

**DEVELOPMENT REVIEW COMMITTEE
TOWNSHIP OF CRANBURY
23-A NORTH MAIN STREET
CRANBURY, NEW JERSEY 08512**

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DEVELOPMENT REVIEW COMMITTEE

Summary of Meeting

Meeting Date: October 7, 2021

Meeting Commenced 5:00 p.m.

The Development Review Committee conducted the following informal meetings as required pursuant to Township Land Development Section 150-76. Via the ZOOM Platform

DRC MEMBERS:

- ☐ James Gallagher (Alternate PB Member)
- ☒ Michael Kaiser (PB Member)
- ☒ Richard Kallan (Alternate ZBA Member)
- ☒ Evelyn Spann (TC & PB Member)
- ☐ Merilee Meacock (ZBA Member)
- ☐ Jason Mildenberg (EC Representative)
- ☒ Peter Mavoides (PB Member)
- ☐ David Nissen (ZBA Member)

PROFESSIONALS/ CONSULTANT/STAFF ATTENDANCE:

- ☒ Andrew Feranda, Board Traffic Consultant – Shropshire Assoc.
- ☒ Trishka Waterbury Cecil, Esquire – Mason, Griffin & Pierson, P.C.
- ☒ David Hoder, P.E., Board Engineer – Maser Consulting
- ☒ Elizabeth Leheny, PP, Board Planner
- ☒ Robin Tillou, In-training Planning Board Secretary

DISCUSSIONS:

PB348-21 Wuxi Biologics, USA - Block 1, Lot 7.01, Zone RO/LI
1 Cedar Brook Drive, Concept Review

Applicant's Representatives Attending: Ryan Kennedy, Stevens & Lee, Applicant's Attorney
Nate Itescu, IPS, Design Manager
David Citro, Mainstay Engineering Group, Engineer
Raymond Szuskiewicz, IPS, Architect
Thomas Yue, WuXi Biologics
Brian O'Toole, WuXi Biologics

Date Application Submitted:

October 1, 2021

Board Professional Review Letter Dated (Attached):

N/A

A brief description of proposed development:

The applicant is looking to construct the existing office and laboratory building located at 1 Cedar Brook Drive which has a partial second floor on the southwest side. The existing office space will be gutted to accommodate the USDA lab areas and adjacent support areas. There will be a new warehouse area in the building. New exterior doors will be added for egress. An existing exterior decorative steel structure will be demolished in the northeast corner to facilitate a new loading dock area. Existing strip windows will be removed, and new loading dock doors will be constructed. Three new loading dock doors will be added. The storage will be for the final product which will have a dedicated shipping dock for that purpose. The receiving dock is for the WuXi supplies. New storm conveyance will be required for the new loading dock, including a trench drain and underground storm piping, which will connect to an existing storm structure. Parking lot modifications will be done to accommodate a new loading dock area at the northeast corner of the building. The parking count will be reduced from 256 spaces to 237 total spaces. 274 spaces are required with this proposal. Parking areas will be changed from asphalt to permeable pavers to accommodate the additional impervious coverage added by the proposed loading dock. A cardboard baler east of the proposed loading dock area will be installed. There will be landscaping and buffering improvements in the form of replacing trees which were removed for the proposed development. The trees will be placed to buffer the proposed cardboard baler.

Elizabeth Leheny addressed the square footage of the building decreasing slightly. Her calculations are different, and the numbers may need to be adjusted.

Andrew Fernanda had the following comments:

- The location of the loading docks is not near an access and requires the trucks to travel through parking. The truck and delivery traffic should be separate from employee

- parking. There is a shared driveway through Cedar Brook that would be a shorter route.
- The Board will want more detailed information for the truck traffic. The type and size of trucks, etc.
 - Due to the loading docks being at this angle, the approach to the loading docks from the existing isles will be tight. The turning analysis plan will be required due to this.
 - The number of employees will be helpful in the parking bulk variance. More support may be needed. A parking count at the other facility may help as well.
 - The office lab building that is being added is not in the nature of the corporate center. The overall mix will have more trucks in an area that was not intended for trucks.

David Hoder had the following comments:

- The applicant could provide signage and additional curbing to provide less conflict between the tractor trailer and the cars.

Mr. Mavoides has a concern of the truck and car traffic circulation.

Ms. Spann has concerns of the office park having architectural symmetry and would like to see it maintained. Taking down the metal piece is one of the architectural threads going through the park. There could be a better way to stream the trucks. There can be a more direct route of the trucks.

Mr. Kaiser has concerns of the original purpose of this property being a campus/office park and it is being changed to something different with the larger trucks.

Mr. Kallan agrees with the consensus of the members and professionals with mixing the trucks with the cars and pedestrians.

Mr. Yue clarified this should not be classified as a warehouse, it is more of a storage unit due to the size of it.

The DRC was in consensus that the applicant should address the truck circulation.

Application Deemed Complete: ☐ YES ☐ NO ☒ N/A