

CINNAMINSON TOWNSHIP
PLANNING BOARD
MEETING
March 23, 2021

MR. O'CONNOR: In accordance with Section V of the Open Public Meetings Act, Chapter 231, Public Law 1975, notice of this meeting was posted on the Township Website and by advertising this Regular Meeting in the Burlington County Times on January 15, 2021 and in the Courier Post on January 16, 2021. In addition, notice was filed with the Municipal Clerk.

Zoom Meeting ID: 923 868 6246

Password: 203375

For members of the public who wish to attend using a telephone, call one of the following numbers: +1 929 205 6099 US, +1 312 626 6799 US, +1 253 215 8782 US, +1 301 715 8592 US, +1 346 248 7799 US, +1 669 900 6833 US, and enter the above listed Meeting ID and Password.

Members Present: Mr. Jones, Mrs. Kravil, Ms. Lamon, Mr. McGill, Mr. Minton, Mr. O'Connor, Mr. Segrest, Mr. Maradonna and Mr. Snyder.

Also Present: Mrs. Rucci, Board Secretary, Douglas Heinold, Board Attorney and Michael Angelastro, Board Engineer.

MR. O'CONNOR: It is the policy of the Board that no application will be opened after 10:00 p.m. It is the policy of the Board that no new testimony will be taken after 10:30 p.m.

MR. O'CONNOR: Case # Case #2103 – 1001 Taylors Lane, LLC – Preliminary and Final Site Plan - 985 Taylors Lane, Block 610, Lots 3.01 and 3.02 and Block 702, Lot 39.

MR. ANGELASTRO: He spoke to the Applicant's Traffic Engineer from Shropshire Associates. They agreed to address a majority of his comments in his Report to the extent possible. The Applicant's Engineer addressed all of the items in the Preliminary and Final Site Plan checklists so the Application may be considered to be deemed complete.

A MOTION IS MADE BY MR. MINTON seconded by Mr. McGill to deem the Application complete. ROLL CALL VOTE: AYE, Mr. Jones, Mrs. Kravil, Ms. Lamon, Mr. McGill, Mr. Minton, Mr. Maradonna, Mr. O'Connor, no opposed, motion passes.

MR. GILLESPIE: Attorney for 1001 Taylors Lane, LLC. 1001 Taylors Lane, LLC is a Limited Liability Company. The two members are Jim and Maureen Brennan. We are here for Preliminary and Final Site Plan approval for a 1,500,000 square foot warehouse and distribution facility on Taylors Lane for Block 610 Lot s 3.01, 3.02 and Block 702, Lot 39. There were a couple prior subdivisions on this piece. Last June following a review by this Board, the Governing Body adopted the Redevelopment Plan for the Box Park, a gated Industrial Park. This Site Plan conforms to the Ordinance and Redevelopment Plan. No variances or waivers are sought as part of this application. This is a spec building. We don't have an end user or users for the building. The Application does conform to the Ordinance. He thanked the Board and their Professionals for their very thorough and detailed review of

the Application. Mr. Angelastro has had discussions with Mr. Stout and Mr. Mosley. This Application is not insignificant and the ability to work out issues in advance is invaluable.

MR. HEINOLD: He swears in Robert Stout, Applicant's Engineer and Nathan Mosley, Applicant's Traffic Engineer.

MR. STOUT: Exhibit A-1 – 2017 Aerial of the Site – He identified the Streets on the plan. He identified the back portion of the Sea Box property, the PODS Piece and the remaining parcel of Hoeganaes piece. The bottom portion is the Sea Box portion. The Hoeganaes site has been in remediation.

Exhibit A-2 – The colorized rendering of the Site Plan. He identified each section of the Site Plan. Brown Building – That is the outline of the 1,500,000 square feet warehouse facility.

Dark Tan - Office components of the Site. The office component is about 30,000 square feet. This is an approved use. We have no variances.

We have loading docks. The loading docks are shown in Orange - 268 spaces.

He identified the trash and recycling centers. He identified the trailer parking. There are 218 trailer storage areas.

We have 1,092 parking spaces where the Ordinance requirement is 324 spaces.

We have five points of access site. We have two separate car access points. He referred to Taylors Lane. In order to make all of the businesses along the corridor flow better, they did a restriping plan to allow a left and right turn all the way down the center.

The parking areas have to be lighted. We are proposing 25-foot pole mounted and building mounted lights. They are all going to be LED. They will be shielded along the perimeter in order to minimize light spillage onto the adjacent properties. We did a lot of landscaping on the site. The site has been remediated. We are trying to beautify the Taylors Lane Corridor. As part of the Redevelopment, in order to intensify the landscaping along Taylors Lane, we were not requiring a sidewalk in this section, since there is a sidewalk that runs along Taylors Lane. We created a larger area of landscaping. We have over a 150 trees proposed within the site along with hundreds of shrubs and (inaudible). Your Engineer and Landscape Group looked over this and have some comments. We are in agreement with that. He referred to stormwater management. We created six stormwater management basins. Two are underground along the northern parking lot. These will not be visible. They will be under the parking lot. There will be a third underground system to the south side of that. We have three other storm water basins. The third basin is the infiltration basin. It allows us to meet all of the stormwater management requirements that the DEP and the Township has adopted. As part of the overall tract, all of the projects will work in harmony.

Exhibit A-3 – Architectural Renderings - Views of the Buildings - He gave the Board an overview of what they want to do.

They did review the letter from the Planning Board Engineer. They believe they can meet all of the criteria that is outlined in the Planning Board Engineer's letter.

MR. MINTON: He referred to the Architectural Renderings. He believes that under the Redevelopment Plan, the Architectural Renderings fall under the purview of the Township Committee. If we move ahead, I believe we would need to condition such approval to recognize that step.

MR. GILLESPIE: We are fine with that.

MR. STOUT: They are very close to what will be there. I wanted to give the Board a sense of what it would look like.

MR. MOSLEY: Traffic Engineer for the Applicant. We did a Traffic Engineering Assessment Report dated February 18, 2021. The Report was submitted with the Application. He reviewed the Traffic Report with the Board. Taylors Lane is the primary point of access for our site. We have a 1,500,000 square foot warehouse building. We have five driveways. Taylors Lane is about forty feet wide. He described the surrounding intersections. We did traffic counts. We did counts in September, 2020. Those counts were done at the intersection of Route 130 and Taylors Lane including the South bound Route 130 Jug Handle ramp. We also counted the intersection of River Road and Taylors Lane and both of the intersections of Cindel Drive along Taylors Lane. Due to Covid, traffic conditions have changed. He spoke about historical counts, data they collected and traffic counts.

MR. GILLESPIE: Are you satisfied that the methodology you employed, is an acceptable standard of being able to reach the conclusions that you reach, with regard to the anticipated traffic impact?

MR. MOSLEY: Yes. We have done several Applications for DOT. We have done Applications in Burlington County. The County and the Department of Transportation accepted this type of Analysis. We do counts and we increase the numbers based upon Historical Data. We had discussions with the County and State before we submitted applications and traffic studies. They agree that this is a sound methodology to apply in this condition with the way things are today. The week day conditions are still a little depressed compared to March of 2020. He found that the weekend counts were still consistent with what they were before March of 2020. I believe this methodology is an acceptable way to determine conditions especially with everything going on in New Jersey right now. He spoke about the traffic along Taylors lane in the vicinity of the site and the traffic at the Route 130 and Taylors Lane intersection.

Mr. Angelastro was dropped out of the meeting for a few minutes.

MR. MOSLEY: Most of the volume is passenger vehicles during peak hours. He spoke in length about traffic, traffic counts and traffic patterns.

MR. O'CONNOR: You are indicating that universally it is a practice in this Industry for them to work within the confines of what their infrastructure will hold and work with this knowledge that you have for them. Even though we don't have an end user, this is the general premise of the Industry.

MR. MOSELY: Yes. They want to make sure their employees can get in and out safely, efficiently and effectively without having to wait forever because of the peak roadway times. They don't want to burden the roadways around them either. He spoke about traffic counts and traffic at another facility. He spoke about some data from the Institute of Transportation Engineers.

MR. MOSLEY: We did a trip generation analysis. We used rates provided to us by the NJDOT. We did take a 15 percent credit because of the nearby Public Transportation. We are proposing to do some improvements along Taylors Lane. We are restriping the roadway along our entire frontage to provide a center two way left turn lane. We are proposing to create dedicated left

turn lanes at the intersection of Taylors Lane and Cindel Drive. He referred to the Western most driveway closest to River Road and Taylors Lane. Based upon our Trip Distribution Analysis, we anticipate that the right turns in there might be a little heavier because that is the first driveway you get to coming from the River Road area. I feel like we have a need for a dedicated right turn lane from that intersection. We are proposing to widen the road slightly within our frontage to provide a dedicated right turn lane. He referred to the off-site impacts. He referred to Route 130 and Taylors Lane. That is a Department of Transportation Intersection. It is an off tract study location for this facility. Based upon our analysis, we anticipate that during the weekday, PM peak hour that our site traffic will increase the volume at that location by about 6 or 7 percent. We agree that we will work with the Township to address the comments in their letter. As necessary, provide an off tract contribution if required, towards our potential impact at that intersection. That is an off-site location for us. It is outside our frontage. It is not a direct access for us to the adjacent roadway network.

MR. GILLESPIE: Are you aware of any requests made of the DOT to undertake some improvements or solutions to that intersection?

MR. MOSELY: DOT required Wawa to upgrade the pedestrian connectivity. He described what Wawa needed to do. During conversations with DOT, they asked that the intersection be evaluated, but they did not make any direct requirement for improvement to that intersection pending any kind of review by them. They made no mention of any potential DOT projects that would be doing any kind of improvements in the pipeline or that have been funded currently for that intersection.

MR. GILLESPIE: Would signalization of timing be something you would think about?

MR. MOSELY: The first thing I would look at for that intersection is to add a left turn phase/left turn arrow. I think that would be probably be one of the most beneficial improvements DOT could do at that intersection.

MR. GILLESPIE: Do you have a number for what that would cost?

MR. MOSELY: I think it would be conservative. He thought around \$500,000.00. \$750,000.00 would be on the high end.

MR. GILLESPIE: He referred to a 7 percent contribution of the \$750,000.00. We are talking about \$52,5000. Is that correct?

MR. MOSELY: Yes.

MR. O'CONNOR: He thanked Mr. Gillespie and Mr. Mosley for the explanation of the Route 130 and Taylors Lane Intersection and what potential improvements can be made there. He spoke to Township Committee regarding the potential need for infrastructure improvement in that area.

MR. MOSLEY: He spoke about the off-site intersection of River Road and Taylors Lane. This intersection is a County jurisdiction. Overall, that intersection will operate with good levels of service. I don't think we will have a significant impact. I believe that can accommodate our traffic during peak

hour conditions. He spoke about the operation of the site driveways. We have five driveways. He spoke about the queuing on site.

I think the Applicant did a good job to try to provide multiple points of ingress and egress to separate the truck ingress and egress points from the passenger vehicles ingress and egress points and to create a ring road almost around the site that will allow trucks to access the rear of the building on the far side from Taylors Lane. Also, enable passenger vehicles going in the parking lot not to have to travel through the truck parking areas. I think with the design you see before you, we have been able to mitigate that and provide an onsite circulation plan that will provide safety for all people traveling to this site. The site access points will be able to operate safely and efficiently. I think we done some improvements along Taylors Lane that would benefit not only the site, but the existing traffic traveling along Taylors Lane and the other properties on the other side of the road. We do have some impacts, but I feel that they could be accommodated through working with the Township for the intersection of Route 130 and Taylors Lane. We are looking at a site that would potentially add 6 to 7 percent during peak hours. Warehouses and their tenants understand traffic patterns and intensities and work through their shift times and through their operations to try to ensure that their maximum vehicular times will not coincide with the maximum vehicle conditions or the roadway network around them. It showed that there was capacity along Taylors Lane and Route 130 to accommodate those off peak time frames in regards to traffic volume.

MR. O'CONNOR: He thanked Mr. Mosley for the thorough presentation. He liked the right hand turn lane coming off of River Road.

MR. O'CONNOR: Did you use a full forty-foot width of the roadway?

MR. MOSLEY: I believe the Preliminary Plan was to do 14, 14 and 12.

MR. O'CONNOR: He opened the public portion of the meeting. No one came forward.

MR. O'CONNOR: He closed the public portion of the meeting.

MR. MINTON: Could this project generate 500 full time jobs for the Community? Does anyone know the number of construction jobs created by this project?

MR. GILLESPIE: He wanted to remind everyone that he was not testifying. He believes that over 3 shifts, you would have at least 500 employees.

MR. MINTON: That will have a tremendous benefit to the Community.

MR. ANGELASTRO: His internet connection was going in and out.

MR. O'CONNOR: He advised that he kept in touch with Mrs. Rucci.

MR. GILLESPIE: The record should reflect that Mr. Angelastro has been on for all of the Zoom Meeting except for a couple of minutes.

MR. ANGELASTRO: That is fair.

MR. HEINOLD: We record this so we have a recording referencing that. As noted previously, our Board Engineer has had extensive contact with the two professionals who testified tonight and would have sat through redundancy in terms of his understanding of the issues.

MR. ANGELASTRO: He reviewed his letter dated March 16, 2021. We indicted in our Report that several variances are required. We were applying Zoning Ordinance in those areas not the Redevelopment Plan. This application doesn't have any design waiver or variances associated with it. He referred to the Stormwater. He spoke to Mr. Stout a number of times and we went through the drainage comments. We both agree that he can revised his Drainage Report and plans to satisfy and address all those comments in my March 16, 2021 letter. He spoke to the Environmental Professional who prepared the Preliminary Assessment. He agreed to comply with all of the comments in the Report. Mr. Mosley and I spoke extensively about this project with the traffic concerns. Based on my conversations with Mr. Mosley and his testimony tonight, I am confident that the concerns raised in my letters will be addressed or have already been addressed. Based on all my conversations and comments, specifically the Stormwater can be addressed without too much difficulty.

MR. STOUT: I can second that. We did have that conversation. We are in Agreement.

MR. GILLESPIE: He referred to Page #5 of the Report – Pedestrian Circulation. Plans should be revised to indicate sidewalk along the frontage of this site. Mr. Stout testified that there is sidewalk across the other side. He referred to the Redevelopment Plan, Page #12, 5F. It states that sidewalks will not be required along Taylors Lane.

MR. ANGELASTRO: I withdraw that comment.

MR. MINTON: He referred to the off-site improvement. We appreciate the Applicant's offer to make a contribution. He believes this should be referred to the Governing Body or Redevelopment Authority.

MR. HEINOLD: Mr. Gillespie and I will work out the language of the condition.

Mrs. Rucci: Once she receives the letter from the Fire Marshal, she will distribute it to the Professionals.

A MOTION IS MADE BY MR. MINTON seconded by Ms. Lamon to grant Preliminary and Final Site Plan approval for Case #2103 to 1001 Taylors Lane, LLC consistent with the testimony given tonight, consistent with the Amended Engineer's review letter presented by Mr. Angelastro, conditioned upon the approval by all agencies having jurisdiction most notably the Fire Marshal has not weighed in.

ROLL CALL VOTE: Mr. Jones, Mrs. Kravil, Ms. Lamon, Mr. McGill, Mr. Minton, Mr. Segrest, Mr. Maradonna and Mr. O'Connor, no opposed, motion passes.

A MOTION IS MADE BY MR. MINTON seconded by Mr. McGill to approve the Resolution of the Planning Board of the Township of Cinnaminson granting Minor Subdivision and Bulk Variance Approval to MJ Real Estate Investments II, LLC, 314A-314B O'Donnell Lane, Block 3504, Lots 6.03 and 6.05. VOICE VOTE, ALL AYE, Abstain, Mr. Segrest, no opposed, motion passes.

A MOTION IS MADE BY MS. LAMON, seconded by Mrs. Kravil to approve the Resolution of the Planning Board of the Township of Cinnaminson granting Minor Subdivision and Bulk Variance Approval to MJ Real Estate Investments II, LLC, 318 O'Donnell Lane, Block 3504, Lot 7. VOICE VOTE, ALL AYE, Abstain, Mr. Segrest no opposed, motion passes.

A MOTION IS MADE BY MS. LAMON seconded by Mr. Jones to approve the Regular Meeting Minutes for March 9, 2021. VOICE VOTE: ALL AYE, Abstain, Mr. Segrest, no opposed, motion passes.

The Board discussed the upcoming schedule for the Planning Board Meetings. The next Planning Board Meeting, we will have a courtesy review for the Board of Education.

MR. HEINOLD: He spoke about MJ Real Estate Investments II, LLC and the County Planning Board review letter.

MR. O'CONNOR: He opened the public portion of the meeting. No one came forward.

MR. O'CONNOR: He closed the public portion of the meeting.

A MOTION IS MADE BY MS. LAMON, seconded by Mr. Snyder to adjourn the meeting. VOICE VOTE: ALL AYE, no opposed, motion passes. The meeting is adjourned.

Duly passed and Adopted

Respectfully submitted

Patricia Rucci