

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

**MINUTES APRIL 6, 2017
APPROVED ON MAY 4, 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 April 6, 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

Pursuant to the Sunshine Law, adequate notice in accordance with 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 (Left @ 7:37 p.m.)

PROFESSIONALS IN ATTENDANCE

- Andrew Feranda, Traffic Consultant
- Ray Savacool, Board Engineer (filling in for Glenn Gerken, Board's Conflict Engineer)
- Trishka Cecil, Esquire, Board Attorney
- Josette C. Kratz, Secretary
- Richard Preiss, Township Planner
- Denise Sweet, filling in for Board's regular Court Reporter

RESOLUTIONS

PB292-16 A & M Industrial, Inc.
 Block 8, Lot 1.02, Zone LI
 326 Cranbury Half-Acre Road
 Major Preliminary and Final Site Plan

Mr. Johnson motioned for the approval for the Resolution of Memorialization. Ms. Callahan seconded the motion.

ROLL CALL:

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

MOTION CARRIED

MINUTES

Minutes of March 13, 2017 upon a motion and second, were unanimously approved.

APPLICATIONS

PB 098-05 Cranbury Brick Yard, LLC (a.k.a Viridian &/or Unexcelled)
 Block 10, Lot 10 and Block 12, Lot 11
 Brickyard Road
 Amendment to Original Preliminary & Final Major Site Plan

REPRESENTATIVES: Richard Goldman, Esquire
 Mark Griffin – Amazon
 Joseph Zingaro – Clarion Partners
 Michael Golias – Langan
 Dan Disario – Langan
 Gregg Woodruff – Langan
 Rainer Muhlbauer – BL Companies

TRANSCRIPT AVAILABLE UPON REQUEST

Applicant's representative and the Board's professionals were sworn.

Each of the professionals' credentials were accepted at the time each testified.

Mr. Goldman gave a brief introduction. Original approval of this application comprised of three warehouses at about 2.4 million square feet. This was a contaminated site full of munitions which had blown up in the 1950's. Viridian's cost was about \$80 million to take on the environmental remediation. Clarion, the present property owner, started erecting the 900,000 SF building and was approached by Amazon, who expressed interest in a long-term lease. Clarion was here to meet the needs of Amazon as a tenant.

Mr. Zingaro is with Clarion Partners, a real estate investment advisors who work for an industrial fund. Clarion focuses on buying and building warehouses across the country. He explained they kicked off their first building on a speculative basis, and are now excited with Amazon's interest.

Mr. Griffin testified this facility would be a non-sort fulfillment center focusing on larger items that do not lend themselves to the robotics technology employed in the Robbinsville facility. Trucks receiving will come in full and trucks shipping merchandize with also leave full, limiting the number of trips.

Mr. Goliass testified.

EXHIBIT A-1 Color rendering of the site plan

EXHIBIT A-2 Aerial photo of site, dated 3/20/2017 taken by a drone.

EXHIBIT A-3 Approved rendering colorized

Mr. Goliass explained the relief sought required no additional variances and included four design waivers and lighting changes. They had no exceptions to the Board's professional reports from Mr. Preiss and Mr. Gerken. Applicant was required to provide 345 car parking stalls, proposing 693 in order to accommodate Amazon's largest shift, which is about 500 employees (during the Christmas period). The applicant was proposing a minimum average of 2.5 foot candles within the car parking lot where the ordinance minimum, maximum average is one foot candle.

Mr. Cook asked if the fixtures would focus down, Mr. Goliass answered they would, same exact type of fixture as previously approved, yet LED which is better than those available five years ago.

Mr. Goliass explained the landscaping and concrete/asphalt capping was approved by NJDEP, which dictated specific restraints to the site in accordance to the previous approval.

Raynard Malbower testified using sheets SP-1-1 through SP-1-5, previously submitted in the Board packets. He testified of the dock door changes, which would be removed and which would be replaced. He explained the design of the entryways, the changing of dock doors into new egresses, and storefront windows relating to the employee areas. Twenty-two dock doors will be removed and replaced mostly with storefront windows, opening into the employees' areas, and a couple of those have been replaced as means of egress by the building code.

Mr. Woodruff testified the proof standards, and hardships specific to the constraints of the property.

Mr. Disario stated they proposed, during the peak season a peak shift to be about 500 employees on the day shift and about 400 employees on the night shift. He said they would like to start their day shift at 7 am until 5:30 pm with half hour stagger times of 7 am and 7:30 am and evening would start 6 pm and end 4:30 am, staggering one half hour. Non-peak season is generally January to November. There is an inbound side of the warehouse function (receiving) and an outbound side of the warehouse operation (shipping). The staggered shift makeup is also a way in which to take advantage of Amazon's traffic coming when the traffic on the adjacent roadways are not at their peak. Applicant felt having Amazon as a tenant, in building two, would generate less traffic in terms of truck trips than it would have otherwise if all three warehouse buildings occupied with typical warehouse tenants, like Home Depot. Amazon will generate more car traffic than a similar-type warehouse user in terms of what was originally approved. During peak, Amazon would generate about 20 more cars coming onto the site and about 110 more cars leaving the site versus what was originally approved. From six to seven in the evening, Amazon would generate about an additional 115 cars coming into the site that one hour and about 145 additional cars leaving the site in that one hour. Daily, Amazon would generate on the order of about 150 or 160 more cars coming in the entire day. In terms of trucks, from 6:00 – 7:00 am Amazon would generate about ten less trucks, five coming in, five going out 6:00 – 7:00 pm. There would be about 11 less trucks coming in and going out. Over the course of an entire day during their off-peak season, there would be about 230 less trucks coming in and about 230 less trucks going out if Amazon were to occupy Building Two and the other one and three buildings would be typical warehouse tenants.

Mr. Disario stated their major employment draw would be from New Brunswick, Hightstown, Jamesburg, Monroe and South Brunswick. He felt they would not draw from Cranbury, West Windsor or Princeton. Trenton could be a potential draw, however he stated the Robbinsville facility would likely be where they would go.

Mr. Disario explained this project needed to install traffic signals at the appropriate times and need to modify the radius, in order for vehicles coming eastbound could make the right turn onto Hightstown-Cranbury Station Road. He explained in detail some of the improvements already completed. In order to determine the impact of Amazon they used the same two intersection they were required for the original approval in evaluating the impact of that 2.5 million square foot project.

Mr. Kehrt stated they were going from 940 parking spaces to 1,288; an increase of 37 to 40 percent, doubling the amount of parking for Building Two.

Mr. Goldman argued that for 11 months they would have 350 employees in that morning split shift in half, 175 each, lower in any given peak hour. It's the three weeks out the year that Amazon needs the extra parking in order to handle the peak season.

Mr. Hasselbach opened the floor for public question directed toward the Amazon Representative only (Mark Griffin).

Ms. Jill Frost, a Cranbury Resident, wanted Amazon to realize the impact before they move in. She stated the Princeton High School bus would be picking up children on Station Road, on this side of town, at 6:45 a.m. possibility impacting lateness.

Wendy Jeanne Dillion, a Cranbury resident, asked if Amazon was C-TPAT certified. Mr. Griffin did not know the answer.

Judy Rougas, a Cranbury Resident, inquired Amazon consider contributing to the Liberty Way Bridge.
Mr. Goldman answered no.

It was announced that the applicant would carry this application to May 18, 2017 without further notice.
Ms. Kratz announced that she could not verify the location at this time.

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 hereby certify;

That I am duly elected and acting secretary of the Cranbury Township Planning Board and, that the foregoing minutes of the Planning Board, held on April 6, 2017, 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 May 4, 2017.

Josette C. Kratz, Secretary

/jck