

**PLAINSBORO TOWNSHIP PLANNING BOARD**  
**APRIL 17, 2023**  
**MINUTES**

**MEETING HELD:**

April 17, 2023 in the Court Room of the Municipal Center

**PLANNING BOARD MEMBER ATTENDANCE:**

Peter Cantu, Ed Yates, Cary Spiegel, Arthur Lehrhaupt, Richard Keevey, Sanjeev Agarwal, Jetal Doshi and Sanjana Raturi were present.

Joseph Greer and Ramesh Rajagopal were absent.

**TOWNSHIP/CONSULTANT ATTENDANCE:**

Bonnie N. Flynn, Director of Planning and Community Development; Ron Yake, Township Planner/Zoning Officer; Lou Ploskonka, CME Associates, Planning Board Engineer; Trishka Cecil, Mason, Griffin & Pierson, P. C., Planning Board Attorney, Michael Balint, Acting Planning Board Attorney and Josi Easter, Board Secretary.

**MEMBERS OF THE PUBLIC:**

There were 36 members of the public in the audience including applicants.

**MEETING CALLED TO ORDER:**

Arthur Lehrhaupt called the meeting to order at 7:01 p.m. and read the certification of meeting notices.

**ROLL CALL:**

Cantu -	present	Keevey -	present	Raturi -	present
Yates -	present	Agarwal -	present	Rajagopal -	absent
Spiegel -	present	Doshi -	present		
Lehrhaupt -	present	Greer -	absent		

It was MOVED by KEEVEY and seconded by SPIEGEL to approve the January 17, 2023 Planning Board Minutes as submitted.

**ROLL CALL:**

Cantu -	n/a	Keevey -	yes	Raturi -	yes
Yates -	yes	Agarwal -	n/a	Rajagopal -	absent
Spiegel -	yes	Doshi -	n/a		
Lehrhaupt -	yes	Greer -	absent		

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Chairman Lehrhaupt noted that the vacancy in the Environmental Advisory Committee has been filled by Ed Yates and that there remains a vacancy in the Shade Tree Committee. He then asked Ron Yake, Township Planner and Zoning Officer to give an overview of the first two items on the agenda.

Mr. Yake stated that the first two applications are Minor Site Plan applications. The two properties are part of a three-building complex, involving 311, 313 and 315 Enterprise Drive. 311 & 315 are 29,000 sq. ft and 313 is 45,000 sq. ft. and were approved in 1986 for multipurpose use involving office/research and limited industrial uses. The buildings were approved that the rear would accommodate loading facilities and the front area would be for parking only. On the original site plans, the elevation drawings, identify multiple overhead doors serving the loading area for the two buildings. However, the approved elevations that were released, only show a single roll up door serving a single loading dock for each of the two buildings.

Mr. Yake noted that in 1991 the Board approved a minor site plan to allow a conversion of the rear loading/unloading area for additional parking since the buildings were being used more intensely for office use. There is only a single point of access on the northwest corner of 311 Enterprise Drive and egress at 315 Enterprise Drive. The applicant agreed to submit a minor site plan application should there be changes to the future loading docks. The applications submitted this evening are a response to that commitment to the Planning Board.

Mr. Yake indicated that for the 311 Enterprise Drive application, Mason, Griffin Pierson our Planning Board Attorneys have a conflict of interest. Therefore, Trishka Cecil is recusing herself and since the two applications run in parallel, we asked our Zoning Board Attorney, Michael P. Balint, if he would act on Ms. Cecil's behalf.

### **P23-01 PBM Enterprise LLC. 311 Enterprise Drive Loading Dock - Minor Site Plan, Block 2001, Lots 25**

Jonathan Mayer Esq. of the Law Firm of Stevens and Lee, stated that he is the attorney representing PBM Enterprise, LLC. the owner of 311 Enterprise Drive. Identified in the tax map as Block 2001, Lot 25. The application is for a minor site plan approval to construct a second loading dock. The property is located in the PCD development district and the applicant is presently using the property to manufacture medical testing products.

Mr. Mayer indicated that the construction of the second loading dock will result in the reduction of 20 parking spaces on the property. However, only 41 parking spaces are required under the Township Code. Therefore, there are no variance conditions being created.

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Mr. Mayer, stated that they have reviewed the Planning Board Memo dated March 30, 2023 and are prepared to or have already complied with staff comments.

Kelley O'Such, P.E., from E&LP of Highbridge, NJ, the engineer for the project gave an overview of his professional background and Michael Balint Esq. acting Planning Board Attorney, swore him in and Chairman Lehrhaupt accepted him without objection.

Mr. O'Such stated that 311 Enterprise Drive is at the most western portion of the 311, 313 and 315 Enterprise Drive development. There is existing parking and an access agreement between the three properties which is important because of how the circulation of the site operates. When vehicles enter the site at 311 Enterprise Drive, they can make an immediate left turn and go into a pedestrian parking lot or continue to the back of the property on a one-way drive that comes around 315 Enterprise Drive to exit the site. Movements in and out of the property off of Enterprise Drive allow for right and left turns.

Mr. O'Such indicated that the previous use for the buildings were a more intense office use and the current mix of uses has far less parking demand. This application is proposing to eliminate parking spaces, but based on the use, forty-one spaces are required and they are providing eighty-two spaces. The eighty-two parking spaces does not include the shared parking agreement between the three properties.

Mr. O'Such noted that they are requesting a new loading dock be constructed at the northwest portion of the building. The loading dock configuration is designed so that a truck entering the site by making a right or a left turn in off of Enterprise Drive can go straight back to the loading dock area and leave the main path open so that traffic can circulate through the site while a truck is in the loading dock. In order for a truck to make that movement, there is the need to remove some of the parking on the site, but based on the ordinance requirements they have more than enough parking on the property.

Mr. O'Such stated that the loading dock will accommodate trucks up to WB62, which is the largest anticipated vehicle that would be servicing this property. A minor adjustment is being proposed along the curbline at 311 & 315 Enterprise Drive, which entails the widening of the existing driveway opening and an increase radius of the curbline. This is required so that trucks can adequately turn into or out of the property without hitting the existing curbline.

Mr. O'Such noted that another site improvement is to replace and improve the trash enclosure area. The trash enclosure has deteriorated over time and they would like to improve and increase the size so that the existing dumpster can fit better and add additional landscaping to screen them better. They will continue to work

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with the Township professionals to make sure that the Township is satisfied with the screening.

Mr. O'Such indicated that they have received the memos from the Planning Board's professionals and they have revised the plans to address the majority if not, all the comments previously noted. They are willing to work with the Township should anything else arise during the application or the construction of the facility should the board approve the application.

Mr. Mayer asked Mr. O'Such if the applicant has indicated whether or not overnight parking is permitted for tractor trailers and he replied that there are notes on the plans that there shall be no tractor trailer parking overnight on the site.

Mr. Mayer asked Mr. O'Such how the circulation was going to go between the three properties and showed an image of the plans of how 311, 313 and 315 Enterprise Drive are connected and assured the Board that if a truck is coming in at 311 Enterprise it will not interfere with 313 and 315 Enterprise Drive.

Mr. O'Such indicated that the image shows a truck making a right turn into the site off of Enterprise Drive going straight and backing into the loading dock. When a truck is parked, the center isle is open for any additional traffic to go through. Therefore, a truck at the loading dock does not interfere with the site circulation. Once the truck is done loading or unloading, they can continue to circulate to the right and come around 313 and 315 to the north and exit at 315 which is the northeast portion of the property.

Mr. Mayer asked Mr. O'Such who confirmed that expected deliveries are noted on the plans as being from the hours of 8 am to 6 pm.

Mr. Ron Yake, Township Planner and Zoning Officer gave an overview of the Planning Review Memo dated March 30, 2023. The memo notes the truck circulation and the parking issue that has been addressed showing that forty-one spaces are required for the current use but eighty-two are being provided. Therefore, parking is not an issue. There are notes on the plans, on the review memo, as well as in the resolution that no tractor trailer parking is allowed overnight on the property. As far as landscaping, there is very limited site disturbance related to this project and the disturbance is limited to the entrance drive and egress drive onto Enterprise and in the vicinity of the proposed dumpster enclosure. Any areas that are disturbed will be restored accordingly. There are also comments stating that the color of the roll up overhead door will match the existing roll up door. The memo mentions that the larger dumpster enclosure will accommodate both trash and recyclables and signage involving fire lanes, no truck parking and no overnight

parking will be provided. Lastly the applicant is required to provide contact information for the

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property manager to the Township, in case there is an issue and they need to be reached.

There being no further questions or comments from the Board or members of the public, it was moved by KEEVEY and seconded by SPIEGEL and unanimously passed to close the public hearing.

Michael P. Balint, Esq. acting Planning Board attorney gave a brief summary of the resolution for the project. It starts with a history of the development and gives an outline of the overall proposal of the project. The resolution talks considerably about the parking and the vehicle circulation which is an important element of the application and it includes the fact that the parking complies with the ordinance. It also states that because of the addition of the loading dock and to have sufficient turn radius; some parking is being removed for safety protocol. It also includes the fact that a new dumpster enclosure will be installed and references that all unfulfilled conditions will be addressed before the use of the new loading dock.

It was MOVED by KEEVEY and seconded by SPIEGEL to accept the application and the draft resolution as proposed.

### **ROLL CALL:**

Cantu -	yes	Keevey -	yes	Raturi -	yes
Yates -	yes	Agarwal -	yes	Rajagopal -	absent
Spiegel -	yes	Doshi -	yes		
Lehrhaupt -	yes	Greer -	absent		

### **P23-02 TLG Enterprise Drive LG, LLC. 315 Enterprise Drive Loading Dock - Minor Site Plan, Block 2001, Lots 27**

Mr. Mayer also represents TLG Enterprise Drive LG, LLC and stated that this application is nearly identical to the first. He gave a brief overview of the application noting that California Closet is the entity leasing out the space at 315 Enterprise and is utilizing the property to assemble, store and ship closets and related goods. This application will not change the use of the property. The additional loading dock will result in the reduction of thirty parking spaces. Leaving seventy-two parking spaces which is code compliant and more than sufficient. Part of the parking that is being removed is to allow for fourteen dedicated parking spaces for California Closets box trucks and Mercedes Sprint style vans. This will allow for the vehicles to be parked in the rear of the property and shielded from view as you drive down Enterprise

Drive. They have reviewed the Planning Board memo dated March 30, 2023 for this application and are willing to comply with all the terms contained therein.

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Mr. Mayer called Mr. O'Such the engineer of the project, who confirmed when asked by Mr. Balint that he understood that he was still under oath.

Mr. Mayer asked that based on Mr. O'Such's previous testimony he would like to have him admitted as an expert, and without objection Chairman Lehrhaupt accepted him.

Mr. O'Such gave an overview of the application, noting that it is a 3.06-acre parcel commonly known as 315 Enterprise Drive. The property was previously used as heavy office space with a lot of parking on the site. The application is to install a new loading dock in the southeastern section of the property.

Mr. O'Such noted that the application shows seventy-two parking spaces where twenty-four spaces are required, not including the shared parking with the neighboring properties. The applicant proposes to store their box truck and sprinter van vehicles in the rear. They will be screened by the existing building as well as a row of trees on the eastern portion of the property that will further screen that area. The loading dock will not accommodate the WB62 tractor trailer. However, the user of the property does receive deliveries from WB62 tractor trailers. The solution is to remove a row of parking that was previously provided along the eastern curblane and stripe it as no parking/temporary loading and unloading area. Larger trucks will temporarily park in that area while the user of the property gets the materials in and out of the truck and ultimately the truck will leave the site. No tractor trailers will be parked on site overnight.

Mr. O'Such stated that as far as the site circulation, vehicles enter at 311 and circle around to 315 and exit by making a right or left hand turn onto Enterprise Drive. There is some widening required at that driveway location, specifically at the egress point of 315 to accommodate the right turn out from larger trucks. The site circulation will not be inhibited by trucks utilizing the loading docks and/or when a WB62 is using the designated loading/unloading area. Should there be an emergency there is a path that vehicles can use to get in and out of the property.

Mr. O'Such indicated that another improvement is a new trash enclosure area. The current trash enclosure area is in an area that cannot be serviced by refuse trucks. It is in the southern most section of the drive and since the site is a one-way circulation the orientation of the current enclosure does not work for a truck. The applicant is proposing to relocate it to the edge of the drive so a truck can come in load up, back up and circle back out to Enterprise Drive. The enclosure will be a fenced in area with landscape and screening around it to make it look nice.

Mr. O'Such noted that they have been working with the Township professionals and  
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believes that they have addressed all the comments that they have been provided. However, they will continue to work with the Township and its professionals should any other comments arise.

Mr. Yake indicated that the Board has the review memo pertaining to this application dated March 30, 2023. The applicant is requesting twenty-five site plan checklist waivers and has provided a list with an explanation and justification for each which the DRC and staff have reviewed and found reasonable and recommend that they be granted. The review memo is consistent with the testimony provided regarding truck traffic and circulation as well as parking. Twenty-four parking space are required for the current use but seventy-two spaces are provided. Therefore, parking is not an issue and there is no overnight parking permitted.

Mr. Yake noted that as for the landscaping there is very limited disturbance and the areas of disturbance at the egress drive and in the vicinity of the dumpster enclosure will be restored accordingly. The applicant has indicated a need, on occasion, for a forklift and when that forklift is not in use, it will be stored inside the building. The color of the new loading dock rollup door will match the existing loading dock roll up door. A new larger dumpster enclosure to accommodate, more completely, trash and recyclable materials. Any materials that cannot be properly stored in the enclosure shall be otherwise stored inside the building until they can be removed by the waste hauler. There will be signage for fire lanes, no truck parking area and no overnight parking of tractor trailers. Lastly, contact information will be provided for the property manager so the Township staff may contact them should a need arise.

Chairman Lehrhaupt asked if there were any questions or comments from the Board.

Mr. Keevey asked if the box trucks will remain parked overnight.

Mr. Mayer answered that box trucks will be parked overnight and Mr. O'Such confirmed that the trucks will be parked in a designated area.

There being no further questions or comments from the Board or members of the public, it was moved by KEEVEY and seconded by SPIEGEL and unanimously passed to close the public hearing.

Mr. Balint summarized the facts of the application included in the resolution, such as the hours of operation when the deliveries will take place, and that most of

the products will be brought to the site by box trucks. The resolution indicates that there are modifications being done to the site to allow for tractor trailers to park and the contents be unloaded and delivered into the building through  
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the new entrance in the rear of the dock. The resolution notes the type and location of the dumpster on the site. It also mentions that the fire department connection is being relocated in order to improve its visibility and there will be signs alerting people of where it is that will be subject to the approval of the Fire Official.

It was MOVED by KEEVEY and seconded by SPIEGEL to accept the application and the draft resolution as proposed.

**ROLL CALL:**

Cantu -	yes	Keevey -	yes	Raturi -	yes
Yates -	yes	Agarwal -	yes	Rajagopal -	absent
Spiegel -	yes	Doshi -	yes		
Lehrhaupt -	yes	Greer -	absent		

**P22-12 PPL Safari Holdings, LLC. d/b/a Safari Energy LLC., 600 & 650 College Road East Solar Canopy - Minor Site Plan, Block 701, Lots 10 & 11**

Ryan Kennedy, from the law firm of Stevens and Lee, represents the applicant Safari Energy which submitted a minor site plan application with no variances for a solar array over the existing parking at 600 & 650 College Road East.

Trishka Cecil, Esq. from Mason, Griffin & Pierson, the Township Planning Board attorney performed the Oath to William Forey a Senior Project Development Analyst for Safari Energy and Ralph Petrella, Principal Engineer at Van-Note Harvey and Associates, who gave an overview of his credentials and was accepted by Chairman Lehrhaupt without objection.

Mr. Kennedy asked Mr. Forey if: Exhibit A-1 is an overhead view rendering of 600 College Road showing what the Solar Array will ultimately look like; Exhibit A-2 is a similar overhead rendering of the site and Exhibit A-3 another view showing what the completed project would like, which Mr. Forey confirmed.

Mr. Kennedy indicated that Exhibit A-4, Exhibit A-5, Exhibit A-6 show views of the underside, as well as Exhibit A-7 which is a nighttime view, of the proposed canopy and asked Mr. Forey to tell the Board a little about it.

Mr. Forey stated that the panels are bifacial, meaning that the underside of the panel will also generate electricity from the shading that is created from the panels.



Mr. Kennedy asked and Mr. Forey agreed that Exhibit B-1 is a rendering of the overhead view of the solar panel and that Exhibit B-2 is a schematic showing the gaps in the panel so that rain can go through.

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Mr. Kennedy stated that Exhibit C is a rendering showing the fully finished box powdered coated I beam and Mr. Forey confirmed.

Mr. Kennedy indicated that Exhibit D-1 shows the box powder coated beam, but the spiked bird defense system is not part of the project and Mr. Forey agreed.

Mr. Forey confirmed what Mr. Kennedy stated about Exhibit D-2 being a similar rendering showing the underside of the panels and that Exhibit D-3 is a close up of the underside showing how water can come through the panels.

Mr. Kennedy introduced Mr. Petrella and requested that he talk about his role in the project.

Mr. Petrella stated that he is the site engineer for the project and what is being proposed is that the piers be set so that there isn't any impact on the parking spaces. The limit of the disturbance is that the insulation for each of these piers is a two-foot diameter core drill where the beams will be placed with a select slurry or concrete. The main disturbance will be associated with the conduits that need to go from the solar panel to the switch gear and to the building. There is one pad for each site located in a landscaped island that is in close proximity to the building and will be screened with landscaping to address the Township's concern.

Mr. Kennedy noted that sheet C-4 of the plan set is the overall site plan.

Mr. Petrella indicated that the plan showed the southern parking lot at 600 College Road where the solar arrays will be located and 650 College Road, where the majority of the parking lots will have the solar canopies. Perimeter parking spaces will not have the canopies because there is vegetation and trees in that area. The plan also shows where the switch gear will be located at 600 College Road, which already has mechanical equipment in that area, and at 650 College Road. Each pad will be no bigger than 6 x 20, the equipment will be 7 feet above that and the pad will have a 6-inch lip between grade and the top of the pad. Therefore, the top of the equipment will be 7 ½ feet from grade.

Mr. Kennedy asked and Mr. Petrella agreed that it was his understanding that it is a 2.8-megawatt project and that it is fully compliant with the new section 85-34 of the Township's Code about solar arrays.

Mr. Kennedy stated that there are a series of checklist waivers and that they agree with all Staff recommendations.

Mr. Kennedy asked Mr. Petrella if staff and the fire official were satisfied with the access underneath the panels.

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Mr. Petrella stated the Township has accepted the dimensions because they showed how any emergency vehicle could come into either site and drive through and make a turn without impacting the solar array since they stick out beyond the curb line.

Mr. Kennedy indicated that the DRC had suggested using a dimmer or a timer for the under-canopy lighting and the applicant looked at the sensor option, which turn things on and off automatically. There is a concern with the extensive fail points underneath and the number of sensors that would be required. Therefore, it makes most sense to have lights that go off and dimmed at a later time.

Mr. Kennedy asked Mr. Petrella if there were any issues with any other comments raised by staff and he replied that they take no issue with any of the comments.

Mr. Yake stated that the Board has the review memo dated March 9, 2023. The proposal complies with the new design standards for solar canopy installations in chapter 85-34 of the Township Code. The applicant submitted a site plan review checklist in which they have requested submission waivers of 20 items. They provided a listing of those items and an explanation and justification for each. DRC and staff have reviewed this information and are of the opinion that the request of the waivers is reasonable and recommend that they be granted.

Mr. Yake indicated that the landscaping that is being disturbed could not be avoided because it already exists and is within landscape islands. There are seventy-one trees that will be removed but they propose to replant one hundred and forty-four. However, there is only room seventy-seven based on maturing trees. Therefore, sixty-seven out of the one hundred forty-four will be satisfied by in lieu payment to the Township's Forest Restoration Trust Fund.

Chairman Lehrhaupt asked if there were any comments from the board.

Ed Yates asked that out of the 2.8 megawatts what is the percentage of the electricity being generated from the top and bottom of the panels?

Mr. Forey answered that he did not have that figure but he would say that 95% would be coming from the top and 5% would be from the underside of the panels.

Mr. Yates asked that the outdoor equipment enclosure will be IMO rated 3R or 4X?

Mr. Forey replied that he did not have an answer and Mr. Kennedy stated that they will follow up and provide the information.

Sanjeev Agarwal asked what was the cost of the panels since it is being done in two phases

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Mr. Forey answered that it is similar to having one phase, but there is some savings by doing it in two phases since it is more efficient with the energy that is generated by having the bifacial panels.

Mr. Agarwal asked how did they get cleaned.

Mr. Forey answered that they get cleaned on an annual basis by power washing and scrubbing the rain and snow residue off.

Mr. Agarwal asked about the inverters.

Mr. Petrella stated that the switch gears are at each building but all the inverters that are required are part of the array system. There are no stand-alone pieces of equipment required and the inverters are located at specific columns within each array.

Mr. Yates about the AC equipment

Mr. Forey stated that they can get the single line drawings from the engineers.

Mr. Agarwal asked if the columns are grounded and Mr. Forey replied yes.

Mr. Spiegel asked about receiving electricity from reflected light and it was confirmed by Mr. Forey.

There being no further question or comments from the Board or members of the public, it was moved by KEEVEY and seconded by YATES and unanimously passed to close the public hearing.

Trishka Cecil stated that there are some minor changes to the resolution that was included in the packet for the Board's consideration, such as changing the date of the public hearing and indicating that it was held in person not virtually. The findings on page 6 paragraph 14B will be updated to reflect the testimony that the applicant looked at the occupancy sensors, which is included in the Planning Board Review Memo and the DRC recommended to deal with the under-canopy lighting, but is unfeasible so they will go with the alternative that was recommended.

Ms. Cecil noted that under the conditions are the recommendations in the Planning Board Review Memo which include requirements about the support columns and support beams having white powder coat paint finish and minimizing the visibility of

the switch gear units either through landscaping or use of color, both to the satisfaction of the Planning Board staff.

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Ms. Cecil indicated that condition number three speaks to the two alternatives for the under-canopy lighting and will be amended to indicate that they will provide the two-level lighting approach given that the under-occupancy sensors will not be feasible.

Ms. Cecil noted that other conditions include outside agency approvals and that the applicant will comply with all recommended conditions and requirements as set forth in the Planning Board Review Memo.

It was MOVED by YATES and seconded by KEEVEY to accept the application and the draft resolution with the proposed amendments.

### **ROLL CALL:**

Cantu -	yes	Keevey -	yes	Raturi -	yes
Yates -	yes	Agarwal -	yes	Rajagopal -	absent
Spiegel -	yes	Doshi -	yes		
Lehrhaupt -	yes	Greer -	absent		

### **P22-06 Scudders Land Holdings LLC. , Fusion at Plainsboro – Pre-Application,/Concept Plan Discussion, Block 1601, Lot 50**

Chairman Lehrhaupt stated that this is an informal proceeding.

Ms. Cecil indicated that there is a provision in the Municipal Land Use Law that allows applicants to submit their plans to the Planning Board in a tentative form. The point is so that applicants can get feedback before they proceed with their plans and for the Planning Board to see what the applicant has in mind and comment on what is being proposed.

Thomas M. Letizia, Esq. from Troutman Pepper Hamilton Sanders LLP is representing the managing partner Scudders Land Holdings LLC. commonly known as Ivy Realty, Inc. They want to informally discuss an exciting new project at the Princeton Forrestal Center which Princeton University supports. Scudders is the owner of the 56-acre parcel located at 700 Scudders Mill Road, identified as Lot 50 in Block 1601 on the Township Tax Map and is the remaining undeveloped parcel of the approximately 275-acre former Merrill Lynch site, which also includes Novo Nordisk, Holiday Inn Express and the Crown Plaza Hotel and is in the PMUD Zone.

Mr. Letizia, stated that in 2000 the Board granted a preliminary site plan approval for Phase 3 of the Merrill Lynch Campus, comprising of approximately 724,000 sq. ft of: four office buildings; a technology center; a daycare center; parking garages and

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surface parking on this particular property. Based on the last two decades of inactivity it comes as no surprise that there has been little interest in developing this site as approved. This presentation is for an alternative development for the site.

Mr. Letizia indicated that the plan is for a mixed use, multiple dwelling development to be called Fusion at Plainsboro. It will be consistent with the same building square footage that was previously approved but with uses and amenities that they believe are more suitable for the current market and the area as it has developed overtime. This live, work, play project will not compete, but compliment or fuse with the other uses in the area. Hence the projects name Fusion at Plainsboro. In addition, they believe it will enhance the value of the existing office stock in Plainsboro, increasing the ratables overall within the Forrestal Center.

Mr. Letizia noted that Ivy has assembled an experienced professional team in developing the plan for this project and that they are looking forward to the Board's feedback and questions. They are hopeful that the Board shares in their enthusiasm for the project and agree with staff that the plans are generally consistent with the Township's Land Use policies and regulations as set forth in the PMUD as well as with the Master Plan.

Mr. Letizia stated following this evening their planned next steps will be for them to first seek approval of the variation of the PMUD Use Location Map to designate this site for Mixed-Use in place of the current Office/Research in order to bring the property into consistency with the Master Plan Goals. Then they will submit a formal development application for site approval.

Mr. Letizia introduced Anthony DiTommaso Co-CEO of Ivy Realty.

Mr. DiTommaso noted that Ivy Realty is a Real Estate Development Investment Company that has been investing in Plainsboro for eighteen years. They started with the acquisition of the Merrill Lynch headquarters which evolved into the new Novo Nordisk US headquarters. They invested in LCOR and Intercontinental as well as with 100 & 150 College Road which brought in Sandoz, a pharmaceutical company, ten years ago. Their partners LCOR, previously known as Linpro, developed apartments in Plainsboro many years ago. Since they have been in Town for some time they feel that they understand Plainsboro and the area. The proposal reflects their knowledge and dovetails with the planning policies and the recent changes that the Town has made to the Master Plan. They have been working for over a year with Curt Emmich of Princeton on this plan and have gathered their support.

Jim Constantine from LRK the architects for the project stated that they are excited to present this mixed-use concept plan that builds upon the recently adopted Master Plan. It is a 56-acre property located on the southern boundary of Princeton  
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Forrestal Center. The property is zoned PMUD and was part of the former Merrill Lynch Corporate Campus approved forty years ago, of which only a portion was developed. It fronts on Scudders Mill Road and on Plainsboro Road. It is bounded by Devils Brook and the Northeast Corridor Line to the east and west of Campus Road is Penn Medicine. It has about a 1/3 of a mile frontage on Plainsboro Road to the south opposite Firmenich. The built portion, now occupied by Novo Nordisk also includes the Holiday Inn and the Crown Plaza. The unbuilt portion is the 56-acre portion of the property and includes a limited wetlands area. It contains 723,879 sq. ft., which is the amount they are proposing in the concept plan, of developable area. They are using the same footprint that has already been approved and the PMUD Zone includes provisions permitting a mix of uses. This includes mixed use multiple dwellings integrated into an existing plan development containing a mix of uses. Therefore, their proposal is consistent with the PMUD Zoning.

Mr. Constantine indicated that as permitted under the ordinance, they will be seeking a variation from the PMUD Zone Use Location Map from Office/Research to Mixed-Use. Changing this designation to Mixed-Use is highly consistent with the Master Plan that was adopted six months ago. The Master Plan has a series of policies that talk about creating a Mixed-Use category to better address community goals with evolving land uses, including trying to create a unique sense of place among anything that is mixed-use to serve residents, visitors and employees. It talks about creating opportunities for creative land use planning which they believe they are showing with a well-integrated compact walkable Mixed-Use Development. Lastly, it recognizes that some of the mix use will take the form of infill development including residential which is part of their plan. He thinks that it is rewarding and rare when a Planning Board that has recently adopted a Master Plan gets to see action implementing what is set forth in the new policies.

Mr. Constantine stated that their process of rethinking and repositioning the site began several years with the understanding that they did not want to replicate or compete with anything that already exists in Plainsboro. In the process they had to ask themselves what are some of the desirable uses and activities that don't exist today in this area. They identified a food hall, a beer garden and mixed-use living as the key elements where they can add a diversity of richness and have synergy with one another. They also asked themselves what are corporations looking for as they make location, expansion and relocation decisions. This is critical because of the huge footprint of corporate space that Plainsboro has. Post pandemic, corporations are looking for ways to create environments where their workforce wants to return to the office. It is important to have a unique place, not just for business hours but with longer hours that has distinctive living and a dynamic

afterwork scene where the high tech and creative professionals can extend their working creativity. The 56-acre site with everything that surrounds it: Scudders Mill Road, Plainsboro Road, Firmenich, Penn Medicine, Novo Nordisk and the remainder

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of Princeton Forrestal is truly an infill location identified in the Master Plan for Mixed Use. They have come up with a well-conceived mixed use plan that can create a landmark. Making it an identifiable location on the map that will support corporate retention and recruitment for the surrounding properties especially the underutilized office which is a key goal of the Master Plan.

Mr. Constantine indicated that the concept places a mix of uses along a spine between Scudders Mill Road and Plainsboro Road. Today looking to the northeast there is a service road across the site with the former Bristol Myers across Scudders Mill Road. Their vision is to transform the site into Fusion at Plainsboro that will be a unique mixed use location in all of Princeton Forrestal Campus and for miles along the Route 1 corridor. It creates a place that fronts tree lined pedestrian friendly streets and a public gathering space. The mix of uses will combine and intertwine to create a hub of unique activities during the day, evening and weekend. It will be a special place for employees that work in all of the Princeton Forrestal Center, Penn Medicine and elsewhere in Plainsboro. A unique environment for current and future workers and businesses that Plainsboro needs to attract for today's workforce. What businesses are focusing on in their location decisions is if their workers can have a lifestyle where they can work, live and enjoy personal time in one place. Lastly a new destination where all the residents of Plainsboro can enjoy. It is anchored by a food hall combined with a micro-brewery or a distillery, with additional restaurants and dining options around it and a pavilion in the community green. These uses are unique since it doesn't exist in the Route 1 corridor and will help in creating this location as a destination.

Mr. Constantine noted that from a phasing standpoint they envision a balanced approach as they implement each of the various uses. Although, there will be simultaneous elements that dovetail together and work with one another to create the mixed-use program. The mix of uses also includes loft style residences an extended stay hotel and an active adult residence. The project allows for a wide range of people to live at Fusion which will include different: ages, household types, incomes, types of employment and even retirees and part time retirees that still work. Each of these mixed-use buildings provide a mix of uses that is inherent to it being a true mixed-use building. These buildings include more than upper floor residences, they have more than 70,000 sq. ft. of active ground floor uses that will be designed with a lot of glazing and transparency. This will include coworking spaces, commercial services, amenities like fitness and social and recreational spaces for the residents. The ground floor of these mixed-use buildings makes them inherently mixed use in and of themselves.

Mr. Constantine stated that the outdoor spaces are designed to accommodate a variety of arts programming, recreational activities, like pickle ball, soccer and other games and special events, as well as, entertainment on the lawn that could include

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an informal amphitheater with a sloped grassy area. The successful implementation will be driven by phasing for the overall viability, in order for it to feel like a mixed-use place all the way through. The mix of uses at this site when viewed in the context of what surrounds us, will meet the Master Plan goal by creating mixed-use not just at the site but adding a mix of uses for all of Princeton Forrestal Center and the surrounding areas including the Penn Medicine Campus. It is enriching that mix of uses in a broader planning context. It acts like an amenity that enhances the desirability and the value of the near by office buildings and the entire existing office stock which has been experiencing high vacancy rates.

Mr. Constantine indicated that the site has good transit accessibility. There are several existing bus and shuttle routes that pass by. They intend to work with the Township and transit providers to optimize transit stop locations in relation to this becoming a destination. Fusion at Plainsboro has great pedestrian and bicycle accessibility. A ten-minute walk can reach the edge of the Penn Medicine Campus and up to what surrounds the site to the north and east. A five-minute bike ride can reach the edge of Plainsboro Plaza and get to Route 1 and Princeton Forrestal. From a pedestrian and bike linkage standpoint, its going to be highly walkable internally, highly interconnected to Novo Nordisk directly to the east, Firmenich to the south and Penn Medicine to the west.

Mr. Constantine noted that as far as an overview of the individual program elements, first is that almost half of the site is open space. There is perimeter open space with preserved and protected wetlands and trails that wrap the site. There are recreational fields for programmed activities, such as a pickle ball court and a centrally located community green. That green space takes many forms and is attractive to many residents that live elsewhere in Plainsboro. They intent to explore how they can incorporate green buildings, sustainability and energy measures into their various use components. Second is it will include a free-standing Class A office space located closest to Scudders Mill. Ideal for a variety of tenants who may be seeking a smaller free-standing office location in Princeton Forrestal. Lastly, an active adult building with 64 residences that are all affordable. That will constitute 12.8% set aside for the entire project. They believe that putting an age restricted living opportunity into the heart of the project allows it to be a multi-generational place. They are focused on work force housing but not just the young work force and this will enhance Plainsboro as a retirement community. These types of additions are what the American Association for Retired Persons recommend. Interestingly, one out of six retirees are returning to the work force and employers are starting to target the recruitment of seniors since they make a



dependable high-quality worker. Fusion gives the opportunity for older members of Plainsboro's work force to live close to full or part-time employment.

Mr. Constantine indicated that the mixed-use buildings will have upper floor housing

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over ground level non-residential use. The nonresidential spaces will contain; business service space, coworking space, resident amenities and garage space for some of the parking.

Mr. Constantine stated that another use is a seventy-room extended stay hotel. It is ideal for employees that are relocating or out of town employees working on assignment for one of the nearby businesses. This will provide a benefit for all the employers at Princeton Forrestal Center because it will be a much better lifestyle for those relocating or temporarily assigned employees.

Mr. Constantine noted that restaurants and other food and beverage uses will include the food hall, microbrewery/distillery and the free-standing pavilion at the foot of the community green.

Mr. Constantine indicated that from a phasing standpoint there will be balanced approach as they implement each of these components or at times simultaneous components trying to create a work, live, play experience that will make it successful.

Mr. Constantine noted that the total parking shown is over 1,700 spaces which is more than what is required for each of the uses by ordinance and the Residential Site Improvement Standards, RSIS. They believe this is an ideal project candidate to explore a shared parking approach given the mix of uses with different peak utilization periods and times. They will meet the new regulations on the electric vehicle charging stations which does result in an approximate 10% reduction in the required parking. Some of the green building and sustainability measures that they are exploring for parking includes: land banking a portion of the perimeter parking that are least likely to be used but can be brought online if necessary; solar canopies over a portion of the parking and pervious parking materials that might be used for some of the spaces or rain garden and recharge areas within the islands in the parking lot or around the perimeter.

Mr. Constantine stated that Fusion at Plainsboro will be implemented in multiple phases to maintain a balance and flexible approach through the planning, marketing and construction process. They need to respond to the ever-changing market and their goal is to ensure that the overall viability and success is to create a place in Plainsboro that all of Plainsboro will embrace. This is for residents as well as the work force.

Ralph Petrella of Van-Note Harvey noted that this project entails the need for Storm Water Management. Given the current rules and the new rules coming along, it won't be stereotypical, where you put the entire development in the high area and dig a hole in the lower area. Storm Water Management is going to be required to

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be treated at the source. Each individual project in this area will need to have their own individual storm water management. Those measures will be approved by the Department of Environmental Protection (DEP) and will include the increased rainfall amounts that need to be accounted for such as flood storms that are two, ten and one hundred-year storms.

Mr. Petrella noted that the general layout of the site shows potentially porous pavement and bio swales in the parking areas, that could be either porous alone or mixture of the two. There will be potential rain gardens/bio infiltration basins that can be located in the larger green spaces around the paths, possibly bound by where the amphitheater may be. There are also potential GI measures located along the roadways where they can fit. One of these is called a filterra system which is basically a controlled bioretention system in an oversized inlet where a tree can be planted that treats the water quality of the initial flow coming in and downstream is your typical inlet where whatever flows come in, collected and taken to the detention basin. Another potential is underground where the sports field will be and they are looking at the possibility of green roofs. Some may be more representative of a wet pond. They are looking at any and all options and it is not going to be a one size fits all for the storm water management.

Mr. Petrella indicated that they have started a preliminary geotechnical investigation to get an idea of the types of soils and see what they are dealing with whether there is recharge or not.

Mr. Petrella stated that examples of the different BMP's that may be used at the site are: porous asphalt, whether it's in the parking stalls or in the job outlet itself; bioretention system raingarden, where the water sheet flows off of the pavement into what would normally be a rounded landscape island and creates a swell to collect the runoff; underground retention system, which can be stone, pipes or vaults; filterra system, where the flow comes along the gutter and the curb, collects and keeps the soil moist, vegetation can grow and the overflows get into a typical inlet and flows to the basin that will store the 210 hundred; a raingarden system, that can be located close to buildings, along the roadways or anywhere where there is a green space and another option is a wet pond. These are a few examples of what could be used but there are others that may be more representative for this area.

Karl Pehnke, PTOE Traffic Engineer from Langan Engineering indicated that from a traffic perspective this site has been planned and approved for more than 723,000

sq. ft. office space development. Office developments have a unique traffic pattern associated with them. Where they have heavy loads of traffic during the morning and the evening commute on the site. One of the advantages of a mixed-use approach to a property, is the moderation of those traffic patterns. While the overall

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development level from a footprint standpoint may be the same, the mixed-use development and the various uses all have a varying time of day demand and moderate traffic flows that are different from the prior approvals of the site. The prior approvals have been used in the planning for the surrounded roadway network which has been well planned through the years. Princeton Forrestal has been designed to accommodate the loads associated with what was contemplated as the build out of these substantial office spaces. With a mixed-use approach to the site, they will be able to take advantage of that planning. The access opportunities that have been set for this property and the fact that the development is mixed-use could generate upwards of 500 less trips in the evening and morning with more moderated inbound and outbound traffic patterns that will fit into the road system that has already been planned for this area.

Mr. Pehnke noted that they are expecting the primary access will be similar to what has been planned for this site in the past. With access from Campus Road at the existing traffic signal that was installed by the Medical Center and from Scudders Mill Road. Those will be the primary established points of access and they will rely on them. They will continue to work with the Board and the professionals on checking the access design and the planning that has been done by this Town for the road system.

Richard Reading of Richard B. Reading Associates gave a brief overview of the fiscal and financial impact of the purposed development. The overall development plan includes, approximately 153,720 sq. ft of commercial space, 70 room long term stay hotel and 499 multifamily rental housing including 64 affordable units. The market housing units are predominately studio and one-bedroom units. 63 of which are studio, 257 one bedroom and 115 two-bedroom units with moderate rents ranging from \$2,008.00 to \$3,278.00. The 64 affordable housing units are age restricted and they include 13 studios, 38 one bedroom and 13 two-bedroom units with rents that are calculated in accordance with the affordable housing regulations but average \$1,269.00. Based upon the developers plans and the current pricing schedule, the completed development will have a market value of \$157.1 million and assessed at \$152.6 million. When completed, the expectation is to be occupied by 507 employees and 844 residents generating \$437,000.00 in municipal costs but offset by municipal tax revenue of \$666,000.00, giving an annual surplus \$229,000.00.

Mr. Reading indicated that they prepared estimates of the number of school children based on the standards from the Center for Urban Policy Research Demographic (CUPR) multipliers and Plainsboro specific multipliers. There is a difference in the two because the CUPR multipliers are based on specific types of housing units, in this case, midrise elevator service units. Whereas the Plainsboro multipliers are based on the existing apartment inventory in Plainsboro. The results came in with

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estimates of 8 to 104 public school children. The allocated cost range is anywhere from \$157,000.00 to just over \$2 million. The added school tax revenues amount to \$2,486,000.00 and will yield a revenue surplus anywhere from \$443,000.00 to \$2.3 million. Overall the entire mixed-use development will generate an annual tax revenue of \$3.7 million with allocated cost from \$1 million to \$2.9 million. Yielding revenue surpluses of \$2.7 million using the CPUR multiplies and \$849,000.00 using the Plainsboro specific multipliers.

Mr. Letizia asked Mr. Reading if it was positive, to which he replied that in either event there is a positive to the Township, the school district and the County. Revenues generated by the new development will exceed the cost that is allocated to the new residents and employees.

Mayor Cantu asked if the \$2.7 million or the \$849,000.00 is the overall fiscal impact for the entire project not just the school.

Mr. Reading replied that it is the revenue for the three jurisdictions; the Township the schools and the County.

Mayor Cantu asked why is there such a large disparity between the multipliers and if there has been any attempt to reconcile that difference on the part of the Township?

Ms. Flynn stated that the Township multipliers are based on the housing stock and it is a little different then how Rutgers looks at it.

Mayor Cantu stated that there is a 100-student differential which is a big and if it is going to come before the Board at some time it needs to be reconciled between the Town and the developer.

Mr. Reading stated that the reconciliation is the differential between the housing types and the products that are hear utilize elevator service.

Mayor Cantu replied that he understood but is suggesting that there needs to be communication between the Township Staff and the Developer so that the Board can be comfortable because he does not want to see a 100-student difference.

Mayor Cantu asked what is the rationale behind having all the affordable housing units age restricted?

Mr. Letizia replied that given the amount of affordable's that they were proposing it made sense to do it as a standalone senior affordable project.

Mayor Cantu stated that the amount of affordable is on the low side. It looks like

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13% is being allocated for affordable and since we don't know what the next round is going to be like and communities are being pressured it should be 20%.

Mayor Cantu indicated that the traffic implications should be tested even though he recognizes that there is a market difference between Office and Research and Mixed-Use Development but wants to make sure.

Mr. Yates noted that a reason behind doing the 60 affordable units age restricted is because of the economy and construction cost may be driving that decision.

Mr. Yates asked why does the Town need an additional 500 apartments when there are already 1,000 apartments in the works on the other side of Route 1. Also, the parking around the buildings looks tight and if they need two exits and entrances on Plainsboro Road.

Mr. Spiegel asked if the sewer retention was meant to be underneath the parking.

Mr. Joe Cosenza of Scudders Land Holdings, LLC. replied that water retention is in a number of different systems. There is some retention in pipes underneath the parking which is one of the four or five different types.

Mr. Spiegel asked what are they looking at in terms of a schedule.

Mr. Cosenza stated that they are hoping they can get the site plan approved in the next several months. As part and parcel of the process they will be looking to developing a financial proforma that's indicative of the plans. They will be seeking additional investment in the form of equity and intent. Their idea is to start with any mixed-use building because they have a fair amount of nonresidential use in them. At the same time, they will be actively marketing for an operator for the food services and the hotel use. They can't start the hotel, food service or the brew pub without an operator and as soon as they get any indication that they can move forward they will be actively marketing for that permeation. They are very cognizant that for this to be successful, they have to create a place that has a pedestrian network and a green with food service as part of the experience in this center.

Mr. Yates asked that from start to finish how much time will it be.

Mr. Cosenza replied that if they start in a year it will take five years to finish.

Mr. Keevey asked what is the status of the Nurseries project.

Mr. Yake replied that staff is working with a development interest and there is a process underway.

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Mr. Keevey asked if these two projects will be competing with each other

Mr. Yake stated that they are two mixed use projects.

Mr. Keevey indicated to simplify the financials by showing what the revenue of the retables will be minus the cost.

Mr. DiTommaso noted that because of the location of the Fusion Project and the Nurseries project with Route 1 in the center they are two separate communities and they don't see them as competing. They are satisfying something at Fusion that is different from what is at the Princeton Forrestal Village, which is more retail. What they think the big idea is that with Novo Nordisk, the former BMS site, the Hospital and Firmenich competing for employee's Fusion gives young people the opportunity to live, work and play.

Sanjana Raturi asked if they have taken into consideration the real estate market post pandemic.

Mr. DiTommaso stated that businesses are pushing their employees to go back to the office three to four days a week. With Fusion they see this as an opportunity for people to live right next door to their work making it easier for them to go into the office.

Mr. Yates commented that they should take a look at Solar technology.

Mr. Lehrhaupt asked if there were any members of the public who would like to comment.

Mr. David Dreibelbis of 309 Plainsboro Road stated that this development is very close to his home and will benefit and impact his family. They are excited about the project and find it an interesting development. It fits in with how they live their lives and makes this type of active living more accessible to his family. He believes that the concept was constructed with environmental stewardship in mind. It encourages active living in a very positive way and will bring the opportunity for value added businesses to the community.

Mr. Dreibelbis stated that he lives .25 miles from the project but will not be able to walk there because there aren't any sidewalks on Plainsboro Road. The residents on the north side of Plainsboro Road will be disproportionately and negatively impacted by the increased traffic from Fusion. The project will increase traffic on weekends despite decreasing traffic during rush hours. The project describes the accessibility to the community. Therefore, they should put extra consideration to this point.

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Mr. Dreibelbis noted that the Master Plan 2022 Reexamination Report states "we must make it easy, safe and enjoyable to get around Town without a car by promoting and constructing and maintain attractive sidewalks, bike paths and multi-use trails". He believes that there must be roadway improvements on Plainsboro Road from the Walker Gordon Farm Bridge to the railroad bridge including, installation of sidewalks on the northside of the road, traffic calming and bridge repair or replacement.

Mr. Dreibelbis indicated that drawing from the language in the Master Plan Reexamination Report on how to improve the Township as a whole, in particular Transportation objectives, there are two opportunities that should be considered to improve Plainsboro's transportation infrastructure in relation to Fusion and following through on the Master Plan objective. One being to implement Township wide or area wide bus or van services to transport people to and from residential areas, employment centers, community centers including the Township Library, hospital and neighboring town train station. Second is to think about pathways of extending the rejuvenated Dinky Line, parallel to the Northeast corridor track, to connect to Plainsboro. Most likely near the community garden, or in the vicinity of, as well as Fusion and Firmerich and the hospital. These are three obvious connection points that would be accessible and can be planned around within the site plans.

Mayor Cantu asked Mr. Dreibelbis if he had communicated with Staff.

Ms. Flynn stated that Mr. Dreibelbis had emailed her and a copy of his memo has been placed in the file.

Mayor Cantu stated that addressing the sidewalk issue on Plainsboro Road is no small task. They have authorized an initial first step of taking an engineering look at the drainage issue on Plainsboro Road from the railroad bridge down. There are discussions and suggestions to make some improvements on the roadway, but there is no way to improve that roadway long-term without addressing the drainage issue. Although they recognize the issue it cannot be resolved overnight.

Mr. Dreibelbis noted his concern with the Maple Avenue Bridge being the main access for anyone coming to Fusion from the southeast creating additional traffic on Plainsboro Road.

Mr. Yates indicated that Plainsboro had a shuttle to the train station at one time and was discontinued because of low ridership.

Mr. Dreibelbis stated that he wanted to draw attention to the fact that Plainsboro is a higher population density than Princeton with the concentration being on the  
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Plainsboro Road and Dey Road Corridor. When looking at the Municipal Bus Service in Princeton which has proven to be successful, there isn't anything standing in our way in finding a solution that will be successful in Plainsboro.

Mr. Yake indicted that one of the difficulties in that area are the Sycamore Trees that are in the cartway and introducing any conventional sidewalks in that area will cause harm to the trees.

Mr. Dreibelbis stated that after replacing his sewer lines which severed some of the roots of the sycamore trees, the trees are doing well and they should explore further what it means to do the roadway because the Master Plan objectives focuses on the movement of people.

There being no further questions or comments from the Board or members of the public, Chairman Lehrhaupt asked for a motion to change the Planning Board meetings from Virtual to in person and from 7:30 pm to 7pm.

It was moved by CANTU and seconded by KEEVEY and unanimously passed to approve the change. close the public hearing.

**ROLL CALL:**

Cantu -	yes	Keevey -	yes	Raturi -	yes
Yates -	yes	Agarwal -	yes	Rajagopal -	absent
Spiegel -	yes	Doshi -	yes		
Lehrhaupt -	yes	Greer -	absent		

There being no further business, the meeting was adjourned at 9:23 p.m.

Respectfully submitted,

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Josi Easter, Board Secretary

Board Approval Date: \_\_\_\_\_

DRAFT