

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

**MINUTES MAY 10, 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 10, 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 (Excused)

PROFESSIONALS IN ATTENDANCE

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

APPLICATIONS

PB098-05 Cranbury Brick Yard, LLC (a.k.a Viridian &/or Unexcelled)
Block 10, Lot 10 and Block 12, Lot 11, Zone I-LI
Brickyard Road
Amendment to original Preliminary & Final Major Site Plan

REPRESENTATIVES: Richard Goldman, Esquire
Mike Golias, Langan Engineering
Dan Disario – Langan

Mr. Glenn Gerken was sworn. Mr. Gerken described the changes that were made to the plans as summarized in his report dated March 2017. Mr. Gerken stated the parking reconfiguration was the one sizable change. They are building some of the parking areas, which will remain unused with this tenant. When the tenant changes they would come before the Board. There were a few other changes with the lighting. On the north side of the building, they are erecting an 8 FT high fence around the loading docks and trailer storage areas. The ordinance allows for the fence. However, landscaping was necessary for the front of the fence. The applicant was proposing several 100 more additional plantings. There would be a guardhouse to control trucks entering and exiting. Hightstown Cranbury-Station Road remains unchanged. There was additional landscaping on the south side, triggered by the request of a design waiver necessary for the landscaping within the parking area, which was already paved. Required number of trees would be planted to the south side of the new parking area. Foot candles have been slighting increased in the vehicular parking area. Parking spaces proposed were 693 car parking spaces, which a design waiver was requested. Summarized major changes would be the elimination of the truck parking on the south side, the inclusion of the parking for passenger cars and entrance focused in the middle of the south side.

Mr. Preiss summarized his report also, adding there was extensive testimony given on the need for the additional parking and other changes. He noted the capping limitation. The applicant agreed they would compensate additional landscaping elsewhere. Application required no new "C" variances.

Mr. Feranda commented about the bus routes, something a member of the public previous questioned; he felt the cars would have to abide by the law and that most times vehicle traffic tends to work around adjusting their schedules to avoid school buses. Mr. Feranda then went through each item listed in his report dated March 31, 2017.

Mr. Feranda stated using Liberty Way has been envisioned. However, there was a roadblock in its construction including but not limited to environmental issues, NJDOT, and other improvements. Mr. Feranda felt there should be information visible for the “drop off” areas. The huts should have bollards around them. The one protected aisle was the only refuge available for pedestrians. Mr. Feranda asked why the previously approved sidewalks were being removed. He had a concern with the loading area and trucks backing out not being processed fast enough. He requested bollard for the guardhouse. He stated he wanted all gates approved and accessible to the Fire Company. He requested a parking study after one year, but not too long after to mitigate if necessary. He wanted the applicant to provide roadway and signal improvements status update. If there were significant, traffic added then improvements would be necessary. He mentioned the need for the “Cranbury Circle” and NJDOT needed for NJDOT to improve that circle. He requested a sign to “wayfinding” to guide employees and trucks.

Mr. Golias testified using the following exhibits:

EXHIBIT A-5	Rendered Site Plan of Building 2, dated May 2017
EXHIBIT A-2	Ariel Photo

Mr. Golias stated that they did not want raised objects impeding the drainage flow but would consider bollards. They would provide curbs signs to direct traffic. They were allowing only one-way traffic, which was a standard of Amazon’s. The applicant has never had an issue, which required speed bumps. A bus turning radius plan would be provided. The applicant had storage for seven trucks per hour, maximum six minutes per truck. The applicant was being held up on the signalization because of Conrail and Middlesex County, which they closed last week. All the unground work related to the signalization has been completed. Mr. Golias stated the handicapped area would be provided near the recruiting area cost analysis Fair Share contribution would be added to the fund of the original approval.

Mr. Kehrt asked if work was performed on Brickyard and Cranbury-Station Road. Mr. Feranda stated no. Mr. Kehrt asked how that would be resolved and Mr. Feranda answer it would be resolved similarly to Brickyard Road.

Mr. Hasselbach stated he would like more influence on swaying the NJDEP to look at the Liberty Bridge. It was part of the 1999 Master Plan with the DRRC, and if it were built, then this would not be a problem. Resolution to having the Liberty Way Bridge built would help the town significantly and this situation.

Mr. Goldman reported there was a lot of testimony on how the applicant would mitigate and how this would work. They worked with their neighbor with the Alfieri Company and came up with a manageable six-point proposal of appropriate conditions. #1. Amazon would be a non-sort fulfillment sort and not convert to any other type of facility, e.g. small item sort facility without coming back to Board for an amendment. #2. During initial peak and non-peak seasons, Amazon will utilize the AM and PM peak hour staggered shifts as represented in February 2017 Langan report. #3. Based on the February 2017 Langan the Township will identify the nature and scope of additional mitigation improvements of Brickyard Road and Amazon would be required to make a Fair Share contribution before a CO would be issued. That would be incorporated into a Developer's Agreement executed by Amazon, the Developer, and the Township. #4 Amazon shall prepare a new traffic impact study to confirm the accuracy of the AM and PM projections in the February 2017 Langan report for both the peak and non-peak seasons, once the non-sort fulfillment center was fully occupied and at such time the as the traffic consultant directs, but in no event later than two years after the second anniversary of full occupancy. #5 Based on the new study the Board shall identify and in coordination with the Township Amazon shall promptly implement whatever mitigations, such as added shifts, shuttles, road improvements, etc. to restore the trip levels to the AM and PM peak hours to no greater than maximum of a 10% increase in the AM and PM peak estimates in the Langan 2017 report. #6 Provision that they are agreeing to the Developers Agreement for the Township to have the right if the developer or the applicant defaults on performance of the obligation under this agreement the Township may avail itself of all remedies available.(Ms. Cecil explained that would be something between the Applicant and the Township, not under the Board's)

Mr. Petrino introduced himself. They have taken the position they do not oppose this application or any of the waivers. Their concern was the traffic impact on the Route 130 Station Road intersection. They have spent a lot of time with Mr. Goldman and his traffic consultant, himself and Alfieri's traffic consultant to come up with the items just read into the record. They are satisfied if these conditions are included in the resolution of approval they have no issue and support the application approval.

Mr. Robert Dillon, a resident of Cranbury, previously sworn, gave the Board and applicant's attorney a copy of a packet he put together.

EXHIBIT P-1 Mr. Dillon's packet of photographs and a letter to the Board.

Mr. Dillon read the letter to the Board into the record.

Ms. Dillon, a resident of Cranbury, sworn, explained the situation of six houses on the road, which was 20 to 25 FT off the road. She stated there was also a business on the road, which has their operation located on both sides of the street. The amount of traffic will devastate those houses and cut business. There was a disabled man who uses his "jazzy" to travel from neighbor to neighbor. She felt for the approval they should have given something back towards road improvements. Anyone else would have to confine his or her work to his or her property.

Mr. David Barclay, owner of Chamberlin & Barclay located on Hightstown Cranbury-Station Road, sworn, stated he was a fourth-generation fertilizer manufacture company located 3/10ths mile from the proposed Amazon warehouse. He stated the excessive traffic would be affected along with his customer base. They cross this road numerous times a day with loaders, forklifts, wagons, and trucks. Additional traffic from Amazon would present safety issues for him and his workers. He felt approving the additional parking would be a mistake for town people and business.

Ms. Jill Frost, sworn previously, spoke about her feels regarding the approval and the traffic impact and who would occupy the other two warehouses that are proposed. She did not know how there could be traffic studies without the actual cars on the road and expect them to be accurate predictors of what would happen. She felt as long as the circle remained there would be backups.

Ms. Lynn Barclay, wife of Dave Barclay, sworn, stated that hoping for the circle improvements were not realistic. She heard about the comparisons with the Robbinsville, and this one yet did not hear anything about the proposed use verse the current use regarding numbers of cars versus the number of trucks.

Mr. Desirio already swore, went through the number of trucks as he previously explained at the last hearing.

Mr. Ed Sekelsky, Resident of Cranbury, sworn, any improvements made to Route 130 brings more cars and trucks through downtown Cranbury. He felt there should be no more approvals of the application until there are improvements. He suggested a sound wall along Route 130 as part of the builder's remedy along with fixing the circle on Route 130.

Ms. Reese, previously sworn, felt the Board should look at this holistically. There are no means of egress for emergency vehicles. She also asked about the handicapped spots and the criteria used for the numbers.

Mr. Vikal Kappur, a resident of Cranbury, sworn, stated various reason he was against the application.

Public portion closed

Board professionals gave their closing statements.

Mr. Gallagher asked about fleshing out the definition of a “non-sort facility.”

Mr. Kehrt moved the application be approved subject to Mr. Goldman’s comments and the number of conditions recommended in the professional’s reports.

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

ROLL CALL:

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

MOTION CARRIED

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 May 10, 2017, consisting of six (6) pages, constitute a true and correct copy of the minutes of the said meeting.

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

Josette C. Kratz, Secretary

/jck