

**EAST WINDSOR TOWNSHIP PLANNING BOARD
MINUTES OF May 16, 2016**

The meeting of the East Windsor Township Planning Board was held on Monday, May 16, 2016, in the East Windsor Township Municipal Building, 16 Lanning Boulevard, East Windsor, New Jersey, 08520. Planning Board Chairperson Edward Kelley called the meeting to order at 7:38 p.m.

STATEMENT OF ADEQUATE NOTICE

Pursuant to the Sunshine Law, a notice of this meeting's date, time, place, and agenda was mailed to the news media, posted on the Township bulletin board, and filed with the Municipal Clerk.

ROLL CALL

Members Present: Mr. Berman, Mr. Brady, Mr. Clark, Mayor Mironov, Ms. Patel, Mr. Schmidlin, Mr. Shapiro, Mr. Theokas, Mr. Kelley

Members Absent: Mr. Catana

Professionals and Staff Present: Allison Quigley, Planning Board Secretary
Karen Cayci, Board Attorney
Richard Preiss, Township Planner
A. Maxwell Peters, Township Engineer
Daniel Dobromilsky, Township Landscape Architect

REPORTS/CORRESPONDENCE/ANNOUNCEMENTS

PUBLIC FORUM

Chairperson Kelley opened the meeting to the public. There being no public comment, the public forum was closed.

MINUTES

April 18, 2016

Chairperson Kelley stated that Mr. Theokas was not present at the April 18th meeting so his name should be removed from the minutes.

MOTION TO APPROVE APRIL 18, 2016 MINUTES WITH CHANGES MADE BY: Ms. Patel

MOTION SECONDED BY: Mr. Schmidlin

ROLL CALL

AYES: Mr. Brady, Mayor Mironov, Ms. Patel, Mr. Schmidlin, Mr. Shapiro, Mr. Kelley

NAYES: None

ABSTAINS: Mr. Berman, Mr. Clark, Mr. Theokas

APPLICATIONS

EWT File #PB15-007 One Mile Storage
79 One Mile Road
Block 5.01, Lot 11
Preliminary and Final Site Plan with Variances
Continued from April 18, 2016 hearing

Chairperson Kelley announced that the application would be carried to June 6, 2016 with no further notice required by the applicant.

EWT File #PB15-001 Promenade at East Windsor (Parec Construction)
671 Route 33
Block 14, Lots 977, 979, and 980
Amended Preliminary Site Plan with Variances
Continued from March 21, 2016 hearing

Chairperson Kelley announced that the application would be carried to July 11, 2016 with no further notice required by the applicant.

EWT File #PB16-002 Gateway Twin Rivers LLC
159 Milford Road
Block 20.06, Lot 4
Preliminary and Final Site Plan with Variances

Chairperson Kelley announced that the applicant had noticed that the public hearing for this application would begin at 8:00 PM. He stated that the Board would take a break until 8:00 PM, and then they would have the public hearing.

Chairperson Kelley called the meeting back to order at 8:00 PM.

Chairperson Kelley asked Karen Cayci, Board Attorney, to swear in the Board's professionals: Richard Preiss, Township Planner; A. Maxwell Peters, Township Engineer; and Daniel Dobromilsky, Township Landscape Architect. Ms. Cayci swore the professionals in.

Chairperson Kelley announced that because a regular member of the Board was absent for the hearing this evening, Mr. Theokas, alternate member, would be eligible to vote on any action taken tonight.

Robert Ridolfi, Esq. is representing the applicant tonight, Gateway Twin Rivers LLC. He apologized for the error in the public notice and stated that the applicant had followed the noticing requirements and publicly noticed in the Trenton Times and sent notices of the public hearing to all property owners within 200 feet of the subject property, so he believes the Board has jurisdiction for action on the application this evening.

Chairperson Kelley stated for the record the following reports have been received from East Windsor Professionals and Supervisors: Philips Preiss Grygiel, dated May 6, 2016, Exhibit B-1; T&M Associates, dated May 6, 2016, Exhibit B-2; Daniel Dobromilsky, LLA, dated May 2, 2016, Exhibit B-3; Fire Official Kevin Brink, dated May 6, 2016, Exhibit B-4; and the East Windsor Township Environmental Commission, dated April 21, 2016, Exhibit B-5. Mr. Ridolfi stated that the applicant was in receipt of these reports.

Mr. Ridolfi stated that the application is for preliminary and final site plan approval with bulk variances and design waivers. The applicant is proposing a 478,390 square foot warehouse and office facility, with approximately 458,950 square feet devoted to warehousing and approximately 20,000 square feet devoted to office space. The subject property is located at 159 Milford Road and is also known as Block 20.06, Lot 4 on the Township tax maps. The site measures just below 28 acres in size and is located in the PUD-8 zoning district. Mr. Ridolfi stated that the Board had heard a previous application for this site in 2004 from Conair Corporation. He clarified that the site is now under contract with the applicant and Conair will not be developing the site.

Mr. Ridolfi stated that he has several witnesses present at tonight's hearing: Andrew Mele of Trammell Crow will be testifying regarding the proposed warehouse and parking; Edmund Klimek of KSS Architects, the project architect, will be testifying regarding the proposed architectural elevations; Julia Algeo of Maser Consulting, project engineer, will be testifying regarding the site plan and proposed landscaping and lighting plans; Nicholas Aiello of Maser Consulting, project traffic engineer, will testify regarding the traffic impact of the site; and Joseph Layton of Maser Consulting, project planner, will be testifying regarding the requested variances and design waivers.

Mr. Ridolfi introduced Andrew Mele of Trammell Crow as the first witness. Ms. Cayci swore in Mr. Mele.

Mr. Ridolfi asked Mr. Mele to go over his experience and education for the Board. Mr. Mele stated that he is the Managing Director of the northeast United States for Trammell Crow, a national real estate developer. He stated that he has been with Trammell Crow for over 15 years and has worked on numerous projects similar to the proposed application. He added that he has been accepted as a professional witness in front of several boards throughout New Jersey. Chairperson Kelley accepted his credentials.

Mr. Mele entered Exhibit A-1, titled "Aerial of Site with Site Plan," dated May 16, 2016 into evidence. Mr. Mele entered Exhibit A-2, titled "Close Up of Site Plan" dated May 16, 2016 into evidence.

Mr. Mele stated that the proposed building is 50 feet in height and was designed to accommodate two tenants. He stated that this would be a rear load warehouse facility, which means the front of the building will appear as a high end office building, and all loading docks and truck activity would be in the rear of the building. Mr. Mele stated that the building is a high cubed style, which means the verticality of the building allows for products to be stacked higher for more efficiency. He stated buildings like this typically are highly automated for maximum efficiency, but would still have a number of onsite employees.

Mr. Ridolfi asked Mr. Mele why they chose this specific property for this warehouse. Mr. Mele stated that this location is a strategic spot for distributors, as it is located between major cities such as Boston, Philadelphia, New York, and Washington D.C. He added that East Windsor specifically has a high name recognition with developers nationwide, so an East Windsor address is highly desirable for the tenants they are looking to attract. Mr. Mele also stated that the site entrance is only .6 miles from the entrance to the New Jersey Turnpike which is also highly desirable.

Mr. Ridolfi asked Mr. Mele how many employees would be anticipated at the site. Mr. Mele stated that every tenant is different but a typical employee count would be around 1 employee for every 5,000 square feet per shift. He stated they would anticipate around 90 to 100 employees per shift, with two eight hour shifts per day. He stated that there is also the potential for a phantom crew that would work overnight to clean the building. Mr. Mele stated that would all depend on the tenant, however.

Mr. Ridolfi asked Mr. Mele if he thought the provided parking was sufficient for the site. Mr. Mele stated the applicant is providing 488 parking spaces, and added that was the highest amount of parking they had ever included with this type of building. He stated that they typically provide a ratio of .3 to .7 spaces for every 1,000 square feet, but in this case they are providing 1 space for every 1,000 square feet. Mr. Ridolfi asked Mr. Mele how many trucks would be coming to and from the site each day. Mr. Mele stated that during both morning and afternoon peak hours they anticipate 10 to 15 trips. He clarified that a single trip is either a truck travelling in or out of the site, so in that peak hour they might see five trucks enter and exit the site.

Mayor Mironov asked Mr. Mele if they had any prospective tenants at this time. Mr. Mele stated that they did not.

Mr. Ridolfi introduced the project architect Edmund Klimek of KSS Architects as the next witness. Ms. Cayci swore in Mr. Klimek.

Mr. Ridolfi asked Mr. Klimek to go over his experience and education for the Board. Mr. Klimek stated that he is a principal of KSS architects since 2000 and heads the commercial division that focuses on industrial and office buildings. He stated that he has been a licensed architect in New Jersey for 25 years and received his bachelor's degree in architecture from the University of Detroit. Chairperson Kelley accepted his credentials.

Mr. Ridolfi asked Mr. Klimek if he had prepared the submitted architectural for this application and if he was familiar with the surrounding area and the Township's ordinances. Mr. Klimek stated that was correct. Mr. Ridolfi asked Mr. Klimek if he had designed other building similar to the proposed building. Mr. Klimek stated that he had done several buildings of this size, style, and nature, include the new Granger North East distribution center in Bordentown and the new Prologis Park in Cranbury.

Mr. Klimek stated that they are looking to attract a high quality tenant, so that quality was reflected in the architecture. Mr. Klimek stated that the building was designed in full compliance with the New Jersey Uniform Construction Code and the American Disability Act so it is meeting all of the current, highest standards of quality and safety.

Mr. Klimek stated that because it is such a large building, they thought carefully about how the building would look from a distance from surrounding properties and from those travelling down Milford Road. Mr. Klimek referenced Exhibit A-1 and stated that they designed the building with two fronts, with one visible to those travelling down Milford Road and one visible from the front of the property, facing towards Milford Road.

Mr. Klimek entered Exhibit A-3, titled “Main Entry Perspective,” dated May 16, 2016 into evidence. He stated that this exhibit shows the prospective of the building as visible when looking down Milford Road toward the main entry. He stated they wanted to make it visually appealing and interesting even from a distant view. He stated that they employed several architectural elements throughout the building to break up the facade, including glass windows high up for more natural light, patterned and colored concrete, and window canopies to give the building the appearance of a high end office building.

Mr. Klimek entered Exhibit A-4, titled “Orthographic Elevations,” dated May 16, 2016 into evidence. Mr. Klimek stated that they continued the same architectural elements to the front of the building, including the colored concrete paneling, high glass windows, and variations in color to break down the façade and make it visually appealing. He stated that the building was designed to look like a high end office building. Mr. Klimek stated that the colors would be warm grays and browns for a softer look and the materials would be painted concrete panels and glass.

Mr. Klimek stated that there were a few areas where the building protrudes into the setbacks. He explained that in order to add visual interest they are proposing an extended canopy with additional glass elements that would project about three feet from the façade. He added that they also are proposing a utility wall to hide all of the gas and utilities from the façade.

Mr. Ridolfi asked Mr. Klimek to go over the proposed floor plan. Mr. Klimek stated that there are two entrances, one on the north and south sides, in order to accommodate two tenants if necessary. The rear of the building has all of the loading docks and egress doors. Beyond that, the floor plan would rely heavily on the user, but they have indicated the proportion of office space to warehouse space and have incorporated an option mezzanine into the building for mechanical equipment.

Mayor Mironov asked Mr. Klimek to address the HVAC systems and trash enclosures and asked how they would be screened. Mr. Klimek stated that at this point, they are only providing a heating system but if a potential tenant wants air conditioning, they could install cooling systems to service the office areas. He stated that because the building is so tall and deep, the HVAC units could be mounted on the roof towards the center of the building, where the sight lines would be such that they would not be visible from the street. He stated that there would be no need for a parapet wall to screen the HVAC units. Mr. Klimek stated that the project engineer, Julia Algeo, would address the trash compactor enclosures. Mayor Mironov stated that it would be required that the HVAC systems be properly screened so they are not visible and there would be no external noise. Mr. Klimek stated that noise would not be an issue, as they would use smaller, high efficiency units that would cut down on noise.

Mayor Mironov referenced Exhibit A-3 and asked Mr. Klimek if the colors of the building were accurately depicted in the rendering. Mr. Klimek stated that they were.

Mr. Ridolfi asked Mr. Klimek if they would use LED lighting. Mr. Klimek stated that was dependent on the user. Chairperson Kelley asked Mr. Klimek if they had considered solar paneling on the roof. Mr. Klimek stated that they had not anticipated doing so, but he had done solar paneling on these types of buildings before, so it could be implemented.

Mr. Preiss asked Mr. Klimek how high up the mezzanine would be and if there would be employees operating up there or if it would be reserved for mechanical equipment. Mr. Klimek stated that would be dependent on the tenant, but typically the mezzanine would be about 20 feet high and would be mostly occupied by mechanical equipment, with personnel access for maintenance.

Mayor Mironov asked Mr. Klimek about the proposed signage. Mr. Klimek stated that they allocated three areas for façade signage with one towards each entrance on the north and south sides and one in the middle of the front façade. He stated that even with these three areas, they are below the permitted 10% of total building area for signage. Mayor Mironov stated that she understood the applicant would not be able to specify colors and letter sizing until a tenant was secured and asked Mr. Ridolfi how they wanted to handle the outstanding issue in the future. Chairperson Kelley stated that the applicant would have to come back in the future with a sign request once those details had been determined. Mayor Mironov agreed.

Mr. Ridolfi introduced the project engineer Julia Algeo of Maser Consulting as the next witness. Ms. Cayci swore in Ms. Algeo.

Mr. Ridolfi asked Ms. Algeo to go over her experience and education for the Board. Ms. Algeo stated that she is a licensed professional engineer and planner and has been a principal at Maser Consulting for 16 years. She stated that she has been accepted as a professional engineer in over 200 municipalities in New Jersey, including East Windsor several times. Chairperson Kelley accepted her credentials.

Ms. Algeo stated that the subject property is located on the northbound east side of Milford Road, directly across from the existing Conair facility. Other surrounding uses include a residential structure to the north, commercial and industrial facilities to the east, and a smaller lot containing an existing drainage building and sewer facilities to the south. The subject property is located in the PUD zone, where industrial uses, including warehouses and distribution centers, are permitted. Ms. Algeo stated that the site measure 27.58 acres and is currently farmed with no existing structures. She stated that the lot is oddly shaped and slopes toward the existing drainage basin to the south on the adjacent lot.

Ms. Algeo stated that the applicant is proposing a 478,390 square foot warehouse facility. The building would be a single load building, which means all truck loading docks and activity will be contained to the rear portion of the building, away from view. She stated that there are two office locations, one in the north corner and one in the south corner. The building would measure 350 feet wide and 1,160 feet long and complies with floor area ratio and building coverage bulk standards. She stated that some of the architectural features on the front façade encroach upon the setback requirements. The required setback from Milford Road would measure 150 feet, whereas the applicant is proposing 148 feet at the building corners and 130 feet from the screen wall on the

front façade to Milford Road. Ms. Algeo stated that there are 62 loading docks on the rear of the building, with a truck court measuring 130 feet wide and 74 trailer parking spaces.

Ms. Algeo stated that the applicant is proposing three access driveways, two on the far north and south sides of the property for truck access and one driveway in the center designated for employee and car traffic. She stated that the truck driveways will be signed to prohibit left turns out of the site by the trucks to prevent any traffic issues. She added that there would also be three monument signs, one located at each driveway. Ms. Algeo stated that trucks and emergency vehicles would have full circulation around the site and a fire lane would be fully marked and designated as required.

Ms. Algeo stated that employee parking would be along the north and west sides of the site with 255 parking stalls to the north and 233 parking stalls to the west for a total of 448 parking stalls. She stated that the applicant is proposing to land bank 118 of those spaces to preserve green space and reduce impervious coverage. Under ordinance requirements, the parking requirement for the development is 557 spaces, but the applicant is providing 448 spaces. Ms. Algeo stated that although the provided parking is less than the ordinance requirements, she believes it is more than sufficient for this type of facility. She also stated that they are providing 10 handicap parking stalls as well.

Ms. Algeo stated that for security purposes they are proposing an optional eight foot high black vinyl coated chain link fence circling the rear truck loading facility with access gates on either side. There would also be two trash compactor units on either end of the building in the rear that would also be inside the gated area. Ms. Algeo stated that the fence and the trash compactor amenities would not be visible from Milford Road. Ms. Algeo also stated that the applicant would be adding several amenities that were not designated on the plans such as a bicycle rack and picnic tables.

Ms. Algeo stated that the applicant is proposing to construct a five foot wide concrete sidewalk along the site frontage. She added that the sidewalk could also be shifted a bit further back towards the right of way to enhance the green space along the frontage. Another sidewalk would also be added to connect from the existing Milford Road sidewalk to the proposed office locations. Ms. Algeo stated that the applicant did look into providing sidewalk along Milford Road to connect the existing sidewalks on either side of the property, but the right of way does not exist on the property to allow that connection.

Ms. Algeo stated that in terms of storm water management, the applicant is proposing a storm water retention pond in the rear of the site. The pond would be clay lined and would be linear in shape. She added that an underground infiltration basin is also proposed near the truck loading docks to accommodate roof runoff. The location for the infiltration basin was chosen because due to soil testing it was determined that was the only suitable location on site. Ms. Algeo stated that they are also proposing a solid 36 inch pipe on the north side for underground storm water runoff. Ms. Algeo stated that the retention pond in the rear would have water quality treatment systems as well. She stated that all these systems in combination provide sufficient storm water runoff management, water treatment systems, ground water recharge and meets low impact development

requirements. Ms. Algeo added that the site has sewer and water access from Milford Road and the applicant would extend the water main to the entire property line.

Mayor Mironov asked Ms. Algeo if the rear retention pond complies with all the Township's ordinances. Ms. Algeo stated that the applicant is requesting a waiver for the shape of the pond as the ordinance requires a curvilinear basin shape, but because the area was limited, they had to go with a linear shape to get the necessary volume for proper storm water management. Mayor Mironov asked where the basin would be visible from. Ms. Algeo stated that the basin would not be visible from Milford Road and would be barely visible to adjacent lots as there is proposed vegetation and dense existing vegetation that would act as a buffer. Mayor Mironov asked Ms. Algeo to describe what the basin would look like and the number of trees for the retention basin. Under ordinance requirements, 95 trees are required, whereas the applicant is proposing 73 trees around the basin resulting in a deficiency of 22 trees. Ms. Algeo stated that they are proposing dense planting around the retention surrounding plantings. Ms. Algeo stated that they applicant is requesting a waiver for the required basin where they can, but the applicant was trying to provide an area that would allow for sheet flow into the retention pond so they did not provide additional plantings in between the pond and the truck parking. Mayor Mironov asked Ms. Algeo to describe the appearance of the basin. Ms. Algeo stated that it would appear similar to the existing retention pond at the Conair site, with a similar aerator facility and plantings. Mayor Mironov asked Ms. Algeo about the runoff water flowing toward Etra Lake. Ms. Algeo stated that runoff water will be collected and it will outlet into the existing basin on the adjacent property to the south. The overflow from that basin flow to Etra Lake. Mayor Mironov asked if that was appropriate for the site. Mr. Ridolfi stated that the existing basin was designed a regional basin to service all the adjacent lots. He added that the applicant is proposing water treatment facilities that would thoroughly treat the water and remove any solids or solvents before it gets to the basin that flows into Etra Lake. Mr. Peters stated that was accurate and that by doing this the applicant is preserving the existing directional flow of storm water on the site. Mr. Dobromilsky added that the basin will look similar to the existing Conair retention pond but this basin would not be visible except from the rear parking area. He added that the applicant could add a few more trees without worrying about impeding the flow of water. Mr. Ridolfi stated that they could add additional plantings.

Mayor Mironov asked if the trash compactors would be screened. Mr. Ridolfi stated that the trash compactors would not be visible due to the landscaping on site. Ms. Algeo stated that they would only be visible from the rear truck parking area, and would not be visible from the employee parking areas or from Milford Road. Ms. Algeo stated that they did not proposing screening the trash compactors further to allow for contractors to regularly empty them.

Mayor Mironov stated that the bike rack would be a requirement and that the other amenities such as picnic tables would be recommended.

Chairperson Kelley asked if both truck driveways would have the restriction on the left turns out onto Milford Road. Ms. Algeo stated that they initially only proposed signage for the southern driveway, just in case a truck had to exit onto Milford Road and travel to the other truck driveway to improve site circulation. Chairperson Kelley stated that would be fine to allow trucks to turn left to go to the other driveway, but it should be stipulated for both driveways that left turns are prohibited, so trucks do not travel towards Etra Park. Chairperson Kelley asked Ms. Algeo where

the proposed banked parking would be. Ms. Algeo indicated that the parking stalls in the center of the warehouse would be banked, creating two separate employee parking areas toward either office area. Mayor Mironov asked if there was a reason they chose that particular section to bank and Ms. Algeo stated that was done to maintain two parking areas in the event there are two tenants. Chairperson Kelley stated that it would be a requirement of the Township that either the applicant or the Township can call for the banked parking to be constructed should it present any issues. Mr. Ridolfi stated the applicant would agree to that. Mayor Mironov asked that be clearly stated as a condition of any resolution of approval. Mr. Berman asked if the banked parking should be increased, as they applicant testified they are well above the parking demand for a facility of this nature and size. Mr. Mele stated that if they secured a single user, they could potentially bank all of the parking along the Milford Road frontage.

Mr. Theokas asked Mr. Mele what kind of demand there is for a facility of this size in the market today. Mr. Mele stated that over the years, the size of warehouse distribution centers have grown tremendously. He stated that a building of this size, approximately 450,000 square feet is considered a medium sized warehouse compared to industry standards. Mr. Mele stated that while they anticipate a single user will occupy the building, they built it with maximum flexibility so the building will attract tenants presently and in the future should the original user relocate. Mr. Preiss asked if the applicant would secure a user by the time construction starts. Mr. Mele stated that would be unlikely, as most potential users won't consider a site until it is fully approved and construction is underway. Mr. Mele stated that once a tenant is secured, then the applicant will return with a signage proposal and details on any additional banked parking.

Ms. Patel asked Mr. Mele if the warehouse would operate 24 hours a day. Mr. Mele stated that would depend on the tenant, but that they have prepared for that scenario as it is possible. Chairperson Kelley stated that if it was not a 24 hour operation and the gates to the truck area would be locked overnight, the applicant would have to ensure that no trucks are parking along Milford Road overnight while waiting for business hours. Mr. Mele agreed.

Ms. Algeo stated that the applicant is proposing 251 deciduous trees, 154 evergreen trees, 41 flowering ornamental trees, and 1,421 shrubs on site. All plantings were selected for low water requirements and are consistent with the Township's Sustainable Jersey policy. She added that because they are proposing drought resistant plantings, they are not proposing an irrigation system. Ms. Algeo stated that the applicant is seeking a variance for the landscaping buffer. While the requirement is 100 feet, the applicant is providing 80 feet. Ms. Algeo stated that the applicant is proposing a hedgerow along the entire parking lot frontage to screen the parking area and cars from view, as well as mitigate the lack of berming. Ms. Algeo also stated that the applicant is seeking a waiver for the number of trees in the north parking lot. She stated that the applicant is deficient by nine trees, but added that there are opportunities to add additional trees around the perimeter of the parking to mitigate the deficiency.

Ms. Algeo stated that the applicant is seeking a design waiver for the total number of trees and the size of the trees within 75 feet of the building. She stated that they are deficient by 20 trees and that the flowering ornamental trees would be 3 to 3.5 inch caliper instead of the required 4 to 4.5 inch caliper. Ms. Algeo stated that this was done as flowering ornamentals add visual interest closer to the building, but that it was challenging to get a larger size tree. Ms. Algeo added that

they did submit a tree inventory and replacement plan, which indicated that 15 trees would be removed. While the applicant is only required to plant 19 trees for replacement, they are proposing 446 new deciduous and evergreen trees throughout the site, so they are above that requirement.

Mr. Dobromilsky asked Ms. Algeo if the applicant was requesting a waiver for the number of trees within 75 feet of the building or for the smaller size caliper. Ms. Algeo stated that they were requesting a waiver from both requirements, as the limited area within 75 feet of the building proved to be challenging. Chairperson Kelley stated that if the smaller ornamental trees in that area make sense, that wouldn't be an issue, but he would like to see if the applicant could reduce the deficiency in the number of trees. Mr. Dobromilsky stated that he would suggest increasing the size of the deciduous trees in that area to make up for the deficiency. Ms. Algeo stated that the applicant would do that.

Mr. Dobromilsky stated that he wanted to clarify to the Board that while the existing Conair facility has a low berm along the frontage, this proposed site plan shows a lower grade ditch with shrubbery in lieu of a berm to buffer the view of the front parking areas. Mr. Dobromilsky stated that this was done in order to allow as much of the storm water runoff to run to the grassed areas, which he found agreeable. He stated that this would look different than the berming at the existing Conair site. Mayor Mironov asked how that would appear from Milford Road. Mr. Dobromilsky stated that the shrub row would be set back about 90 feet from Milford Road, but the grade will drop about three feet and come back up for much of the area. Mayor Mironov asked if that would provide enough buffering. Mr. Dobromilsky stated that in the future, the shrubs would be fully grown and would successfully buffer the site. However, upon installation it would provide less buffering than the Board typically requests. Mr. Dobromilsky suggested that the applicant provide some renderings and cross sections to further illustrate what it would look like. Mr. Preiss asked Ms. Algeo if the shrubs would properly screen the headlights from parked cars to the road way. Ms. Algeo stated that they would.

Ms. Algeo stated that regarding lighting, the applicant is proposing LED light fixtures that are fully covered to ensure no light is emitted over 90 degrees horizontally. There would be both pole mounted fixtures and façade mounted fixtures. The parking area fixtures would be pole mounted and would measure approximately 25 feet in height. Lighting fixtures would be mounted on both the Milford Road façade and the rear façade near the loading area, at 24 feet high and 28 feet high respectively. Ms. Algeo explained that because the loading docks come up higher on the building, the lighting fixtures had to be raised for consistency around the entire building, so they will appear to be mounted at the same height as the front façade lights. Ms. Algeo stated that illumination averages range from .3 to .5 foot candles and the overall site average would be 1.4 foot candles. Ms. Algeo stated the applicant is seeking a waiver from the 1.0 foot candle maximum for overall average site intensity. She added that the lighting intensity at the north and south property lines measure 0 foot candles, so there would be no negative impact to the adjacent residential lots. She stated that they are seeking this waiver as the lighting was increased for security purposes and to provide adequate lighting in all of the parking areas, sidewalks, entrances, and loading areas. Chairperson Kelley stated that other similar applications have been fine with an average of 1 foot candle. Mr. Ridolfi stated that the applicant would revise the lighting plan and reduce the overall lighting intensity. Chairperson Kelley also asked the applicant to mark any security lights. Mayor

Mironov asked the applicant if any lights would be left on 24 hours a day. Mr. Mele stated that would depend on the tenant.

Mayor Mironov asked Ms. Algeo why the applicant was unable to connect the proposed sidewalk to the existing sidewalks on either side of the property. Ms. Algeo stated that they had intended to connect the sidewalks initially but found that the right of way was too close to the site line, so connecting the sidewalks would require them to build on private property, so it was not considered an option. Mr. Peters asked Mr. Ridolfi if the applicant had did on site pesticide testing. Mr. Ridolfi stated that they did complete a Phase I assessment and that they would provide a copy to the Board. Mr. Preiss asked Mr. Mele what kind of gate they are proposing for the fenced area. Mr. Mele stated that they would typically install a sliding gate with key card access. He added that if there is a single user for the site, they might consider a guardhouse and allow the gates to be open during business hours instead. Mr. Preiss stated that would be an item that would have to come back to the Board for consideration.

Mr. Ridolfi introduced the project traffic engineer Nicholas Aiello of Maser Consulting as the next witness. Ms. Cayci swore in Mr. Aiello.

Mr. Ridolfi asked Mr. Aiello to go over his licensure and education for the Board. Mr. Aiello stated that he is a licensed traffic engineer in New Jersey and he received his bachelor's degree from Rutgers. He stated that he has been with Maser Consulting for nine years and has been accepted as a professional witness before multiple boards in New Jersey, including Cherry Hill, North Brunswick and South Brunswick. Chairperson Kelley accepted his credentials.

Mr. Aiello stated that he prepared the submitted traffic impact study for this project. He stated that the applicant is proposing three access driveways to the site. The north and south driveways will accommodate cars and trucks and left turns onto Milford Road will be prohibited for trucks. He also stated that there would be a center driveway designated for employee and car access only. Mr. Aiello stated that to predict the site generate traffic, he used the industry's most recent standards for a high cube distribution warehouse. He stated that he predicts there will be approximately 37 trips into the site and 16 trips out during the morning peak hour and 18 trips into the site and 39 trips out during the afternoon peak hour. 20% of those trips will be trucks.

Mr. Aiello entered Exhibit A-5, titled "Aerial Map," dated May 16, 2016 into evidence. Mr. Aiello stated that a majority of truck traffic will be travelling to and from the Turnpike and that all trucks leaving the site would travel north on Milford Road toward the Turnpike. Trucks exiting the Turnpike will have direct access to the site though a slip ramp to Milford Road and will not have to stop at any traffic lights.

Mr. Ridolfi asked Mr. Aiello if there were any traffic issues at the intersection of State Route 33 and Milford Road. Mr. Aiello stated that he did examine that intersection and he also studied the Township's report titled "New Jersey Turnpike Interchange 8 Planning Study," dated September 2014, which predicted approximately 232 trips would be generated in the area for a full build out of the area. Mr. Aiello stated that the site would only generate about 25% of the anticipated traffic counts as described in the study. Mr. Aiello stated that the intersection of State Route 33 and Milford Road would operate at a level service B, and that the development would not have a

negative impact on the intersection's level of service. Mr. Aiello stated that the intersection of Milford Road and Twin Rivers Drive would have little to no impact on level of service as well. Mr. Aiello stated that in terms of parking, 488 parking stalls are proposed while the ordinance requires 557 parking stalls. Mr. Aiello stated that due to the automated systems and lower employee counts for this type of facility, it is his opinion that the proposed parking is sufficient for the demand that will be generated by the site. Mr. Ridolfi asked Mr. Aiello if the onsite circulation could accommodate emergency vehicles and trucks. Mr. Aiello stated that the onsite circulation would accommodate those vehicles and their turning radius at every access drive and throughout the site.

Mayor Mironov asked Mr. Aiello to indicate the current level of service for the intersection of Milford Road and Twin Rivers Drive and describe any impact from the proposed development. Mr. Aiello stated that the current service level for the intersection is a level C and that the site generated traffic taken into account, the intersection would operate at service level D. Mr. Aiello clarified that this was only for the left turn from Twin Rivers Drive onto Milford Road and that it was much closer to a service level C, but had just gone over the threshold into service level D. Mr. Aiello stated that the change would be barely perceptible to those who travel there frequently.

Mr. Ridolfi introduced the project planner Joseph Layton of Maser Consulting as the next witness. Ms. Cayci swore in Mr. Layton.

Mr. Ridolfi asked Mr. Layton to go over his licensure and experience for the Board. Mr. Layton stated that he has been a licensed professional planner since 1974 and is a senior principal with Maser Consulting. He stated that he has testified before over 200 boards in New Jersey as a professional witness. He stated that he also testified before this Board as a professional witness in the past. Chairperson Kelley accepted his credentials.

Mr. Layton stated that applicant is requesting three variances. The first is for the front yard setback. The ordinance requires 150 feet, whereas the applicant is providing 130 feet to the screen wall on the side façade. He stated that a majority of the building meets the setback requirements, but the screen wall and canopies extend just slightly into the setback. The second variance is regarding the front yard landscape strip, where 100 feet is required and the applicant is providing 80 feet. Mr. Layton said that because the lot is irregularly shaped to the rear, the building had to be moved forward to maintain the side setbacks, which in turn cause the landscape strip to be reduced. Mr. Ridolfi asked if the applicant made up for the lack of depth with the density of the proposed plantings. Mr. Layton stated that was correct. The third variance is for the minimum side yard landscape buffer strip, where 50 feet is required and the applicant is proposing approximately 7 feet, due to the irregular lot shape.

Mr. Layton stated that the applicant has also requested several design waivers. The first is the requirement that all access driveways be located at least 50 feet from lot lines. Mr. Layton stated that the driveways are 50 feet from the property line but the edges are encroaching on the requirement in order to accommodate the turning radius for the trucks. Mr. Layton stated that a waiver had been requested for the required parking, which Mr. Mele and Mr. Aiello spoke about. Another waiver was requested for the requirement that the parking lot be subdivided into areas no greater than 80 spaces. Mr. Layton stated that the parking area to the north side is more than 80

spaces and would require a 10 foot wide island in the middle to meet that requirement. Mr. Layton stated that the island would force the parking to encroach on either the landscape strip or rear buffer, and the applicant thought this would be a better design solution. The applicant also requested a waiver from the maximum of one ingress and egress driveway for each road frontage, as they are proposing three driveways along Milford Road for traffic safety purposes. Mr. Layton stated that the applicant is also seeking a waiver from the maximum lighting intensity, as the applicant is proposing an overall site average of 1.4 foot candles but the maximum permitted is 1.0 foot candles. Mr. Layton stated that this was done as a safety measure, and added that in order to maintain a .3 foot candle minimum illumination throughout the site, the entire average had to be brought up. Mr. Ridolfi asked Mr. Layton if in his opinion the variances and waivers being requested are required due to the irregular lot shape. Mr. Layton stated that was correct.

Chairperson Kelley opened the meeting to the public. There being no public comment, the public forum was closed.

Chairperson Kelley stated that outstanding items include cross sections of Milford Road, the lighting plan should be revised, the discussed landscaping changes and improvements, and signage along the access driveways. Mr. Ridolfi stated that they would submit all these materials prior to the memorialization of any resolution of approval.

MOTION TO APPROVE THE APPLICATION MADE BY: Mr. Clark

MOTION SECONDED BY: Mr. Berman

ROLL CALL

AYES: Mr. Berman, Mr. Brady, Mr. Clark, Mayor Mironov, Ms. Patel, Mr. Schmidlin, Mr. Shapiro, Mr. Theokas, Mr. Kelley

NAYES: None

ABSTAINS: None

ADJOURNMENT OF MEETING

There being no further business, the meeting was adjourned.

CERTIFICATION OF SECRETARY

I, undersigned, do hereby certify;

That I am the Planning Board Secretary of the Township of East Windsor Planning Board and that the foregoing minutes of the Planning Board, held on May 16, 2016, 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 20th day of June, 2016.

Allison Quigley, Board Administrative Secretary
East Windsor Township