

**BOROUGH OF MAGNOLIA
PLANNING BOARD MINUTES
November 19, 2014**

The meeting was called to order by the Chairman at 7:30 pm.

Flag salute.

The secretary took roll call.

Present

Lawrence Barrar

Joyce Albrecht

Mary Martz

Michael Moore

Robert Mastalski (acted as member due to Robert Brown being absent)

William Kennedy (acted as member due to Brian Carson being absent)

William Couse (acted as member due to John DiBartolomeo)

David Kreck

Michael Ward

John Keenan, Jr.

Absent

Robert Brown

Brian Carson

John DiBartolomeo

Joseph Dymond

Richard Krause

Denise O'Kane

Mark Z.

A motion was made by Michael Moore, seconded by Robert Mastalski to approve the October 22, 2014 minutes with all members voting aye.

Old Business

David Kreck, Engineer stated he received a message from the borough construction official related to the S.J. Behavioral Health Service building. The building was re-oriented and the entrance was moved as was the ADA ramp. He reviewed and found the building was smaller than planned, the side yard setback was now more conforming, and the reduction of the floor space relieved the need for a parking variance since only 18 spaces are now required and there were 18 spaces on the site. He made a recommendation to the board to approve the changes administratively. As built plans had been submitted. There was no questions or comments from the board.

A motion was made by William Couse to approve the as built drawings with Michael Moore making the second. All members voted aye by roll call vote.

David Kreck, Engineer referred to the completeness letter dated November 13, 2014. The application was deemed incomplete at the last meeting but all items have been addressed. The waivers requested are due to easements on the site plan. He reviewed the various items noted in his letter of completeness.

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The Solicitor Mr. Ward confirmed with Andrew Hogg, the engineer for the applicant relating to item #30 there have been no changes to the site since the last application in 2012? Mr. Hogg agreed there have been no changes to the site since 2012.

A motion was made by William Couse, seconded by Michael Moore to deem the application complete. All members voted aye.

New Business

Major Site Plan Preliminary and Final Site Plan

Daniel Steinhagen stated he was the attorney representing the applicant located at 5 Commerce Drive. He stated since the prior completeness application was made the property has been sold. Scannell will do all the work though. Andrew Hogg is the engineer and David Horner is the traffic engineer. Mr. Steinhagen stated there would be two variances needed. Mr. Hogg and Mr. Horner were both sworn in. It was confirmed that the affidavit of mailing was provided to the secretary prior to the meeting. Exhibit A-1 was a list of waivers; A-2 was a plan with a revised dated of October 6, 2014; A-3 was an aerial view of the site showing properties within 200 feet of the site; A-4 was a building rendering and A-5 was another aerial but a view closer showing the southern portion of the building.

Mr. Ward confirmed Mr. Hogg was qualified prior and will be accepted to testify for the applicant. Mr. Hogg confirmed exhibits A-2 through A-5 were all done by him or under his supervision. A-6 was added which was the hydrologic report which was also done by Mr. Hogg.

It was explained the parking for employees was still located in Barrington. The main building and the expansion of the building are located in Magnolia. The original site plan was approved in 2005. In 2005 the plan did show and allow for a future expansion of the main building. In 2012 some work was done on the west side of the building. The expansion was for 54,608 square feet and also a second bay to the existing service garage which the new bay would add 2,040 square feet to the garage.

Mr. Hogg stated in 2005 Scannell owned the whole Barrington Commerce Center then a subdivision took place to subdivide the FedEx site from the Commerce Center. He explained they would not need one of the setbacks for distance of the property was not subdivided.

He explained FedEx Ground is the occupant of the building and described the general home delivery they made. He commented to NJ Turnpike was located to the north of the site, and to the east was the school bus storage facility, and the residential area and sound wall in Magnolia was to the south, and the ball fields, and storm water basin to the west.

He further explained the basin was designed to handle the full build out of the site. All parking remains in Barrington outside the fenced area of the FedEx. Only FedEx trucks would be allowed into the

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FedEx site. He explained a new gate house was being planned but that would be in Barrington and would be heard by Barrington Planning Board next week.

He stated there were 38 new garage doors on the rear of the building for loading. Mr. Hogg stated he reviewed the drainage calculations and they still comply with the original basin design. Utilities will be serviced internally. He stated there would be a remote office in the far corner and will be supplied water from Walnut Avenue. The sewer is serviced from Barrington.

He explained how the loading docks are low and since they are low the water service will now have to be lowered as well. He explained with this lowering the road coming through the sound wall will now be flatter for easier access by emergency vehicles.

The landscaping was addressed and the evergreen buffer along East Atlantic will be replaced as required. He spoke of an additional 1-2 lights on the rear of the building near the loading which will be high efficiency fluorescent tubes.

Mr. Hogg confirmed the drainage basin is maintained by a subcontractor to care for it.

He stated the maintenance garage is on the west side of the property. There is an existing drive-thru building, and an additional bay will be added to the west side of the existing building. He explained this side was chosen to not obstruct the existing traffic flow on the site. The side yard setback variance required was 5.75 feet where 10 feet is required. He repeated if the subdivision line was not completed prior this variance would not be required.

Mr. Hogg explained the front yard setback variance of 6.27 feet for the front corner of the existing FedEx building to the Barrington borough which was existing. He explained the adjacent use to the property is consistent with FedEx with truck trailer storage to the property line and separated with a security fence.

He spoke about the parking requirement for industrial which would be required spaces of 432. He stated there are 411 spaces provided in the parking lot in Barrington which is still less but adequate for the usage. There are no parking spaces on the Magnolia site. If there was an increase in the parking this would add to the drainage into the basin. There has been no report of any issues related to parking. There is no impact to the residential areas related to the parking since the adjacent areas are a further distance from the site and would not be easy for employees to park in the residential streets.

Mr. Horner stated in 2012 he did testify about the traffic. He gave his education and experience and confirmed an expert to testify. He stated his firm has been involved in the project since 2005 and a traffic impact study done July 3, 2014 for this application. He confirmed he has been to the site several times.

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Exhibit A-7 was the traffic study. He spoke of the access drive and the new traffic signal. The traffic signal was newly installed since the last application was made. It was found the intersection at Gloucester and Atlantic has congestion. The new signal was operating as it should. It is busy in the morning peak for 30-45 minute time period when trucks come out. The signal is designed to allow those trucks out and being monitored by an officer still in the mornings. All stacking of the trucks leaving the facility are stacked within the facility not on the street. There is no issue with the Shreeve intersection since trucks cannot go left when leaving the facility. The calculations used in the traffic study were from a growth build out of 2017 and to go as far out as 2019. They expect a 20-25% increase, but they assumed a 130% increase for the report. There are some levels in the morning peak and the signal can handle the adjustments needed.

Gloucester and Atlantic intersection is not showing any change to its operation and at this intersection the movement going to the White Horse Pike is the right movement which continues to move. He explained why they were using factual FedEx info and not the standard warehouse trip manual information. He explained most movements were making a left at the new signal and moving to the Gloucester signal where they make a right.

Michael Moore inquired if the railroad has any impact on the flow. Mr. Horner stated the train does not come through when the peak traffic occurs. It was also confirmed the new signal does not communicate with the Gloucester signal. Mr. Horner stated most vehicles can make it through the green cycle in one pass. He stated the green cycle in the morning was about 40-60 seconds and reduces in other cycles to 20-30 seconds. The total cycle can be 2 minutes for the longest cycle to include red and green movements.

Mr. Kreck reviewed items from his review letter.

A motion was made by Councilwoman Martz, seconded by Robert Mastalski to open the meeting to the public, with all members voting aye. This was for traffic only since Mr. Horner was leaving.

Open Public

Alex Esposito of Brooke Avenue was sworn in. He inquired about traffic on the site. Mr. Horner explained his report was for traffic outside the site, but Mr. Hogg could address movements within the site. Mr. Esposito had no questions for Mr. Horner.

Henry Gawronski of North Walnut Avenue was sworn in. He inquired about the increase in truck traffic. Mr. Horner stated they used figures estimated for a growth build out in 2019 of 130% increase.

Jean Gawronski of North Walnut Avenue confirmed there was no new access proposed. Mr. Horner confirmed there was no new access.

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Mr. Esposito inquired if the study included traffic at the Oak Avenue and the White Horse Pike intersection. Mr. Horner responded that intersection was not included and was not required by the municipality or the county.

Mr. Esposito expressed his concern with trucks running over the curbs at the White Horse Pike and Gloucester Avenue intersection. Mr. Horner stated he was not aware of any regulation where the drivers were responsible for the damage to the roadway if they ran over the curbs.

A motion was made by Councilwoman Martz, seconded by Robert Mastalski to close the public portion of the meeting with all members voting aye.

Mr. Kreck reviewed at this time the list of variance noted on page 6 of his review letter. Mr. Kreck stated in 2005 the clarification was made for the rear and side yard for the main structure and accessory structure.

Mr. Hogg stated the minor subdivision clarified the variance for the setback and not the 2005 application for the maintenance facility setback distance. Mr. Kreck inquired about the impact to prior variance. It was confirmed there was no impact other than the maintenance garage. Mr. Kreck did confirm there was no difference to the parking of 432 required vs. 411 existing and the testimony of Mr. Hogg satisfied the request.

Mr. Kreck asked Mr. Hogg to address the new doors facing the sound wall. Mr. Hogg responded the trucks back in and are loaded and leave. The attorney for the applicant stated once the trucks are inside the doors are closed until loaded.

The FedEx Facility Manager Mr. Thomas Aoge was sworn in. He stated the trucks return to the facility no later than 8 pm.

Mr. Kreck stated the maintenance garage is a drive in, drive out facility and is not near the residential area. It was confirmed the driveway was now 2-3 feet closer to the sound wall.

Mr. Hogg agreed the plans for the addition to the maintenance garage would include retaining wall and be sealed.

Mr. Kreck brought up the rear back up alarms now being closer to the residential area. Mr. Hogg did confirm the original application included a sound report. He did state a new second internal sound wall would be constructed at the rear corner of the new loading area. The applicant's attorney confirmed there was no law being violated related to the backup alarms. Mr. Hogg confirmed there were State noise levels and the facility would not exceed these levels. Mr. Kreck confirmed these levels are set by NJDEP. Mr. Hogg stated the NJDEP levels supersede the municipal requirements. Mike Ward stated the prior application was for internal loading and not exterior.

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There were no questions of the board members at this time.

A motion was made by Councilwoman Martz, seconded by William Couse to open the meeting to the public with all members voting aye.

Alex Esposito of Brooke Avenue inquired to the firm Mr. Hogg worked for, which was responded as Land Dimensions of Glassboro, NJ. Mr. Esposito inquired about the sound study, and Mr. Hogg stated it was the original application of 2005. Mr. Esposito inquired about light spillage, and Mr. Hogg stated there was no light study required.

Mr. Esposito played a recording which he stated was the backup alarms heard from the FedEx facility. He stated the noise comes during the day and night and can be heard outside and inside his home.

Mr. Aoge the facility manager did state the NTSB regulates the backup alarms and not OSHA. Mr. Ward reminded Mr. Esposito to speak about noise issue and not regulations and rules. Mr. Steinhagen, the applicant's attorney confirmed the applicant will comply with NJDEP noise levels. Mr. Aoge stated he would look into Mr. Esposito's concerns. Mr. Esposito stated he will write to the Planning Board Secretary to consider amber light instead of audible reverse alarms.

Mr. Esposito expressed his concern with the coupling of trailers to the trucks and revving the engines and the diesel smell.

Mr. Gawronski inquired if there was an alarm when the loading doors go up and down. Mr. Aoge confirmed there were no alarms.

Mrs. Gawronski did state she can hear the alarms in the middle of the night but does not hear the boom a lot with the coupling, and does not smell diesel.

Mr. Gawronski inquired about the trees around the sound wall. Mr. Aoge responded the fire company asked that the trees be removed near the wall.

Mr. Esposito inquired to what company maintained the basin. Mr. Aoge responded it was Restoration Recovery.

A motion was made by Robert Mastalski to close the public portion, with William Kennedy making a second, and all members voting aye.

The Chairman Mr. Barrar stated he does not hear beeping from his house, but may hear the coupling but it's not a nuisance.

Mr. Steinhagen asked for an approval of the application and the variances.

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It was confirmed there were two variances. One for the setback of the maintenance garage and the second for the parking.

Mr. Ward confirmed there was a negligible impact on drainage per Mr. Hogg's testimony. The trees need to be replaced along Atlantic Avenue boundary, and an agreement to investigate issues brought up related to beeping noise, and additional sound wall installation, and outside agencies. A revised parking schedule on the plans also.

This could be approved for major preliminary, or for both preliminary and final.

William Couse made a motion to approve for major preliminary and final site plan with variances as conditions set forth by Mr. Kreck's review letter. A second was made by Michael Moore. All members voted aye by roll call vote.

A motion was made by open the meeting to the public by Councilwoman Martz, seconded by William Kennedy, with all members voting aye.

No one from the public spoke.

A motion was made by Councilwoman Martz, seconded by William Kennedy to close the public portion with all members voting aye.

Councilwoman Martz did state she has made a recommendation to increase the fee for the engineer for use change applications to \$1000.

Mr. Ward had nothing to report.

Mr. Kreck had nothing to report.

A motion was made by Michael Moore, with a seconded by Robert Mastalski to adjourn the meeting with all members voting aye.

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