

**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: September 1, 2022

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)
- David Nissen (ZBA Member)
- Wayne Wittman (PB Member)

PROFESSIONALS/ CONSULTANT/STAFF ATTENDANCE:

- Andrew Feranda, Board Traffic Consultant – Horner and Canter Associates
- Robert Davidow, Esquire – Mason, Griffin & Pierson, P.C.
- David Hoder, P.E., Board Engineer – Maser Consulting
- Elizabeth Leheny, PP, Board Planner
- Robin Tillou, Planning/Zoning Administrative Officer

DISCUSSIONS:

PB365-22 2-4 Hightstown Cranbury Station Road, LLC
Block 9, Lot 1.01 – 2-4 Hightstown Cranbury Station Road
Block 9, Lot 2 – 72 Station Road
Block 9.01, Lot 1 – Station Road
Zone I/LI
Preliminary and Final Site Plan

Applicant’s Representatives Attending: Franco Rauseo, Applicant/Owner
Andrew Grover, Insite Engineering, Civil Engineer
Stephen Musto, Insite Engineering
Basil Ellmers, Envirotactics, Inc., LSRP
Anthony, Parallel Architecture, Architect

Date Application Submitted: N/A

A brief description of proposed development:

The applicant is seeking to construct a warehouse on the property. The warehouse will be 250,000 sq. ft. The site is located at the corner of Station Road and Hightstown-Cranbury Station Road. It is 17 acres. This is the former Chamberlain and Barclay facility. The warehouse will be importing their own goods and will not have multiple trucks coming in and out. The product will be children’s clothing and will be an auxiliary facility. The warehouse will typically run five (5) days a week 7 AM – 4:30 PM.

The applicant had met with the Board Professionals for an informal previously regarding this matter.

Issues stated by the developer/developer’s representatives:

The property contains two (2) ponds which the developer believes they do fall into the exception of the riparian zone rules. There is contamination in the ponds and the soils around the bank of the ponds. Within the 150 ft. buffer area there is a gasoline tank that will require remediation. The ponds were used to provide water to the industrial operations for the fertilizer manufacturing. Remedial investigation reports are under way for the remedy of the ponds due to the contamination in and around the ponds. The former gasoline underground storage tank is located 40 – 50 ft. south of the eastern most pond. That will be remediated via soil excavation and disposal. There are wetlands that will be undisturbed. The proposal is to relocate Hightstown-Cranbury Road, shift the right of way to help maximize the larger lot and to help meet necessary requirements to widening that road. The right of way needs to be 36 ft. wide, and it is currently 33 ft. They may propose to move the road next to the railroad and have it realigned at the same point at the intersection with Station Road.

Issues stated by the professionals:

Mr. Feranda went over the proposed alignment of the road stating the current alignment goes through the center of the buildings there. So, improving that would be a good idea. The

proposed alignment will move it closer to the railroad tracks and will move it closer to Halsey Reed Road where there are residents. Construction on the alignment will need to keep the road open due to the warehouses down the road needing that road to conduct business. The right-of-way would require a 60 ft. right-of-way with 34 ft. of pavement. The whole road would have to be reconstructed to the ordinance standards. Utilities exist along that roadway in the alignment. There is a rail station building that may have some historic value that HPC may be interested in and that may be a concern with the realignment. For the parking lot near the loading dock to the south of the building, the parking lot is across the main driveway aisle and across the loading area. In effect the pedestrians will have to walk across the driveway and through the loading dock. There is parking to the west side but that requires the employees to drive directly through the loading areas and we typically do not recommend that. There is a piece of property that notches into this property. It was said at the informal professionals meeting that it is county's property and that property may not have access to the realigned road and would be limited to Station Road.

DRC Member Concerns:

Mr. Kaiser feels the billboard needs to be moved and the site plan submitted needs to be clearer. The pond on the neighboring property may have a distance between the realignment of the road. Mr. Kaiser would like to know how the move of the road can take place.

Mr. Kaiser advised the developer that the train depot is an important structure and is the reason why it is called Cranbury Station.

Ms. Leheny advised that it is not required to apply to the Historic Preservation Commission due to not being a part of the Historic District and/or a historic site.

Ms. Spann suggested the developer could possibly use the train depot as a training spot for their employees.

Mr. Feranda suggested the architecture could have a railroad station or a depot feel. That could bring back the feeling of a train station.

The developer advised he is willing to move the train station depot. When the property was bought there was a tenant in the depot.

Mr. Kallan wanted to know if the retention area is capable of handling 8 million gallons of water falling on impervious area.

The developer will comply with the Township and the new stormwater requirements from DEP.

The Committee members would like to know who gave the developer the idea to realign and widen the road.

Mr. Kaiser would like fencing on property.

Application Deemed Complete: YES NO N/A