

**LAWRENCE TOWNSHIP PLANNING BOARD MEETING**  
**Monday, November 16, 2020**

**Present:** Christopher Bobbitt, Councilman  
Maria Connolly, Vice Chairperson  
Jonathan Dauber, Alternate #1  
Ian Dember  
Philip Duran  
James Kownacki, Mayor  
Kevin P. Nerwinski  
Terrence Leggett, Chairperson  
Kim Taylor  
Edward Wiznitzer

**Absent:** None

**Excused Absence:** None

**Also Present:** Brian Slaugh, Planning Board Consultant  
Edwin Schmierer, Board Attorney  
James F. Parvesse, Municipal Engineer  
Susan Snook, Recording Secretary

**Statement of Adequate Notice:**

Adequate notice of this meeting of the Lawrence Township Planning Board 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. The meeting was held through the internet at [uberconference.com/lawrencetwp.engineer](https://uberconference.com/lawrencetwp.engineer).

**Public:**

None

**Minutes for Approval:**

October 5, 2020 minutes were approved per unanimous vote

**Resolutions:**

Resolution of Memorialization 18-20; Minor Subdivision Application No. S-1/20; **Elizabeth Dymowski**; 130 Lawrenceville-Pennington Road; Tax Map Page 60.01, Block 6001, Lots 35 and 36 was approved per unanimous vote

**Applications:**

Amended Major - Preliminary & Final Site Plan with Variance Application No. SP-9/20; **Amazon.com Services, LLC**; 10 Princess Road; Tax Map Page 39.02, Block 3901, Lot 4.01

Joseph Paparo represented the applicant and gave an overview of the application to use the existing warehouse as a delivery station for a minor adjustment to the parking lot striping. The applicant will honor the conditions of approval of Resolution of Memorialization 19-18 from the warehouse approval. Referring to Condition #10 of the resolution, it spoke about an Amazon fulfillment center and one distinction is that an Amazon last mile station is not a fulfillment center. The warehouse is 340,400 sf; no expansion, interior renovations will be made, parking lot striping modifications for types of vehicles used and signs.

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Mr. Nerwinski asked Mr. Parvesse to share an aerial photograph and commented one of the issues to the resident's all relate to correspondence and e-mails received concerning Princess Road and discussions that were held previously when the application for the warehouse was being presented to the Planning Board. One of the things indicated to the residents that it would be considered is shutting off Princess Road right beyond the second round-about at The Gatherings to close that off and make it a private road so it could not be used for individuals to cut through, whether it is trucks or non-commercial vehicles trying to gain access to some of the businesses on Princess Road. He is still committed to doing that, pending the outcome of this application and we will be doing the preliminary work to study the traffic and based upon what we have reviewed already, we do not see that there is going to be much of an impact if we were to cut that road off where, right where the round-about is going, into that access road on Princess Road. Still committed on doing this and is not the authority of the Planning Board and not to go off tract, this is something in the authority of the elected Governing Body and still committed to doing this.

Mr. Paparo stated there is a restriction in the resolution prohibiting truck traffic from entering The Gatherings development and this applicant is committed to that restriction.

Witness #1: Jessica Schumer, Economic Development referred to Exhibit A1 – Tenant Operational Plan shows an overview of the delivery station and is a last stop delineation station. The station will have tractor trailers bringing in the product which will get ready for delivery the next day. There will be 50 – 80 overnight employees; starting at 9:30 a.m., the third party delivery provider drivers come on site, which are third party contractors, about 150 – 250 full time drivers, they get loaded up and leave the site and do a 10 hour route. The flex drivers come into the site, they use their personal vehicles and they do not come back unless a package cannot be delivered. All loading occurs in the building.

Ms. Schumer went over the different types of employees per a request. Amazon Associates are directly employed by Amazon, who unload the packages from the line halls and get them ready to be loaded into the vans, about 50 – 80 full time associates; there will be part-time employees who pick up an extra shift around the holidays; there will be 15 managers who oversee the whole operation and third-party delivery providers and they employ the van drivers who deliver the packages.

The Board members asked about customer pickup, with no returns; the difference between a delivery station and a fulfillment center and hours of operation. Mr. Paparo responded that this is not a fulfillment center per Condition #10 of the resolution based on the vehicles coming to this site.

Witness #2: Kristen Harding, PE gave an overview of the site, referring to Exhibit A2 – Project Vicinity showing 103 loading docks, 64 trailer parking spaces and 216 vehicle parking spaces. Exhibit A3 – Site Plan Overlay showing the restriping, minor curb modifications, parking lot on the eastern portion of the site for banked parking.

Referring to Exhibit A1 which shows the trucks entering and exiting the western driveway for segregation purposes between the trucks and vehicles; the Amazon personnel arriving times of the vans; there will be 12 loading docks, 18 trailer parking spaces; 188 associate parking spaces; 440 van parking spaces and 48 van queuing spaces and 48 van loading spaces on the interior of the building.

Exhibit A4 – Plan Rendering showing what the site will look like and the modifications of the project. Jersey barriers on site for truck/van parking which was asked to change them to curb islands; however, the applicant would like to install decorative planters which will serve the same purpose for separation of the traffic.

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There are two accessory structures, a ride share shelter on the southwest corner of Princess Road for an associate to wait for an uber service and a smoker shelter, 10 x 10, near the northwest corner of the site which is five-feet from the building. Two monument signs are being proposed for future tenants and directional signs will be located at the two driveway locations. The size will be increased to 28 sf; four wall and awning signs are being proposed to identify the tenant and the Amazon hub for pickup with a size of 133.5 sf. Incidental (20 sf) and directional (20 sf, 8' high) signage is being proposed.

The site and building is being utilized as the current configuration; the parking areas shown are within the previous approval and just a matter of restriping to accommodate the types of vehicles that are being used. Stormwater management is being decreased in impervious coverage by 1,500 sf and the minor striping and curbing does not change the drainage patterns on site. Lighting will consist of building mounted and pole mounted LED fixtures, 25'. Security lighting will remain full levels during the night time hours. Landscaping will be removal of 12 shade trees; however, 16 shade trees will be planted. Ms. Schumar commented that Amazon is committed to sustainability goals including zero percent emissions; however, this site does not have that capability at this time because there is no conduit at this pre-existing site.

Jonathan King, Esquire took over the presentation for Mr. Paparo.

Witness #3: Doug Wurl, Architect referred to Exhibit A5 – Overall Floor Plan (Sheet A1.01) showing the modifications to the exterior of the three overhead doors for the delivery vans to exit the building after they are loaded with packages and the two new canopies over the entrance doors with a pre-fab canopy for shelter.

The tenant is not the owner of the building so the existing dock doors will not be used and will be secured and pinned shut from the inside for safety reasons. The existing four (4) ramps will remain in place for a possible different use. Ms. Harding stated the northeast will be used for van parking, loading and staging areas; southeast will be serving the same purpose for access to the building and the western side will remain. Mr. Wurl stated a CO emission monitor system and exhaust system is installed inside the building.

Witness #4: Daniel Disario, Traffic Engineer referred to his report dated September 30, 2020, copy attached, discussed the traffic volumes (Pages 3 and 4) of the tractor trailers and van drivers and stated most of the traffic occurs during non-commute times. There will be an increase in activity during November and December because of the holiday.

A discussion about the traffic restriction on Princess Road at Franklin Corner Road and no tractor trailers or vans will use Princess Road either in or out, they would have to go out on Princeton Pike. Ms. Schumar stated they will ensure that drivers not use Princess Road because of the GPS system they use.

Mr. Kockenour had questions regarding the proximity to the interstate; control of the routes of the van and truck drivers; parking during peak times between November and December; referring to his report dated November 6, 2020, copy attached, Comment 5 Trip Generation Estimates would generate less traffic than the warehouse.

Mr. Disario responded 344 vans a day will be making deliveries during the holiday season; he spoke regarding parking spaces and overlap with people working inside and the maximum number of employees would be 123 at any single point in time and non-peak system there would 758 trip during a 24-hour period and 592 trips for a warehouse, but less trucks for this fulfillment center.

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Public:

James Weber: traffic study states 75% going out Princeton Pike and 25% going in/out Franklin Corner Road and does the intersection still hold up since a study was not done, should one be performed.

Rosalind Silberman: with the traffic going to the Pike there will be drivers that find the Pike too crowded and Franklin Corner Road would be easily accessible and this could be an issue; it was asked if Amazon would favor the cul-de-sac because it would take away the stress of the residents.

The response was flex drivers are routed to and from the site from the Amazon app which is controlled because of the software. Amazon tracks where the drivers are going and do not use their own app.

Witness #5 – Sean Moronski, PP referred to Mr. Slaugh's report dated November 12, 2020, copy attached and responded that it is appropriate use of the land; organized for pick-up, returns and deliveries and compared to a warehouse, level of traffic is less. There is no substantial detriment to the public good as well as a substantial distance from The Gatherings for the sign.

Exhibit A-6 Monument Sign and Awning are to identify the location where customers can pick-up and return their packages; 10 sf signs above door for customer identification; monument sign for people to know where they are going when they enter the site, Sheet SS-01.

Mr. Slaugh questioned Mr. Moronski regarding the distance of the smoking shelter from the entrances and moving the shelter to the west, preventing second hand smoke entering the building and ride share building location being in front for visibility.

Ms. Harding responded if was relocated, it would eliminate the turn-around area.

A motion was made to adjourn the meeting because of the time; however, Mr. Schmierer stated we have to announce the next date and time and it would have to be opened to the public for comments and questions. Mr. Parvesse stated the next meeting is December 7<sup>th</sup> and a motion was made for that date.

Chairperson Leggett opened the floor to the public for questions and/or comments. A question from the public asked about the closing of Princess Road and how it would proceed. Mr. Nervinski commented that closing the road is not the jurisdiction of the Planning Board and it is the jurisdiction of the Governing Elected Officials. The officials are inclined to close the road and a study would be performed. Once the study is concluded and know who is operating their business out of the warehouse, it would be closed. Since there were no other questions from the public, the Board continued with the application for a vote.

Mr. Schmierer stated that it would be helpful if the applicant endorsed the closing of the road, but would not be a condition of approval.

Board members gave their comments and a motion was made to approve the application.

**Public Hearings:**

None

**Old Business / New Business / Correspondence:**

2021 Planning Board Meeting Schedule was continued to the December 7, 2020 meeting

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**Closed Session Resolution:**

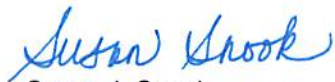
None

**Adjournment:**

There being no further business to come before the Board, the meeting was adjourned at 10:36 p.m.

Digital audio file of this meeting is available upon request.

Respectfully submitted,



Susan J. Snook  
Recording Secretary

Minutes approved: Feb. 1, 2021