

**EAST WINDSOR TOWNSHIP PLANNING BOARD  
MINUTES OF March 12, 2018**

The meeting of the East Windsor Township Planning Board was held on Monday, March 12, 2018, 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 7:37 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. Brand, Mr. Catana, Mayor Mironov, Ms. Patel (Arrived at 7:47 PM), Mr. Schmidlin, Mr. Shapiro, Mr. Kelley

Members Absent: Mr. Berman, Mr. Clark

Professionals and Staff Present: Allison Quigley, Planning Board Secretary  
Jolanta Maziarz, Board Attorney  
Joseph Burgis, Township Planner  
A. Maxwell Peters, Township Engineer  
Daniel Dobromilsky, Township Landscape Architect

**NEW AND REAPPOINTED MEMBERS (Class and Term)**

Richard Brand, Class II, Term Expires: December 31, 2018

Mayor Mironov administered the Oath of Office to Mr. Brand.

**REPORTS/CORRESPONDENCE/ANNOUNCEMENTS**

**PUBLIC FORUM**

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

**MINUTES**

**January 22, 2018**

MOTION TO APPROVE JANUARY 22, 2018 MINUTES MADE BY: Mr. Schmidlin

MOTION SECONDED BY: Mr. Catana

ROLL CALL

AYES: Mr. Catana, Mayor Mironov, Mr. Schmidlin, Mr. Shapiro, Mr. Kelley  
NAYES: None  
ABSTAIN: None

**RESOLUTIONS**

**RESOLUTION 2018-07** Approval of Amended Annual Meeting Calendar for 2018

Chairperson Kelley announced that the annual meeting calendar had been corrected to reflect the meeting date of October 15, 2018 rather than October 8, 2018 which is Columbus Day.

MOTION TO APPROVE THE RESOLUTION MADE BY: Mr. Catana

MOTION SECONDED BY: Mr. Schmidlin

ROLL CALL

AYES: Mr. Catana, Mayor Mironov, Mr. Schmidlin, Mr. Shapiro, Mr. Kelley  
NAYES: None  
ABSTAIN: None

**RESOLUTION 2018-08** Confirmation of Planning Board Planner

MOTION TO APPROVE THE RESOLUTION MADE BY: Mr. Catana

MOTION SECONDED BY: Mr. Schmidlin

ROLL CALL

AYES: Mr. Catana, Mayor Mironov, Mr. Schmidlin, Mr. Shapiro, Mr. Kelley  
NAYES: None  
ABSTAIN: None

**RESOLUTION 2018-09** **Exeter Property Group**  
329-359 Wyckoff Mills Road  
Block 13, Lots 1.01 and 1.02  
Waiver of Site Plan Request

MOTION TO APPROVE THE RESOLUTION MADE BY: Mr. Catana

MOTION SECONDED BY: Mr. Schmidlin

ROLL CALL

AYES: Mr. Catana, Mayor Mironov, Mr. Schmidlin, Mr. Shapiro, Mr. Kelley  
NAYES: None  
ABSTAIN: None

**RESOLUTION 2018-10** Authorizing an Amendment to an Agreement for Professional Legal Services for 2018

MOTION TO APPROVE THE RESOLUTION MADE BY: Mayor Mironov

MOTION SECONDED BY: Mr. Schmidlin

**ROLL CALL**

AYES: Mr. Catana, Mayor Mironov, Mr. Schmidlin, Mr. Shapiro, Mr. Kelley

NAYES: None

ABSTAIN: None

**DISCUSSION ITEMS**

1. Target Corporation  
70 Princeton Hightstown Road  
Block 6.07, Lot 14.04  
Waiver of Site Plan Request

Gregg Adelman Esq., of Kaplin Stewart is representing the applicant tonight, Target Corporation. The applicant is requesting a waiver of site plan to implement some signage changes to the existing Target store in the East Windsor Village Shopping Center located on Route 571.

Mr. Adelman introduced his first witness, project engineer Tony Diggan of Kimley Horn. Ms. Maziarz swore in Mr. Diggan. Mr. Diggan stated that he is a professional engineer in New Jersey and has been accepted as a professional witness in several municipalities throughout the state. Chairperson Kelley accepted his credentials.

Mr. Diggan entered into evidence Exhibit A-1 titled "Vicinity Map," dated March 12, 2018. Mr. Diggan stated that the applicant is seeking approval to update the façade signage and change the façade colors on the building. He stated that Target is modernizing their brand and logo, so they are proposing to replace the existing "Target" façade sign on the south elevation with a white bullseye logo sign. They are also adding an "Order Pickup" sign on the south façade to identify the area customers can go to pickup orders placed online. Mr. Diggan stated that they are also proposing to add an additional façade sign on the east elevation facing Lanning Boulevard. This new sign would also be a white bullseye logo.

Mr. Diggan entered into evidence Exhibit A-2 titled "Site Photos," dated March 12, 2018. Mr. Siggan stated that these photos show the existing south elevation. The applicant recently updated the existing "CVS Pharmacy" façade sign on the south elevation, and Mr. Diggan indicated that they are not proposing any changes to that sign in particular. Mr. Diggan stated that the east elevation has no signage currently, and they believe the new sign they are proposing is fair, as the property is set far back from the roadway.

Mr. Diggan entered into evidence Exhibit A-3 titled "Façade Design," dated March 12, 2018. Mr. Diggan stated that this exhibit shows the new siding materials that would be implemented along

the southern and eastern elevations. Mr. Diggan stated that the new bullseye logo façade sign on the east elevation would measure approximately 10 feet in diameter. He stated that per the Township ordinances, 537 square feet of signage is permitted on the east elevation, and they are only proposing one sign measuring 78 square feet. Mr. Diggan stated that he also read that the Township ordinances only permit one façade sign per each street frontage unless the business is in a shopping center. Mr. Diggan stated that they believe the additional sign on the east elevation should be approved as no signage existing on Lanning Boulevard and it would help the motoring public easily identify the store. Mr. Diggan stated that all of the facade signs they are proposing tonight are internally illuminated and do not protrude past the wall face more than six inches.

Mayor Mironov asked Mr. Diggan if these changes were being implemented at all Target locations. Mr. Diggan stated that this is national program that is taking place first at select locations. These locations are being chosen in the order in which they were constructed and are being done in waves. Mayor Mironov asked Mr. Diggan who might see the new sign proposed facing Lanning Boulevard that isn't already aware of the Target store's location. Mr. Diggan stated that anyone new to the area might not know that Target is located there. Mayor Mironov stated that she did not think anyone would be travelling on Lanning Boulevard that wasn't already aware of the Target store and its location. Mr. Shapiro agreed with Mayor Mironov and stated that Lanning Boulevard is a dead end street with virtually no traffic.

Mr. Snieckus asked Mr. Diggan if any special accommodations for the online ordering program would need to be implemented that would necessitate any site plan adjustments. Mr. Diggan stated that there wouldn't be any adjustments as the program was already in place and running at this store, they just believe the additional signage would make it easier for customers to find the order pickup area. Mr. Snieckus stated that he understands there are concerns regarding the request for the new façade sign on Lanning Boulevard. He stated that the Township ordinances do restrict any signs facing residential districts from being illuminated, and that should be considered here as well, as the shopping center faces a senior living facility. Mr. Diggan stated that if the Board wanted, they would remove the request for the additional façade sign on the eastern elevation.

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

Mayor Mironov asked Mr. Diggan if they had any timeline in mind for completing these changes. Mr. Diggan stated that they are hoping to complete this project as soon as possible.

Mr. Catana stated that he would make the motion to approve the waiver of site plan request on the condition that the applicant remove the new façade sign on the eastern elevation.

MOTION TO APPROVE THE APPLICATION WITH CONDITIONS MADE BY: Mr. Catana

MOTION SECONDED BY: Ms. Patel

ROLL CALL

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

NAYES: None

ABSTAINS: None

**APPLICATIONS/PUBLIC HEARING**

**EWT File #PB17-003            269 Wyckoff Mills Road EW3 LLC**  
269 Wyckoff Mills Road  
Block 12, Lot 2  
Preliminary and Final Major Site Plan

Ronald Shimanowitz Esq., of Hutt and Shimanowitz is representing the applicant tonight, 269 Wyckoff Mills Road EW3 LLC. Mr. Shimanowitz stated that the application is for preliminary and final major site plan approval to for the property known as Block 12, Lot 2 on the Township tax maps. The applicant previously appeared before the Board on November 20, 2017. Mr. Shimanowitz stated that the applicant has submitted revised plans addressing comments that were raised at the last public hearing, and they are present tonight to present those changes to the Board. Mr. Shimanowitz stated that he had several witness present tonight that testified at the last hearing: John Kainer, the applicant; Julia Algeo of Maser Consulting, project engineer; Raymond Liotta of Maser Consulting, project landscape architect; and Nick Aiello of Maser Consulting, project traffic engineer.

Chairperson Kelley asked Jolanta Maziarz, Board Attorney, to swear in the Board’s professionals: Edward Snieckus, Township Planner, Daniel Dobromilsky, Township Landscape Architect, and Max Peters, Township Engineer. Ms. Maziarz swore the professionals in.

Chairperson Kelley stated for the record the following reports have been received from East Windsor Professionals and Supervisors: East Windsor Chief of Police James A. Geary, dated January 8, 2018, Exhibit B-5. Mr. Shimanowitz stated that the applicant received the report.

Mr. Shimanowitz introduced his first witness, John Kainer, the applicant. Mr. Shimanowitz stated that Mr. Kainer was previously sworn in on this matter at the last public hearing and continues to be under oath. Mr. Shimanowitz asked Mr. Kainer to describe the changes to the access driveway to the Board.

Mr. Kainer entered into evidence Exhibit A-8 titled “Revised 269 WMR Site Plan Exhibit,” dated March 12, 2018. Mr. Kainer stated that Exhibit A-8 shows the revised driveway design. The new driveway is much straighter, as the previous design had several S curves as it followed the path of the existing access easement through the adjacent property owned by the New Jersey Turnpike Authority (NJTA). Mr. Kainer stated that this new driveway design was much more user friendly for trucks coming in and out of the site. He stated that they are in discussions with the NJTA to approve this new driveway, as it requires a new access easement through their property. He stated that the discussions have not been finalized but they are hopeful they will get the approval soon.

Mr. Shimanowitz introduced his next witness, project engineer Julia Algeo of Maser Consulting. Mr. Shimanowitz stated that Ms. Algeo was previously sworn in on this matter at the last public hearing and continues to be under oath.

Ms. Algeo referenced Exhibit A-8. Ms. Algeo entered into evidence Exhibit A-9 titled "Truck Turning Plan Sheet 1 of 2," dated March 12, 2018. Ms. Algeo stated that the biggest change made to the site plan since the last hearing was the reconfiguration of the access driveway. She stated that the throat of the driveway at the intersection with Wyckoff Mills Road was widened to accommodate two trucks, one entering and one existing the site at the same time. She stated that Exhibit A-9 shows the turning radius of both trucks and how the new driveway design accommodates both. She stated that the driveway alignment has been straightened where previously there were various curves throughout. Ms. Algeo stated that Exhibit A-9 also shows that the new driveway design can accommodate two trucks travelling in opposite directions at the same time. She stated that, as per comments at the last Board hearing, a light was added at the driveway entrance at Wyckoff Mills Road.

Ms. Algeo entered into evidence Exhibit A-10 titled "269 WMR Driveway Enhancement Exhibit," dated March 12, 2018. Ms. Algeo stated that the gate that is located at the entrance of the driveway at Wyckoff Mills Road was pushed back into the site by 85 feet from the driveway entrance to accommodate emergency vehicles. Reflective delineators have been added to the gate and Knox boxes are being provided for emergency access.

Ms. Algeo stated that the previous plan showed a 130 foot truck court. Due to comments from the New Jersey Department of Environmental Protection (NJDEP) the truck court was modified to comply with the general permit requirement. The smaller truck court area was increased from 90 feet to 100 feet and a transition to the 100 foot truck court was added. New turning radius submissions with this revised design were submitted to the Board. Ms. Algeo stated that they are proposing 29 loading docks. 19 loading docks will be able to accommodate large tractor trailers, and 10 will be signed for smaller size trucks. Ms. Algeo stated that a patio area with a picnic table and benches was added by the front entrance for employee use.

Ms. Algeo stated that modifications were also made to the storm water management system to address comments from the NJDEP. The wet pond was increased in size and the subsurface basins were resized to accommodate that change. The storm water management manual was revised to include these revisions.

Mr. Shimanowitz introduced his next witness, project landscape architect Raymond Liotta of Maser Consulting. Mr. Shimanowitz stated that Mr. Liotta was previously sworn in on this matter at the last public hearing and continues to be under oath.

Mr. Liotta stated that only minor changes were made to the landscaping plan to accommodate some of the layout changes as described by Ms. Algeo. He stated that all of the aspects of the landscaping plan that were previously compliant with Township standards and ordinances did not change since the last hearing. Mr. Liotta stated that the new driveway configuration would disturb additional woodland areas and would increase the tree replacement requirement by additional trees. He clarified that the original driveway configuration ran through the already existing access easement that is currently clear of any vegetation. Mr. Liotta stated that as he testified at the last hearing, the applicant would discuss resolving the issue of the deficiency in the tree replacement requirement during the discussions regarding the Developer's Agreement. He stated that they are proposing 98 new trees in the plan that would be weighed against that deficiency, but it would certainly be addressed in whole during the developer's agreement. Chairperson Kelley asked Mr.

Liotta if the NJTA would allow the applicant to plant new trees in the existing access easement on their property. Mr. Liotta stated that they did approach the NJTA about that and they were told they would only be permitted to plant trees in that area with the permission of the NJTA, but they would certainly do that if they got approval.

Mr. Liotta stated that there were some changes to the lighting plan as well. He stated that in the loading dock area, previously three pole mounted fixtures were proposed. Now the applicant is proposing five light fixtures on the north side of the loading dock. The redevelopment plan for the site allows for 30 foot mounting height for light fixtures, but the applicant had initially proposed five fixtures at 25 foot mounted height on the north face of the building. Now the applicant is proposing three fixtures at thirty foot mounted height. This change allows to the same amount of coverage but with less fixtures. Mr. Liotta stated that these changes do not affect the illumination levels on site from what was initially proposed. Mr. Liotta stated that as per comments at the last hearing, a security lighting plan was also submitted to the Board. The security lighting plan would be all existing lighting on site dimmed to 30% illumination. He stated that the average lighting intensity for the paved areas in the security lighting plan were about 0.2 to 0.3 foot candles, which was adequate for safety purposes. Mr. Snieckus asked if the security lighting plan would have any sensors or other fixtures for employees who are working late and need additional light as they exit the building and go to their vehicles. Mr. Liotta entered into evidence Exhibit A-11 titled "Lighting Plan Exhibit Dimmed to 30%," dated March 12, 2018. Mr. Liotta stated that this plan shows the individual lighting fixtures on the site. He stated that he would concentrate on provided sensors for lights by the entrance and the east side of the building with car parking, but that could certainly be taken into consideration.

Mr. Dobromilsky asked Mr. Liotta if he could outline the extent of the chain fence around the facility. Mr. Liotta stated that Exhibit A-8 shows the entrance gate at the beginning of the driveway. This gate did not have a fence with it. Further along up the driveway, toward the entrance to the truck court, there is another gate and fence that encircles the entire facility.

Mr. Shimanowitz introduced his next witness, project traffic engineer Nicholas Aiello of Maser Consulting. Mr. Shimanowitz stated that Mr. Aiello was previously sworn in on this matter at the last public hearing and continues to be under oath.

Mr. Aiello entered into evidence Exhibit A-12 titled "Site Location Aerial Map," dated March 12, 2018. Mr. Aiello stated that this exhibit was revised to show the reconfigured driveway design. Mr. Aiello stated that at the last hearing, he had suggested several traffic control mechanisms along Wyckoff Mills Road, including an all way stop control at the intersection of Wyckoff Mills Road and Cranbury Station Road and the reduction of the speed limit in the area to 35 miles per hour. He stated that the Board had raised concerns about those recommendations, so he reevaluated the traffic impact of the site and those recommendations he previously made. He stated that those recommendations were initially made due to the multiple horizontal curvatures along Wyckoff Mills Road and the existing bridge from Route 133 that goes over Wyckoff Mills Road that impedes sight distance from the entrance of the site. He stated that he has removed his recommendation for the all way stop control, however he does recommend reducing the speed limit along Wyckoff Mills Road to 30 miles per hour due to those conditions that impede site distance for traffic entering and existing the subject site. He stated that change in speed limit would eliminate the sight distance concern completely. Mr. Aiello stated that they also submitted

a request to the New Jersey Department of Transportation (NJDOT) for a right of way site triangle easement along the adjacent property located at Block 12, Lot 3, which is owned by NJDOT. This easement would allow the applicant to clear and maintain any vegetation in that area that might impede sight distance from the access driveway. He stated that this easement, in addition to the reduction of the speed limit on the road, would eliminate any issues regarding sight distance while removing the need for an all way stop control. Mayor Mironov stated that she thought Mr. Aiello's initial recommendation was to reduce the speed limit along Wyckoff Mills Road to 35 miles per hour. Mr. Aiello stated that was correct, but that was in conjunction with the implementation of the all way stop control mechanism at the intersection of Wyckoff Mills Road and Cranbury Station Road. He stated that if the all way stop control mechanism was implemented at that intersection, the sight distance requirement from the entrance of the access driveway would only be to any vehicles that are stopped at that intersection. Once that mechanism is removed, the sight distance requirement extends further through the existing Route 133 bridge over Wyckoff Mills Road and that can't be accommodated. The speed limit would have to be further reduced to 30 miles per hour.

Mayor Mironov asked Mr. Aiello to review the traffic distribution and the directions traffic would flow to and from the site. Mr. Aiello stated that a majority of the traffic for the site would be coming to and from the New Jersey Turnpike. Mayor Mironov asked Mr. Aiello to show the Board that traffic pattern. Mr. Aiello stated that the exhibit didn't show that area. Mayor Mironov stated that the exhibit should show that if the traffic was coming and going through that area. Mr. Aiello stated that traffic leaving the site would make a left out onto Wyckoff Mills Road, travel east toward Probasco Road, and then head south toward Route 33. From there, they would travel west toward the New Jersey Turnpike entrance. Mayor Mironov stated that at the last hearing she had asked him to go back and review those intersections as they had neglected to do that previously. She asked Mr. Aiello what kind of traffic would be generated in that area. Mr. Aiello stated that the subject site would have a minimal impact on the existing roadway network in the area. He stated that they don't anticipate any trucks to travel west on Wyckoff Mills Road and only 10% of passenger vehicles would travel that way. Mayor Mironov asked Mr. Aiello how many employees would be working in the facility. Mr. Aiello stated that he believes 15 employees will be working there. He stated that the tenant informed him that they are anticipating about 30 trucks a day for the site. He stated that after looking at the Institute for Traffic Engineers Trip Generation Manual, the trip generations for this site are in line with their standards for traffic generation for high cube warehouses. Mayor Mironov asked Mr. Aiello what kind of trucks would be travelling to and from the site. Mr. Aiello stated that he would defer to the tenant on that question.

Mr. Shimanowitz introduced his next witness, Ugur Aksu of Barsan Logistics, the potential tenant of the site. Ms. Maziarz swore in Mr. Aksu. Mr. Aksu stated that about 80% of the trucks coming to and from the site would be 53 foot long trucks and 20% would be smaller sized trucks. Mayor Mironov asked Mr. Aksu what hours the trucks would be coming in and out of the site. Mr. Aksu stated they typically operate from 9:00 AM to 5:00 PM. Mayor Mironov asked how many trucks would be coming in and how many trucks would be leaving the site per day. Mr. Aksu stated that it would be about 30 trucks coming in and 15 trucks leaving the site each day. He stated that it was hard to estimate that figure, as it depends on what clients they are serving at that time. He stated that these numbers are the worst case scenario numbers and are for a fully occupied facility. Mr. Shimanowitz asked Mr. Aksu if they only operate between 9:00 AM and 5:00 PM. Mr. Aksu stated that in general those are their hours but in special cases they extend their hours for clients



on an as-needed basis. Chairperson Kelley stated that he would be concerned if the hours are flexible that trucks would arrive on site and queue on Wyckoff Mills Road waiting for the facility to open. Mr. Aksu stated that would not happen, as drivers have to schedule appointments to come to the site and pick up goods at least 24 hours in advance. Mayor Mironov stated that at the last hearing it was indicated that this was not a high volume user. She asked Mr. Aiello if this was considered a high volume user. Mr. Aiello stated that these numbers are consistent with other high cube warehouses of this size.

Mr. Aiello stated that he also analyzed the level of service of the intersections throughout the corridor area. He stated that intersection of Wyckoff Mills Road and Probasco Road currently operates at a level service C, which is acceptable. The intersection of Probasco Road and Route 33 currently operates at a level service D. He stated that the trip generation calculations for the site showed a less than 1% increase in traffic delays at those intersections and would not have a significant effect on the traffic flow in the area. Mayor Mironov asked Mr. Aiello how he factored in the truck trips generated by the site into his analysis, as it was stated earlier that approximately 45 trucks would be travelling to a from the site during the course of the day. She stated that she would think those intersections would be affected by that. She asked him to start with the intersection of Wyckoff Mills Road and Probasco Road, as that is a particularly high stress point. Mr. Aiello stated that he did a peak hour trip generation and estimated that 22% of the total volumes generated by the site are heavy vehicle percentage, which would equate to about four trucks in the AM and PM peak hours traversing that roadway network. He stated that in that generation he did not see a significant increase in delay. Mayor Mironov asked Mr. Aiello what the peak hours were. Mr. Aiello stated that they found the peak hours of the roadway network were from 7:45 AM to 8:45 AM and 5:00 PM to 6:00 PM. He stated that he analyzed that information against the peak hour information provided by Barsan Logistics and found that the peak hours of the facility and the peak hours of the roadway network would not coincide. Mr. Peters asked Mr. Aiello if he used any peaking factors in his calculations. He stated that it seems that if they are estimating 30 trucks entering the site during the course of the day, the average would be about four trucks an hour but the peak hour would have higher volumes. Mr. Aiello stated that in his analysis the peak hours of the area roadway network did not coincide with the peak hours of the facility so even if the peak hours of the facility generated an additional truck or two than typical, he didn't believe it would have a significant impact.

Mr. Peters asked Mr. Aiello to explain to the Board what the various levels of service mean for the intersections he described. Mr. Aiello stated that a level service B means an average delay between 10 and 15 seconds and a level service C is over 15 seconds delay. He stated that in his review he did not identify any level service D at any of the unsignalized intersections.

Mr. Shapiro asked Mr. Aksu if there are any seasons that their business is busier than others or if it is consistent throughout the year. Mr. Aksu stated that it depends on their clients they are serving at the time but they do see some changes seasonally. Mayor Mironov asked Mr. Aksu what kinds of customers they serve. Mr. Aksu stated that one example is packaging materials. Mayor Mironov asked Mr. Aksu if there are any products that their company won't handle. Mr. Aksu stated that they won't handle hazardous materials. He stated that they are strictly palletized, meaning they only deal in products that are received and shipped out on pallets. Mayor Mironov asked Mr. Aksu what kinds of products they handle. Mr. Aksu stated that they handle packaging materials, furniture, and packaged non-perishable food products as examples. Mayor Mironov

stated that food products tend to generate a large volume of trucks. Mr. Aksu stated that it was hard to judge as every customer has different needs. Mr. Shapiro asked Mr. Aksu what he meant by packaging material. Mr. Aksu stated that an example of one of their clients is Lay's Potato Chips, and they store the bags the chips are packaged and sold in. Mayor Mironov asked if there was a way they could limit the products or number of vehicles at the facility. She stated that it was her understanding that this was a low impact user and the testimony tonight did not reflect that. Mr. Aksu stated that in his opinion, this was not a high volume operation. He stated that he has been in this industry for over 15 years and he has other facilities of this size that have over fifty trucks in and out over the day in comparison to this facility.

Mr. Peters asked Mr. Aiello to describe to the Board the procedure to reduce the speed limit on Wyckoff Mills Road if that was something the Board wanted to pursue. Mr. Aiello stated that would have to be done by ordinance. Ms. Patel asked Mr. Aksu if they are ever open on the weekends. Mr. Aksu stated that they are not. Ms. Patel asked Mr. Aksu to explain how the facility deals with the flexible hours if a client needs an additional pickup. Mr. Aksu stated that they would have to call the facility and schedule a pickup at least 24 hours in advance. He stated that this was done on an as-needed basis.

Mayor Mironov asked Mr. Aiello why his testimony and traffic analysis is inconsistent with the testimony given by Mr. Aksu. Mr. Aiello stated that he testified that there would be 30 trucks a day entering and exiting the site and that was based off the information that was provided to him by the applicant. Mayor Mironov asked Mr. Aiello if he would classify that as a low impact user. Mr. Aiello stated that facilities of this size and nature tend to have between 20% and 30% of heavy vehicles out of all trip generations and that is what he based his testimony off of. Mr. Peters asked Mr. Aiello if 30 trips a day is less than typical for a high cube warehouse of this size. Mr. Aiello stated that it was about average. Mayor Mironov asked Mr. Aksu if he would be willing to comply if a condition of the approval was that there would be no trucks entering or existing the facility on Saturday or Sunday and outside of the weekday working hours of 9:00 AM to 5:00 PM. Mr. Shimanowitz stated that they would be fine with that, with the exception being that on special occasions with special needs, the hours could be expanded to accommodate special pickups like Mr. Aksu described earlier. Mr. Shapiro asked Mr. Aksu how often pickups take place outside typical hours at other facilities. Mr. Aksu stated that at his other warehouses, this happens maybe once every couple of months.

Mr. Kainer stated that he is an industrial broker by trade and has represented many corporate clients and distribution companies over the years. He stated that he has seen companies that are much heavier users than Barsan Logistics. He stated that he realizes the numbers are what they are, but he believes they are not a high volume user. He stated that Barsan operates more as a storage company than anything and goods are often stored on site for 20 to 30 days rather than a few days between delivery and turn around.

Mayor Mironov asked Mr. Aiello if he had any suggestions for improvements at the Probasco Road and Wyckoff Mills Road intersection. He stated that he might suggest adding an additional lane on Wyckoff mills Road to allow left and right turns to operate independently. He stated that there were also other striping improvements that could be done along both roads to make traffic flow better.

Chairperson Kelley reiterated that they did not want to see any issues with trucks queuing along Wyckoff Mills Road waiting to access the facility. Mayor Mironov agreed and stated that a system with a contact would have to be worked out in case any issues arose.

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

MOTION TO APPROVE THE APPLICATION MADE BY: Mr. Catana

MOTION SECONDED BY: Ms. Patel

**ROLL CALL**

AYES: Mr. Brand, Mr. Catana, Mayor Mironov, Ms. Patel, Mr. Schmidlin, Mr. Shapiro,  
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 March 12, 2018, 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 9<sup>th</sup> day of April, 2018.

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Allison Quigley, Board Administrative Secretary  
East Windsor Township