

LAWRENCE TOWNSHIP SCREENING COMMITTEE MEETING
Thursday, September 20, 2018

Present: Christopher Bobbitt, Mayor (4:13 p.m.)
Doris M. Weisberg
Edward Wiznitzer, Chairperson

Absent: None

Excused Absence: James Kownacki, Councilman
Phil Caton, Planning Consultant
James Kochenour, Traffic Consultant

Also Present: Brian Slauch, Planning Consultant
Michael Wright, Traffic Consultant
James F. Parvesse, Municipal Engineer
Edward Schmierer, Planning Board Attorney
Susan Snook, Recording Secretary

Statement of Adequate Notice:

Adequate notice of this meeting of the Lawrence Township Planning Board Screening Committee has been provided by filing the annual meeting schedule with the Municipal Clerk as required by law; by filing the agenda and notice with the Municipal Clerk, posting prominently in the Municipal Building and mailing to the Trenton Times and the Trentonian newspapers.

Chairperson Wiznitzer stated there will be no formal action at tonight's meeting. Mr. Schmierer stated when they come back to the full Board, they have to notice and the first order of business will be to check the notice and take jurisdiction.

Public Participation: None

Minutes for Approval: None

Resolutions: None

Applications:

Major Site Plan – Preliminary & Final Approval with Variance Application No. SP-6/18; **PSIP Metrix Princess Road, LLC**; 10 Princess Road; Tax Map Page 39.02, Block 3901, Lot 4.01

Christopher DeGrazia represented the applicant and stated it is a 340,000 sf warehouse which is a permitted use in the zone. Michael Nachamkin, Managing Partner introduced himself to the Board members and has been in this type of investment for over 30+ years.

Brian Perry, PE stated it is located on Princess Road which consists of 31.3 acres, referred to a Vicinity Plan, showing the nearest residential property being 500' from this property. The property was cleared several years ago from a previous development that was approved; however, the project never went thru and there are a few detention basins that were built and were never utilized. The project will be a 340,000 sf single story warehouse building with 103 truck loading docks located in the front and south of the building.

There are 64 truck loading stations, 112 vehicle car parking spaces proposed with an additional 104 spaces that will be banked. The entrances to the site will be located at the east and west. Some of the curblines will be adjusted to possibly moving them over. Signage will be a left turn out of the site and will be worked out. The impervious coverage is 58% vs. 75% permitted, including the banked parking area.

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The floodplain area will be preserved with the exception of the west side of the stormwater outfall basins, which will be upgraded to meet current standards. There is an isolated wetlands area in the center of the site and a permit from New Jersey Department of Environmental Protection is required. There are two existing detention basins already built which were built prior to current stormwater management regulations which will be modified and retrofitting those basins so they meet the current stormwater management standards. There was a geotechnical investigation on the site and it needs to be witnessed by the Engineering Department and is this is being scheduled.

There are sidewalks built into the site with a linkage into the Princess Road site, along the western drive and it will be explored; however, it may be needed on the eastern drive due to the western drive needing a permit from New Jersey Department of Environmental Protection for a road crossing because of a small piece of wetland buffer on that side, while a sidewalk on the eastern side will be explored. ADA parking spaces will be provided on both sides of the facility with one additional space needed on the left side.

Two free standing signs are being proposed for each side at the entrances and per the ordinance only one is permitted; also a sign facing 295 for the façade. Mr. Wright commented that having signs on both sides is appropriate; however, the façade signs could be addressed at the time the tenants come in. Mr. Perry stated the sign is 47.3 in height, which is 10% more. A question was asked why it can't be two-feet shorter and what the significance of the two-feet is since you don't know who the tenant will be in this building or what kind of cargo is going to be stored, so how can you predict the required height. Mr. Nachamki commented it is a state of the art facility and the new generation of buildings is 40' clear and companies today have state of the art racking systems and rather than building a bigger building, they can go higher. This one is being built for a longer term type of tenant and following in advance of other major developers. Going two-feet shorter actually eliminates certain types of tenants and we don't know who they are but we are building this building to accommodate 99% of the market.

A variance is for loading in the front yard because of the nature of the facility. A discussion was on the loading area in the back for the trailers; however, they are trying to meet 99% of the types of tenants that come in.

Thomas Stearns stated there is a screening of the loading area with 8 – 10' evergreens planted along Interstate 295 and a similar screening on the southern side of the building along Princess Road. There is additional landscaping in the parking lots and around the perimeter (preserved woods). One issue is on the street trees at the property line there is a 10' Public Service Electric & Gas easement, with an electrical line in it, there is no opportunity to plant there. The south of the property line there is a five-foot space and the sidewalk, along the north edge of the sidewalk there is an existing 12" gas line. A rule is to keep 10' from an existing utility and there are no street trees on the other side of the street with the exception of the age restricted development. They will come back and add more evergreens and shrubs around the front and at the basins.

The lighting plan shows a 25' pole mounted fixtures with LED. Mr. Nachamkin stated everybody has different business hours for safety reasons if companies are working through the night the parking lot has to be lite and so does the building to provide access points that is why they will be on. Mr. Parvesse stated it will depend on the tenant, but we do not want full lighting on in the middle of the night if nobody is there. The lighting is focused on the ground and from above there is no glow from any fixtures because they are cut off fixtures. Mr. Slaugh commented you still have a reflection off the ground and the Township does not want complaints from the Gatherings. There was a discussion with regard to hours of operation and the lighting.

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Mr. Parvesse stated there are concerns which are the left hand turn out and the turning movement onto Princess Road and whether any widening is needed at Princeton Pike. Mr. Perry stated they will tighten the radius and will have an exhibit for the Planning Board meeting. They have made applications to the New Jersey Department of Environmental Protection; Delaware & Raritan Canal Commission and the County, which was approved September 20, 2018. The report of Arora & Associates, dated September 10, 2018, copy attached about parking spaces was incorrect and the elimination one driveway. The chain link fence along the south side of the building is to restrict trucks from exiting that side of the site, not to permanently close, will have the ability to open it if needed. The banked parking will be used for the future if a company grows so it will be used at that time.

Mr. Slaugh stated that 20% of the façade does require glass, he referred to Section 52.1.5 of the Land Use Ordinance, to avoid monolithic warehouse buildings. Mr. Nachamkin stated the different color schemes is to accomplish something similar to breaking up the monotony of a large space. We could consider raising the front glass, maybe half way up, full false glass, where the entrance is. Mr. Slaugh suggested talking this over with his architect. The discussion continued with the glass, band of color that is textured paint and the pre-cast building.

Mr. Nachamkin discussed the roof, no solar array on building; however, if tenant is a great power user than they would work with them to add solar. Chairperson Wiznitzer referred to the Environmental Impact Statement, Page 2, to change "disturbing" facility.

Mr. Pehnke prepared a Traffic Impact Study, dated July 30, 2018, copy attached, stating that Princess Road is a quiet road and in terms of the driveway operations on Princess Road there are no problems and will work with the Board on geographic restrictions. Signage could be added at Franklin Corner Road to have them orientate to the right. Most of the traffic goes to Princeton Pike and the majority of the traffic will come from 295, Route 1 and the Turnpike. Princess Road at Princeton Pike the evening hours had traffic delays heavily influenced by the medical offices that are there. The right turn shows some delays; the traffic light at the south is causing traffic delays and the project itself will add about a 10% increase to that right turn. It will not rise to a level to take the next step to add a traffic signal so there will be some continued delays and a little bit of additional queuing.

Mr. Pehnke stated there is signage on Franklin Corner Road and nothing further needs to be done there. The right turn out is making sure that the right turn radius are extremely convenient for trucks to make the right, it will restrict the right turn-in radius and to make sure that the safety of the smaller vehicles are not compromised so appropriate signage will be looked at. There is no way to channelize the constraints of the site to do a special truck exit lanes because there is just not enough room. Mr. Nachamkin commented that good visible signage stressing no left turns will be successful.

The discussion continued with the signage and the round-a-bout. They met with the Princeton South owners and they might ask them to put additional signage, they would have no problem. Mr. Parvesse commented that this site was originally approved as an office complex, these were conditions that were specific for that approval, so we provided that information so they were aware of them, to evaluate what the need was going to be. If the level of service is high enough, then we won't need to put in a signal at this time then that would have to be reviewed and give an opinion. Mr. Pehnke stated at Franklin Corner Road they are not even close and the County has approved the project with no continuing conditions with regard to signalization at this location. Princess Road and Princeton Pike are seeing the delays during peak periods that do not rise to the installation of a traffic light signalization.

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The Board discussed the trucks turning into the right lane to immediately merge onto the entrance ramp to 295 (southbound) which is a tight turn. Mr. Pehnke agreed and commented it would be a tough turn and you have to choose the gap. He stated he did a supplemental count and realized that Bakers Basin Road is closed and found out that Franklin Corner Road is down and Princeton Pike is up.

Public:

Paul Larson, Chairperson of the Lawrence Township Trails, Open Space and Stewardship Advisory Committee stated a trail and easement to Clarksville Road, see attached dated September 20, 2018. Mr. DeGrazia stated there are too many environmental constraints which would be hard to do, where the applicant would be granting an easement for the processing and additional fencing would be needed. They have no problem but would have to look at security. Mr. Nachamkin stated it will have to be talked about.

Chairperson Wiznitzer referred to Page 5 of the Environmental Impact Statement, Comment 5.5 and if you put up a fence to mark off a trail, does that interfere with the migration of the wildlife. Mr. DeGrazia stated not sure if proposing a fence, that they would be happy to see the location and look at it and conceptually does not have a problem and the connection would be nice, but see for a safety standpoint if certain things need to be done because that would be inviting people on the property.

The Board had comments and questions concerning signs, where the second one requires a variance; traffic issue that still have questions and lighting issues (24 hour operation and need for security purposes).

Mr. DeGrazia commented he is taking the recommendation of the Planners report and removing the two façade signs that are facing the highway. If a tenant comes in and has a seal, they can show it to you at that time, but at this point, we are looking at proposing two entrance monument signs and two façade signs in the front. They are looking to have two tenants and that is why they require the two façade signs.

The application is scheduled for the October 15, 2018 meeting and noticing will be required. Mr. DeGrazia stated there are no revisions and changes and exhibits will be presented that evening.

Old Business / New Business / Correspondence:

None

There being no further business to come before the Board, the meeting was adjourned at 5:30 p.m.

Digital audio file of this meeting is available upon request.

Respectfully submitted,



Susan J. Snook
Recording Secretary

Minutes approved: October 15, 2018