can use it.

Mr. Timm explained the fulfillment process for the movement of the extra-large product, and stated Mr. Pehnke would go into the traffic movement details. The box truck delivers operate as a single shift, running from early morning to mid-afternoon. The line haul operations, bringing material into the warehouse, and shipping it back out of the warehouse, which is a 24-hr operation with two ten-hour shifts. There is a period of downtime between shifts to allow for the logistics of shift change to take place. The truck use is reality light with two to three trucks per hour from line-haul operations, 53' trucks. Box trucks are check in at the dock stations themselves, with a maximum of forty and they leave the facility early in the morning and return when they are finished deliveries and park overnight.

Mr. Wittman, referring to the hydro-fueling station, and asked to confirm that would be primarily for the forklift use. Mr. Timm stated exclusively for the forklifts. Mr. Wittman asked if the hydrogen would be brought into the site. Mr. Timm explained that the hydrogen would delivered via tank trucks, Mr. Salahudin Bin Yusif would explain further. Mr. Wittman asked if fueling of those vehicles would occur off site.

Ms. Spann asked Mr. Timm about the end of his statement of being unable to get electricity; was it a certain amount. Mr. Timm stated the power company could only supply 3k to 4k amps from the street. It would take a year to a year and one half to upgrade the facility and give them additional power. That was not the case in the other facility and hydrogen power is a more efficient fuel source when done on a large scale. With the number of forklifts that are necessary to operate this was an easy solution to create a more appropriate power need for this building and still meet our need.

Ms. Spann stated that she felt hydrogen was a great fuel option and glad to see the economics worked for Amazon and understood the applicant is looking to move forward quickly and wish the applicant good luck.

Mr. Gallagher asked if the applicant had considered solar to supplement their needs.

Mr. Timm said they have considered solar energy and they have setup this facility in order to accept solar power in the future, would like to have solar power on this building, and are pursuing it. However, solar power cannot be counted on all the time.

Mr. Ralph Orlando, sworn and accepted. Mr. Orlando stated his activity involved 15 or more years on this project. He stated he would be using three exhibits A-1 Representative of Current Plan, A-2 Exhibit representing the approval of 2017, Exhibit A-3 Cross Section of hydro fuel tank area. He explained Exhibit A-1 to the Board and stated it was essentially the same plan as

approved in 2017. The essence of the project has remained the same despite several amendments over several years for the different tenants. The building is in the same location the building size is essentially the same and has not changed. The parking areas, loading areas, dock areas, improvement areas and lighting areas are all essentially the same. Tonight the discussion was for minor modifications of the site in order for Amazon to operate the facility in a way that would allow them to create their product environment here, in both shipping and delivery.

Mr. Orlando stated there is a Letter A (marked on plan) that is pointing to the west court area, and in that area, under the Wayfair application, most of that white area was automobile parking, which Amazon does not need. Amazon needs the traditional loading areas and trailer parking areas. That area is now being converted back to a more traditional warehouse area. To the left of the "A" there is a fence, which will be automobile parking now. Essentially, the same as what was previously approved as part of the Wayfair application. The "A" area was the area approved in 2017 for loading as a truck court area. The Letter "B" over on the south (left) side of the sheet, there is a same green indication there. There they are placing the handicapped accessible parking, eight spaces as required, originally, on west side where the automobile parking is shown. Letter "C" is where there are eight motorcycle spots, which are going to be incorporated within a paved area, stripping it for motorcycle parking not car parking. Letter "D" is the green area; everything that is green represents an alternative way of built construction, than what was approved for Wayfair. However, that area in green was all paved for loading dock area (in 2017) and for trailer parking and now they are putting that back. Where "E" is located will be the area for the fuel tank. "F" is the roadway, which was approved in 2017 and in 2019 became a banked parking area. That area is now a road and no parking at the rear of the buildings. The parking is located in the west, truck court, area and the road would be used as one point of entry at a guardhouse for security reasons. All access, in-and-out, would be controlled through the guardhouse.

Mr. Orlando stated there were (originally approved) four break areas (for employees); one located on each corner of the site and those areas would no longer be required for this project. Alternatively, they are building two smoker shelters in area "H". The road is being built in the middle of what was parking, previously approved. The green areas for the guardhouse, previously approved, are being represented again and in the same essential location as in 2019, slightly further north.

Mr. Orland testified that they are maintaining the ordinance requirements and not increasing the impervious coverage, not asking for any variances or waivers, and fundamentally building a project that is in conformity to what the board has approved in the past. Mr. Orlando testified, using a cross-section, showing what the public view of the fuel tanks would be. He stated he felt they have accomplished what they felt was the interest for the Board and for Amazon. He stated the area was fully enclosed by fencing; totally secured and trucks come in and out through the guarded house and there would be an emergency access gate near the west court area and another

emergency gate to the left of the “A” in the area of the associate parking. Public security entities have access to the gates in the event of an emergency.

Mr. Hoder stated the original letter (that was received by the board and himself) did have all of the items they are changing addressed. He noted that Mr. Orlando did a good job explaining everything; and most of Mr. Hoder’s review was requesting additional testimony which he did. He commented on the storm water and did a good job of trying to keep the impervious coverage the same, not having additional storm water to exit the site, resulting in not having to change the basins.

Mr. Karl Pehnke was sworn and accepted as a professional. This facility, because it is an extra-large product facility has particular needs different from needs of the previously anticipated tenant. He explained, in detail, the number of staggered shifts, times, number of vehicles, etc. Truck traffic would be extremely efficient, running about 25 trucks a day during a 24-hour operation. The guardhouse will be constructed about 100-ft in from the rear perimeter road. The box trucks would not be processed at the guardhouse. The box trucks are waived through buy the guards directly on to the site with little delay and travel directly to the staging area. The long haul trucks are the only vehicles controlled at the guardhouse. They anticipate an automatic license plate reader may be employed at this location; it is still under review, which would reduce the processing time. At the west gate, which will remain closed, will have striping and other changes as requested by Mr. Feranda in his review memo.

Mr. Pehnke stated they anticipate activation of the traffic signal in February 2021. In addition, they did not need it (signal) to be operating for that intersection to operate safely with this facility coming online in September. Mr. Pehnke said that they have substantially put into place the improvements to the roadway as approved, including the work for the signal. There will be some reworking to the ramps and curb work but the majority of the curb work and pavement have been completed. They had to acquire some land and construction easements from Prologis for the signal to be installed and deed and easements have been recorded.

Mr. Preiss asked Mr. Pehnke to describe the trash and recycling operation. Mr. Pehnke referred that answer to Mr. Orlando.

Mr. Hoder had nothing.

Mr. Barranger (sworn) stated Mr. Pehnke has address all the comments from the July 23, 2020 review letter and had no questions at this time.

Mr. Gallagher asked Mr. Orlando if his firm was overseeing the MEP engineering relative to the hydrogen fueling facilities. Mr. Orlando answered that they were not, he stated it would be Plug Power and he believed who would be the next witness.

Mr. Stewart asked (regarding future automation) if it were still contemplated there would always be a human at the guard station and this would just expedite the process, or is it proposed as a completely automated process.

Mr. Gallagher asked about the plan from Plug Power that showed something closer to the building than what was on the site plan, relative to the hydrogen fuel. Mr. Stewart asked where specifically. Mr. Gallagher stated the green shaded area where the cross section AA runs through. On the sealed plan by Plug Power drawing No. 3106-C-001.

Using Exhibit 6 Site Plan and Tank and Exhibit 7 Equipment Plan Hydrogen Storage and Refueling

Mr. Pehnke indicated they would have to refer to Plug Power.

Mr. Salahudin Bin Yusif of Plug Power was sworn, gave his credentials and worked with a New Jersey licensed engineer on this project, Rick Jarvis, P.E. Mr. Mavoides accepted his credentials.

Mr. Yusif gave the overview of the fueling facility and the associated plans and cut-sheets by the manufacturer. Mr. Yusif stated that gas and liquid are stored and utilized and the quantity is less than 10,000 pounds, less than the EPA's own requirement for risk management plant. There would be hydrogen fuel deliver on the site, no production on site. Mr. Yusif stated they would have a liquid hydrogen storage tanks, 10,000-gallon tank of liquid hydrogen, similar, but smaller, to the one located at 22 Hightstown Road (18,000 gallons). He stated the liquid form is the best way in which to store and explained the technical process in which it is transformed for use and the equipment, which will be installed. He explained that the liquid storage tank would be vented and is an insulated dual-walled storage tank and keeping the material in a cryogenic state (extremely cold). Mr. Yusif explained the safety features in detail including the sensors to detect most emergencies, emergency stop and alarms, fencing and bollards and training of personnel. There were a few specific terrorist threat questions that Mr. Yusif explained were out of his level of expertise.

Mr. Stewart asked, with regarding to volatility and worse case risk, such as an explosion in the vicinity.

Mr. Yusif stated there are a significant amount of safeties around this facility to prevent any upset conditions where you are keeping it away from flammable things. He explained all the measures are in place, most previously mentioned, including proximately to vehicular terrorist threat. Beyond those scenarios he said he would need advice from someone more knowledgeable with terroristic threats. He explained the delivery process, filling from rear or side of delivery tanker.

Mr. Gallagher stated he felt Mr. Jervis should have been present to give testimony. Mr. Petrino argued that Mr. Yusif is licensed, just not in NJ and testified for the other facility.

Mr. Wittman asked about use of a solid fence and Mr. Yusif explained the dangers of hydrogen entrapment in oxygen rich environment.

Mr. Wittman asked about the calibration for the sensors. Mr. Yusif stated Plug Power has trained staff and monitored daily, weekly, monthly, etc., onsite for duration of contract.

Mr. Wittman asked about fueling within the building. Mr. Yusif stated those that fill are trained and he explained the filling procedures.

Ms. Spann asked about any issues with embrittlement. Mr. Yusif stated not at their facilities because they use all stainless steel tubing, and hydrogen does not embitter stainless steel. Ms. Spann asked about polymeric liner, just on the stainless. Ms. Spann asked about, one standard set-up to the 70 to 80 sites, does this site have any deviation from things that Plug Play learned to alter to standard setup? Mr. Yusif answered no, and the safety record does talk to those installing the work however, none that are none that he was aware of. He stated that the incident in Beirut was because of improper storage.

Mr. Ben Foth, was sworn and credentials were accepted. Mr. Foth stated the facility had four picnic areas, one on each corner, and Amazon does not work the facilities in that manner and consolidated the four to two sheltered 15'w x 20'l x 10'h locations to be used as smoking areas with white panels built on a concrete pad. There are a couple LED light fixtures and area lighting to pathway.

Mr. Orland returned to comment of the review letters. He stated there were three letters addressing the revised plans, as submitted. Most of the testimony this evening addressed the questions in some of the review memos, all of the technical items have been addressed, and there are none left to be discussed. The traffic was addressed in testimony and traffic study would be provided. There were no changes required by the new memorandum received from the board professionals.

Mr. Preiss asked about the trash and recycling. Mr. Foth stated there were four compactors, this site does not create a lot of trash, and a lot of what comes off the truck goes onto the racking and on another truck, for example: washer and dryer just go right on another truck and are delivered. Mr. Fritt said he would be able to get exact amount on site.

Mr. Preiss asked about the security fencing around the truck loading areas and was it black vinyl chain link. Mr. Orlando state yes and the same fence that was approved this board, previously. Mr. Preiss stated that has become the standard type of fencing in the entire warehouse district for Cranbury.

Mr. Hoder had no more questions.

Mr. Barranger had no more questions, everything has been addressed.

Mr. Kaiser asked about the solid waste, and was it all recycling. Mr. Foth said the waste would go off site and sorted off-site at a sort center. He encouraged recycling. He questioned the hot-box location. Mr. Orland stated that was approved in the last application and was part of the previous application and is in operation in other building. Mr. Kaiser asked about back-up generator. Mr. Foth stated that there was for life safety and NBS data infrastructure and located on opposite of the building by the compactor, center western portion of the building.

Mr. Scott asked about the delivery of hydrogen and how often they occur. Mr. Yusif said it would depend on the usage at the site but he suspected every seven to ten days between deliveries and each delivery takes about three hours for a full fill up.

Mr. Mavroides asked the one attending on phone if they had any questions or comments, that person did not.

Mr. Kaiser motioned for the approval of the application.
Mr. Hamlin seconded the motion.

ROLL CALL

AYES: Ms. Callahan, Mr. Gallagher, Mr. Hamlin, Mr. Kaiser, Mr. Scott, Ms. Spann, Mr. Stewart, Mr. Wittman, Mr. Mavroides

NAYS: None

ABSTAIN: None

ABSENT: None

MOTION PASSED

ORDINANCE REVIEW

CRANBURY TOWNSHIP ORDINANCE #07-20-09 AN ORDINANCE OF THE TOWNSHIP OF CRANBURY, IN MIDDLESEX COUNTY, NEW JERSEY, AMENDING AND REVISING CHAPTER 150-43 OF THE LAND DEVELOPMENT CODE ENTITLED "PARKING AND LOADING AREAS"

Ms. Cecil explained this was a Master Plan consistency review; look at it and report back to the Township Committee if there is anything that is inconsistent with the Master Plan and any other comments about the ordinance.

Mr. Mavoides stated he found it consistent with the Master Plan re-examination performed last year. He asked if there were any concerns or comments.

Mr. Preiss gave brief overview of the process to bring this before the Township Committee. Talking with Mr. Graydon, he recommends delete the word 'required' and consulted with Mr. Goodell, Township Attorney, and felt this was not a change with substantive change.

Mr. Stewart noted that there have been people in the past complaining about parking issues (lack of parking) in downtown; is this going to create someone coming to the Township saying that the parking problem was created by this ordinance and the township needs to build more parking.

Mr. Preiss stated the issues happen at the times when school is open and parents are dropping off children and picking them up. If there was a problem, there could be a recommendation that the requirements be re-instated. Since the recommendation was made in the parking lot of the former cycle shop that the parking there has not been used as much as intended, but provides addition parking, and addition to the proposed library space as shared parking.

The Board found the ordinance to be consistent and recommended the change to be incorporated with the final adopted version.

ROLL CALL

AYES: Ms. Callahan, Mr. Gallagher, Mr. Hamlin, Mr. Kaiser, Mr. Scott, Ms. Spann, Mr. Stewart, Mr. Wittman, Mr. Mavoides

NAYS: None

ABSTAIN: None

ABSENT: None

MOTION PASSED

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, did at this moment certify;

That I am duly elected and acting secretary of the Cranbury Township Planning Board and that the other minutes of the Planning Board, held on August 6, 2020, consisting of eleven (11) pages, constitute a true and correct copy of the minutes of the said meeting.

IN WITNESS of which, I have hereunto subscribed my name to said Planning Board this October 1, 2020.

Josette C. Kratz, Secretary

/jck