

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

**MINUTES MARCH 3, 2022  
APPROVED ON MAY 5, 2022**

**TIME AND PLACE OF MEETING**

The regular meeting of the Cranbury Township Planning Board was held via Zoom <https://us06web.zoom.us/j/86494062397> Meeting ID: 864 9406 2397 on March 3, 2022, at 7:00 p.m.

**CALL TO ORDER**

Michael Kaiser, Chairperson, called the meeting to order at 7:00 pm.

**STATEMENT OF ADEQUATE NOTICE**

Adequate notice as well as electronic notice of this meeting were provided in accordance with the requirements of the Open Public Meetings Act and the regulations governing remote public meetings. The notice included the time, date and location of the meeting and clear and concise instructions for accessing the meeting. A copy of the agenda for this meeting was made available to the public for download on the Township's website, and all documents and other materials pertaining to any applications listed on the agenda were posted electronically and made available for download at least forty-eight hours prior to the meeting.

All participants in this meeting are required to keep their microphones muted until recognized or directed otherwise. The Board will engage the Zoom "mute" function until the time for public comment is reached.

Members of the public who wish to make a comment are required to use the "Raise Hand" feature in Zoom, or, if participating by telephone, by pressing \*9. Once recognized by the chair, the participant will be able to unmute his or her microphone and offer a comment. Interested parties wishing to ask a question or make a comment during a public hearing on an application will be sworn in and asked to provide their name and address before proceeding. The Board Chair or his designee will manage the order of the comments.

**MEMBERS IN ATTENDANCE**

- ☒ Ferrante, Michael
- ☒ Gallagher, James
- ☐ Hamlin, Judson
- ☒ Jones, Dominique
- ☒ Kaiser, Michael
- ☐ Mavoides, Peter

- ☒ Spann, Evelyn
- ☐ Stewart, Jason
- ☒ Wittman, Wayne

#### **PROFESSIONALS IN ATTENDANCE**

- ☒ Andrew Feranda, Traffic Consultant
- ☒ David Hoder, Board Engineer
- ☒ Elizabeth Leheny, Township Planner
- ☒ Robert Davidow, Esquire, Board Attorney
- ☒ Robin Tillou, Planning Board Administrative Officer

#### **MINUTES**

Upon a motion made and seconded the minutes of February 3, 2022 were unanimously approved with revisions.

#### **APPLICATIONS**

**PB325-19      Cranbury Station Road, LLC c/o Summit Associates, Inc.  
Block 13, Lot(s) 13, 15 & 16, Zone I-LI  
Hightstown-Cranbury Station Road  
Preliminary and Final Site Plan/Subdivision**

Chairperson Kaiser announced this application will be tabled to the May 5, 2022 Planning Board hearing and will re-notice.

**PB353-22      Cooper Electric  
Block 4, Lot 1.03, LI Zone,  
311 – 315 Half Acre Road  
Amended Preliminary and Final Site Plan – Signage**

REPRESENTATIVES:      Jennifer Mazawey, Esq., Genova Burns LLC  
David Cooper, Cooper Electric  
Paul Ricci, RicciPlanning, LLC  
Glenn Burney, Mitchell Signs, Designer  
Jeff Sias, Engineer

Mr. Davidow advised all witnesses from the previous meeting remain under oath for this application.

Mr. Davidow swore in Mr. Glenn Burney, Mitchell Signs.

Ms. Mazawey explained the Board comments from the previous meeting that have been done for this application. Ms. Mazawey presented the video that would show the lighting of the signage

as requested by the Board (Exhibit A-3).

Ms. Jones asked if the additional lights (on the top of the building) in the video were not representing the proposed signage lighting.

Ms. Mazawey stated correct.

Ms. Mazawey stated light spillage from the internally illuminated sign was another concern of the Board. The detail sheet for the lighting was sent to the engineer and the engineer confirmed there is no spillage on Half Acre Road nor the Turnpike. There are 0-foot candles at the property line.

Mr. Davidow swore in Jeff Sias, Applicant's Engineer.

Mr. Sias advised the Board he is a licensed engineer in NJ and is current. He has been an expert in engineering in the state of NJ and has testified before this Board in the past. Chair Kaiser accepted his credentials.

Mr. Davidow swore in the Board's professionals.

Mr. Sias displayed "Exhibit A-4 Cooper Lighting Plan" that showed the foot candle.

Mr. Sias advised the area in the lower left of the building where the sign in question will be located, shows 1-foot candle of light and the outside of that comes is .5-foot candle. At the edge of the parking field shown is .1-foot candle and the end of the legs is 0-foot candle. Along the property line of the Turnpike is 0-foot candle.

Mr. Hoder stated after looking over Exhibit A-4 you will see the sign, but it will be in the distance and cause no light on yourself or the ground in that area. It will be no brighter than any other sign on the Turnpike and will be less bright than the electronic billboards.

Mr. Ricci stated as the Board requested, he had done research of the surrounding signs similar. The analysis for Amazon is they were approved for two (2) signs, 150 sq. ft. each. He had measured the building face with comparison of what was approved for 343 Half Acre Road, Amazon. That would amount to 1.2% of the front façade facing Half Acre Road. Wayfair has two (2) buildings and the Board approved three (3) signs of 112 sq. ft. each for 44 and 48 Station Road. 48 Station Road is the larger building and that had approximately 528 linear feet of the building width and that sign would be .037% of the building façade facing Station Road. 44 Station Road would represent 1.2% of the building. In comparison our signs would occupy 0.74% façade facing Half Acre Road and 0.5% façade facing the NJ Turnpike.

Mr. Ferrante asked what the sign size is and what the ordinance allows.

Ms. Mazawey stated the ordinance requires a rectangle around the sign, which is invisible, with the rectangle, it is 202 sq. ft. for the façade on the turnpike and above the main entrance is 188 sq. ft. If they are taking the sq. ft. of just the letters and the logo, the turnpike facing sign is 185 sq. ft. and the main entrance would be 115 sq. ft due to having dead space in the sign.

Ms. Leheny reiterated what her associate did at the last meeting regarding an ordinance being applied after an applicant has filed a PB application. She had advised the new regulations for wall signs permit 2% of the façade wall or 100 sq. ft., whichever is less. They are also permitted to have the channel letters lighting as they have demonstrated in the new ordinance.

Mr. Gallagher announced he had listened to the recording of the last meeting to be eligible to vote for this application. He asked if this would be the largest sign we have approved.

Mr. Ferrante stated it is 35 sq. ft. bigger than the largest one we approved when determining it with the dead space (115 sq. ft).

Mr. Gallagher asked if the sign could be downsized to 100 - 150 sq. ft. if it would still be visible from the turnpike.

Mr. Ricci stated when you look at the diagram of the visibility from the Turnpike you can see that the side is not overly large and does not look massive on the scale of the building. He has not done the analysis of when it becomes not visible.

Mr. Wittman asked if you took out the chevrons and just did the wording, what the size would be.

Mr. Burney stated he can give an approximation of the lettering being 69 sq. ft. and the chevrons being 27.9 sq. ft.

There was a lengthy conversation with the Board members on their opinions of the signage.

Chair Kaiser opened the meeting to the public. With no public comment, Chair Kaiser closed the public forum for this application.

#### EXHIBITS:

- A-1 – Jefferey J. Sias, November 18, 2021 Sheet 1 – C-1 Title Sheet - Key Map – General Notes
- A-2 – Jefferey J. Sias, November 18, 2021 Sheet 2 – S-1 (1/S-1 – 6/S-1) – Signage, Location and Details
- A-3 – Video depicting the proposed lighting of the signage
- A-4 – Cooper Lighting Plan Foot Candles

MOTIONED TO APPROVE: Ms. Spann

SECONDED: Mr. Ferrante

ROLL CALL:

AYES: Mr. Ferrante, Ms. Jones, Ms. Spann, Mr. Wittman, Mr. Kaiser

NAYS: Mr. Gallagher

ABSTAIN: None

MOTION PASSED

**PB346-21      J-Star Research (Cedar Brook Corp)**  
**Block 1.01, Lot 1, RO/LI Zone**  
**2 Clarke Drive**  
**Preliminary and Final Site Plan Amendment**

REPRESENTATIVES:      Stephen Slaven, Esq., Turp Coates Driggers & White, PC  
Don Kientzler, J-Star Representative  
Greg Ursprung, Bergmann, Engineer  
Joshua Vanderveen, Bergmann, Engineer  
Bruce Simon, Eastern Properties, Owner of 2 Clarke Drive

Mr. Slaven introduced the application by stating that they will be reconfiguring an existing loading dock area to require a new truck delivery entry way. This is to allow the ingress and egress of the area to safely pull into and out of the loading dock area. They are also seeking a liquid nitrogen tank and emergency generator to the building. The additional site work will be landscaping, sidewalks and curbing. This facility is for research laboratory and manufacturing. There is going to be an expansion of the loading dock area. The location is the back of the building. The current parking is 590 for the building, the proposal will lower it to 540 and the applicant is requesting a design waiver. The impervious coverage is currently 54.84%, which is over the 50% limit. The proposal will then make the impervious coverage 54.92%. The liquid nitrogen tank will allow for less traffic in the building and is required for the work they do in the building. The applicant currently has smaller tanks delivered to the building, so the tank will give them less traffic. The backup generator proposed has been approved for J-Star's 7 Clarke Drive location and they would like to move that generator to this location (2 Clarke Drive).

Mr. Davidow swore in the applicant's professionals.

Mr. Slaven introduced the first witness, Don Kientzler, J-Star Representative.

Mr. Kientzler stated he is head of engineering and J-Star is a contract research organization for the pharmaceutical industry. They do contract work for other companies. They do the design of the synthetic routes for the pharmaceutical ingredients. They are getting into the drug product formulation area which would include the manufacturing for clinical trial. The area they are building out would be focused on the form development and the area for drug formulation

development and the GMP trials manufacturing. They need the site change due to traffic coming in via tractor trailers. The number of vehicles anticipated is the initial phase would be 3 – 4 trucks per day of small trucks and 3 – 4 tractor trailers a week. The 2<sup>nd</sup> phase will be 1 – 2 tractor trailers a day at most, and the box trucks/vans will be 4 – 5 per day. Liquid nitrogen would be delivered once or twice a month. The nitrogen would be used for the tank and it is an easier storage for it in large quantities.

Mr. Slaven introduced the next witness, Greg Ursprung, Applicant's Engineer.

Mr. Ursprung advised he has testified as an expert for Planning Boards in NJ and has been an engineer for 40 years. Chair Kaiser accepted Mr. Ursprung's credentials.

Mr. Ursprung displayed Exhibit A-6, Sheet C100 Overall Site Plan and Exhibit A-20, Sheet C130 Landscape Plan and Details. The new entrance on the west side of the building will have a sidewalk connection to the existing sidewalk. Mr. Ursprung showed where the two (2) new dumpsters would be located on Exhibit A-20. They are two 8-yard dumpsters. One is a trash dumpster and the other is recyclable. A chain link fence will be around the enclosure of a 6 ft. high chain link fence and it is provided with landscaping in the north and west side of the dumpster enclosure. Mr. Ursprung showed where the nitrogen tank will be located on Exhibit A-20. There is a 12 ft. x 12 ft. pad adjacent to the tank and landscaping is provided on the east and west side. All the landscape screening is 5 ft. high. Access will be provided for the trucks to the loading dock, to the tank delivery and to the dumpsters. Mr. Ursprung advised on Exhibit A-20 the truck traffic pattern. They are separating the truck traffic from the passenger vehicle traffic. There is an 8 ft. wide landscaped island so there is no crossover of passenger vehicles in the truck area. There will be a chain to prevent any passenger vehicles from entering the truck delivery area, but emergency vehicles can remove the chain. They made a connection between the two parking islands so it would not create a dead end. The drainage will be the same as existing. There is a slight increase in the impervious coverage. Two catch basins have been added as well as a trench drain in the loading dock area. There is no change to the existing lighting. They are adding wall packs at the end of the loading area. The location of the existing driveway and the proposed driveway will be a little over 100 ft., and the code states entrance should be 200 ft. apart. Due to the need of safety for the truck traffic and the passenger vehicles and the access point needed of the loading dock they do not see it resulting in any impact with passenger vehicles or any safety concerns. The truck volumes were provided in the traffic impact memo within the application. The impervious coverage will increase .08% and the overall Cedar Brook complex is well under 50%. The required parking is 1 space per 300 sq. ft. which would be 834, 590 spaces are currently there and they are proposing 540 spaces, which would be a reduction of 50 spaces. The front yard loading area on the west side of the building (the rear) has a 50 ft. setback from the building lines and the street lines. The generator will be a diesel generator.

Mr. Slaven introduced Bruce Simon, Eastern Properties.

Mr. Simon stated the generator was located at 7 Clarke Drive and the town approved the increase in size of the generator. The reason we are proposing this generator is there are sump pumps in the basement to take care of any water that flows in. The fear is if there is a power outage the sump pumps will allow water to come in, but they do not want that. The generator would only be run for a power failure and the testing. The testing would be done once a week for 15 – 20 minutes and only be done at night.

Mr. Kientzler stated J-Star is typically a M-F 9-5 business and the truck traffic is standard delivery within that time.

Mr. Feranda stated the testimony makes sense for the less than 200 ft. as required for the entrances. It would be good to get center line striping on Clarke Drive between Cedar Brook Drive so vehicles stay on their side of the road. Site distance lines are provided at the driveway, but it is based on a passenger vehicle, but it should be based on a WB-50. He is concerned of the pedestrian crossing especially in a loading area where you will have the trucks backing up. A rail should be put up.

Mr. Ursprung stated they will eliminate the crosswalk and make it, so pedestrians are not allowed to go in that direction.

Mr. Feranda stated there are handicap spaces and wants to make sure there is a handicap ramp going down to the handicap spaces.

Mr. Ursprung stated there are existing handicap ramps.

Mr. Feranda stated the emergency generator is away from the main door and loading area. It would be a clever idea to put a concrete pad around it or a sidewalk connecting to it for service and maintenance.

Mr. Ursprung stated there will be a concrete pad.

Mr. Simon stated the general maintenance will be once a quarter or if it needs diesel. He can extend a path with pavers or sidewalk to go to the generator from the driveway.

Mr. Feranda stated the parking requirements already has a deficit and the proposal will lower that another 50 spaces. Can you state the number of employees will be consistent with the parking?

Mr. Kientzler stated his operations will stay consistent in phase I and phase II to include laboratory and manufacturing of medical supplies. They will be at the 500 or less parking numbers.

Mr. Feranda stated the parking dimensions should be noted and be white and not yellow, one of the plans noting them as yellow.

Mr. Feranda would like confirmation that nothing being done here will be affecting the zone and the truck traffic.

Mr. Kientzler stated the reason there is large tractor trailer is because they come, for example, in a fed ex tractor trailer for a single pallet of material. They are not packing tractor trailers with material, which is what the companies send us sometimes.

Mr. Feranda stated the connection between the employee parking and the loading area will only be used for emergency purposes, but a chain may not be enough protection. A better way should be provided to discourage vehicles running through a chain because they cannot see it.

Ms. Leheny asked regarding the parking, how many employees do you have at the site.

Mr. Kientzler stated up to 49 people.

Mr. Leheny asked if the generator has any landscape screening or fencing for the generator.

Mr. Simon stated they can do landscape screening.

Ms. Leheny asked if electric vehicle charging stations would be provided as an amenity to the employees.

Mr. Kientzler stated he would be open to it.

Mr. Hoder stated the lighting near the loading dock is intense in certain areas and needs to be lowered. The disposable waste trash pads being proposed are supported by a chain link fence, but normally this Board requires something that matches the building and is more substantial. Is the generator covered?

Mr. Simon stated yes, it is in an enclosure. The sound would not transmit outside the boundaries of the building. We agreed to put landscaping around the generator.

Mr. Hoder would like more details to the nitrogen tank.

Mr. Feranda requested the heavy-duty pavement for the trash enclosure be rectangular as opposed to angled as it is.

Mr. Ursprung stated they can square that off to make the whole section heavy-duty.



Mr. Gallagher asked if the tank is up to code regarding setbacks, parking, etc.

Mr. Ursprung stated yes it meets those requirements.

Mr. Gallagher asked if the building currently has liquid nitrogen.

Mr. Simon stated numerous other tenants has liquid nitrogen.

Mr. Gallagher asked who is designing the piping between the tank and the building.

Mr. Kientzler stated the engineer is designing the piping between the building and the tank. We rent this tank from the supplier, so they own all the piping. The piping will be underground. There is no liquid nitrogen beyond the package unit. They just get gas from the evaporators.

Mr. Wittman asked for the signage that is there from the road that advises shipping entrance only.

Mr. Ursprung stated there is a sign stating delivery trucks only which will be a 24 x 24 metal sign.

Mr. Wittman stated signage should be in each of those areas to not enter that area would prevent traffic from migrating either way.

Mr. Ursprung stated there is signage on either side stating no thru traffic and no trucks sign.

Mr. Jones asked the preventative measure of a car hitting the tank.

Mr. Ursprung stated they have provided 6" diameter steel bollards concrete filled to prevent any vehicles conflicting with the tank enclosure and there is also a curb there. It is on the car and truck side.

Chair Kaiser advised he would prefer more buffering around the loading area to soften the area. He would recommend electric car charging stations built into this work.

Chair Kaiser opened the meeting to the public for this application.

Ms. Joann Charter, 4 Maplewood Avenue, asked of the variance needed for impervious coverage and if the Board would grant that. Would it have any impact on the environment especially regarding recent flooding.

Mr. Wittman stated their increase is little and separating somethings with pavers will eliminate that as a variance.

Chair Kaiser tabled this application to the April 7, 2022 Planning Board meeting.

**PB348-21      WuXi Biologics, USA,  
Block 1, Lot 7.01, RO/LI Zone,  
1 Cedar Brook Drive, Preliminary and Final Site Plan Amendment**

REPRESENTATIVES:      Robert Kennedy, Esq., Stevens & Lee, Applicant's Attorney  
David Citro, Mainstay Engineering Group, Civil Engineer  
Bryan O'Toole, WuXi Biologics, Regional Operations Manager  
Bill Furze, Integrated Project Services, Architect

EXHIBITS:

A-1 – 3D Renderings and Street View – 4 Pages

A-2 – 10-28-2021 Building 2 – Land Development Issues – Architecturals

A-3 – 10-29-2021 Civil Engineering Plans – B2-II-A0.00, B2-II-A0.01, B2-II-A1.10, B2-II-A3.10, B2-II-A3.30, B2-II-A7.01

Mr. Davidow announced notice was properly given and this Board has jurisdiction over this application.

Mr. Kennedy introduced the application by stating they are going to reconfigure the back of the building that is not visible from the street. They are proposing a loading dock for storage of their product which is medical biologics for their facility. There are two waivers and variances for a reduction in parking spaces and impervious coverage.

Mr. Davidow swore in the Board and Applicant's professionals.

Mr. David Citro, Mainstay Engineering Group, is a licensed professional engineer in NJ and has testified before this Board. Chair Kaiser accepted his credentials.

Mr. Bill Furze, Integrated Project Services, is a licensed architect in NJ since 1980 and has testified before many NJ Boards. Chair Kaiser accepted his credentials.

Mr. Citro referred to Exhibit A-3. Mr. Citro stated this is a developed site and the lot is approximately 7 ½ acres with a 660,000 sq. ft. footprint. There are 256 parking spaces. They are proposing parking lot accommodations to accommodate a new loading dock area at the northeast corner of the building and three new loading dock doors will be added. This applicant intends to utilize the facility as a consumable and raw materials storage facility. The proposed parking spaces will be reduced to 225 spaces. Some parking spaces will be permeable pavers to mitigate the additional impervious coverage. There is a new exterior cardboard baler that is going to be installed east of the proposed loading dock area. The baler will be built and shipped

completely with any 40 ft. shipping container type enclosure. A cut sheet is on drawing C-601 of the civil engineering set. Landscaping and buffering improvements are offered for both tree replacement purposes and screening/buffering purposes for the baler. The stormwater is primarily for rainwater on and off the building. Stormwater runoff is collected and managed by a series of centralized systems within the business park. An existing retention pond is located south of the property that attenuates a majority of runoff from the parcel and from the business park. No adverse impact of the stormwater management system will be created by this project. They will comply with the number of ADA spaces provided and will buffer the proposed baler.

Mr. Citro referred to Exhibit A-1, page 4 stating this is the current condition of the site from Route 130. The building and loading dock areas are completely screened from vegetation. This application will not be changing these conditions in any way. Referring to pages 1 – 3 of exhibit A-1, showing the different views of the proposed loading dock area. This proposal will consolidate the truck traffic to the northeast corner of the building. The average will be 25 deliveries per week with mostly box truck vehicles and 2 – 3 tractor trailers per week. The WB-62 is the largest delivery vehicle. The paver area in the northeast corner's intended use is a parking area. Adjacent to the loading dock is a concrete pad labeled as concrete sidewalk and will be an access path for truck drivers to utilize to get access to the building door in the vicinity.

Mr. Bryan O'Toole, WuXi Biologics, has been with the company for a year and a half and is responsible for all the maintenance and construction activities occurring within WuXi Biologics at the Cranbury, NJ site.

Mr. O'Toole stated they are moving their raw materials and storage to this facility from 7 Clarke Drive. This facility will have approximately 200 employees. There are currently two loading docks that exists, and we will not be utilizing them due to trucks having a challenging time getting in and out of the existing docks.

Mr. Furze stated it is a two-story building. The three bays will be on a recessed dock. The baler and the associated equipment to the baler are approximately 39 feet long.

Mr. O'Toole stated the reason for the baler is all the raw materials and consumables come in cardboard packages and cardboard must not be stored in a biologics storage area because it attracts mold.

Mr. Feranda went over his report provided to the Board and the Applicant. Parking spaces can be added where the existing loading docks are located and the other driveway where the other docks are located to increase the deficit. Please provide additional testimony confirming this is appropriate for the RO/LI Zone.

Mr. Kennedy stated this use is existing and approved and the diverting of the truck traffic of the existing approved use is in the zone.

Mr. O'Toole stated this is aligned with what you typically see at a biologic's facility. We are consolidating it down. They are not increasing the number of deliveries, we are just transferring deliveries and just transferring materials we are already receiving.

Ms. Leheny stated the ordinance requires the landscaping around the proposed loading area to be screened. She would prefer evergreen trees and the evergreen trees be planted where the shrubs are proposed. They should have two rows of evergreen trees.

Mr. Kennedy stated they can comply with that.

Mr. Hoder would like confirmation that the permeable pavers would allow them to no longer need an impervious coverage variance.

Mr. Citro confirmed that is correct.

Mr. Hoder stated the parking is at 225, so that is 12 less than the original plan.

Mr. Citro stated that was a miscalculation, but with Mr. Feranda's comments we will be adding more, and it will be in the 225 – 230 range.

Mr. Hoder stated there is a trash enclosure where there is a dumpster sitting outside of that trash compactor.

Mr. Citro stated that has been there since we took over and is provided by the park. We can eliminate that existing carboard trash enclosure and put the other two trash inside the enclosure

Mr. Wittman asked if he will be walling up the existing bays.

Mr. Citro stated they are not getting rid of the existing bays due to having large equipment on the other side and the only way we can get that out is through those bays.

Chair Kaiser asked how often the trash compactor will be emptied.

Mr. Citro stated with past facilities it was emptied once a month.

Ms. Jones asked if they are going to be generating additional waste.

Mr. Hoder stated he is not sure if additional waste will be produced, but Middlesex County Sewerage Authority has a pretreatment program where they make biologics do their own treatment, so nothing enters the sewer system that is no different from residential waste.

Mr. O'Toole stated this is all small scale that is treated before it goes down the drain. The facility at 7 Clarke Drive is the manufacturing area that is larger and has a treatment plant built into the building. We are refurbishing the labs inside the building.

Mr. Hoder asked if either facility has a permit from Mercer County Sewerage Authority.

Mr. O'Toole stated yes 7 Clarke Drive does.

Mr. Hoder stated a waiver, or a permit will be required for this application from the Mercer County Sewerage Authority.

Ms. Spann asked what the maximum number of employees could be in this location the way you are configuring it.

Mr. Furze stated you would normally assign 100 sq. ft. per occupant for egress purposes not to establish a head count in the building.

Chair Kaiser opened the meeting to the public, with no public comment Chair Kaiser closed the public forum.

Mr. Hoder went over the conditions: the impervious coverage variance is eliminated, they will add two rows of evergreens around the loading areas, they will do the Middlesex County Sewerage Authority application and get approval or a waiver, the extra dumpster in the parking lot will be eliminated so everything will be in a dumpster pad location.

MOTIONED TO APPROVE: Mr. Wittman

SECONDED: Ms. Jones

ROLL CALL:

AYES: Mr. Ferrante, Mr. Gallagher, Ms. Jones, Ms. Spann, Mr. Wittman, Mr. Kaiser

NAYS: None

ABSTAIN: None

MOTION PASSED

### **COMMENTS FROM THE PUBLIC**

Mr. Kaiser opened the meeting to the public.

Ms. Deanne Napurano, 92 Halsey Reed Road, wanted to thank the Planning Board for all their arduous work and the time that is given to the town.

With no other public comment, the public comment was closed.

**ADJOURNMENT OF MEETING**

There being no further business, Mr. Wittman made a motion to adjourn the meeting and Mr. Gallagher offered a second. By unanimous vote, the meeting was thereupon adjourned at 11:00 pm.

**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 minutes of the Planning Board, held on March 3, 2022, consisting of fourteen (14) 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 May 6, 2022.

Robin Tillou  
Robin Tillou, Administrative Officer

/rst