OLDMANS TOWNSHIP

PLANNING/ZONING BOARD SPECIAL MEETING

JUNE 5, 2023

A special meeting of the Oldmans Township Planning/Zoning Board was held on June 5, 2023 at the Oldmans Elementary School. The meeting was called to order by Chairman Sandy Collom at 7:00 PM. This meeting was held in compliance with the Sunshine Law.

IN ATTENDANCE: Sandy Collom, Sue Miller, Earl Ransome, Mike Tuturice, Rae Walzer, Steve Wilson, Theresa DeSanto, Hobie Medford, Rick Verdecchio and Melinda Taylor.

Professionals: Louis Cappelli, Jr., Solicitor; Joseph Raday, Engineer; and Brian Slaugh, Professional Planner.

Steve Wilson recused himself from the application.

**Application 2022-06**

Knight Owl Holdings III LLC

Musumeci/Sorbello (formerly)

Block 13 & 28/Lots 6, 7, 11-21, 21.01, 23, 24,

30, 31-34, 38, 39

Variance – Use & Height (Technical)

Summary presentation was given by Mr. Clint Allen, Solicitor, who represented the applicant. The proposed project is located along Route 295 and Frontage Road which are well suited for the anticipated traffic. Total project consists of 575 acres of which 203 acres are in the Commercial/Industrial Zone, which allows warehouses. A total of 9 warehouses is being proposed comprised of 5,000,000 square feet. Additionally, there will be two “will call” parking lots for tractor trailers. The creation of “spine road” will avoid traffic congestion. Approximately 350 acres of the proposed project are in the Agriculture/Residential Zone. There is also a hazard overlay for the airport. The 2009 Master Plan encourages commercial development.

Building A Located in Commercial Zone

Building B 45’ Height Request, Commercial/Industrial Zone, Airport Overlay

Building C 60’ Height Request, Agriculture/Residential Zone

Building D 60’ Height Request, Agriculture/Residential Zone

Building E 60’ Height Request, Agriculture/Residential Zone

Building F 45’ Height Request, Commercial/Industrial and Agriculture/Residential

Frontage on Pedricktown-Woodstown Road

Building G Commercial/Industrial Zone

Building H 60’ Height Request, Agriculture/Residential Zone

Building I 60’ Height Request

Two Trailer Parking Lots

Community Resource Area (one-mile walking path)

Height Variance:

60’ Industry Standard

35’ Commercial/Industrial Zone Allowed

35’ Agriculture/Residential Zone Allowed

40’ Commercial Zone Allowed

It is anticipated that the buildings will be set back 100’ with screened landscaping. Will either use the services of New Jersey American Water or wells. A well will be built on-site for water suppression. No sewer is available so there will be on-site septic as well.

Traffic volume was calculated at 1% growth rate per year. Frontage Road and Exit 7 of the 295 Interchange will be used for traffic flow.

Acoustical Engineer conducted his study for three days at 24 hours per day. The state code of 50 decibels (11:00 pm – 7:00 am) can be achieved.

Fiscal Impact would equate to $3,000,000 in revenue for the school and $263,000 for the municipality.

Response to community input: willing to move buildings back with landscaping, traffic impact concerns, need Salem County approval for roads, migrant water fowl, NJ DEP review of freshwater, also wetlands must be delineated still through NJ DEP approval at which time wildlife will be considered, and stormwater management is also subject to NJ DEP approval.

Oldmans Airport is being decommissioned as Knight Owl acquired the property. The Planning Board application was designed with the existing airport overlay.

Mr. Cappelli summarized the applicant’s request:

D1 Use Variance for Buildings C, D, E, F, H and I, trailer parking J & K lots, community use facility and “spine road.”

D6 Height Variance for all proposed warehouses.

C Variances were withdrawn at an earlier meeting. Board must consider whether positive and negative criteria was met.

Sandy Collom made a motion to deny the application:

* Sewer and water concerns
* Zoning, loss of farmland
* Height request not included in Master Plan
* Township serviced by volunteer fire company
* Current road conditions and traffic
* No public benefit
* Additional traffic for those residents near the site

Earl Ransome seconded the motion and a roll call vote was taken:

Sue Miller

* Does not meet criteria of zoning map and ordinances.

Earl Ransome

* Positive criteria not supported
* Most warehouse outside commercial/industrial zone, wish to preserve farmland/open space
* Existing road network is not suitable
* Conditions of infrastructure does not support this type of development.
* Negative criteria not justified, especially regarding truck traffic increases along Pedricktown-Woodstown Road; not built for truck traffic.

Mike Tuturice

* Appears to want to rezone area
* 5,000,000 square feet negative impact
* Increase truck traffic around exit 7 and through town
* Positive criteria not met for height of use

Rae Walzer

* Health and welfare of the community
* Traffic supposed to use Route 295 but current traffic doesn’t.
* Zoning. Wants to adhere to the Master Plan
* Spine road not justified ending at Straughns Mill Road for traffic flow
* No justification for 60’ building height

Melinda Taylor

* Criteria not met to expand into the Agriculture/Residential zone
* Current warehouses are less than 60’
* Positive criteria not met for traffic flow
* Frontage Road not feasible due to proximity to Route 295

Theresa DeSanto

* Use variance deviates from Master Plan and Farmland Preservation
* Not in the best interest of community
* Too much traffic from existing warehouses.

7-aye (deny)/0-no Application denied.

NEW BUSINESS: (Steve Wilson returned to the Planning Board)

**Application 2022-08**

Knight Owl Holdings VI, LLC

Block 42/Lots 19, 19.01 & 20

Pennsville-Auburn Rd

Variance – Use, Height & Bulk (Technical)

Clint Allen, Esquire, represented the applicant who is seeking a use variance and height variance for two proposed warehouses at the corner of Penns Grove-Auburn Road and Pennsville-Auburn Road. There is a total of 95 acres of which 92 acres will be developed. Both roads are County roads. Property in the Agriculture/Residential zone. Requesting 60’ height when 35’ is allowed. Building A would be 206,375 sq. ft. and Building B would be 438,750 sq. ft. The loading bays will be facing away from the roads. There are wetlands on the property. Public notice was published and mailed to 200’ list.

Exhibits 1-15 were handed out to the Planning Board:

A-1 Overall Aerial of Property

A-2 Zoning Map

A-3 Site Rendering (proposed 2 warehouses)

A-4 Existing Conditions (with wetlands)/Environmental Inventory

A-5 Overall Use Variance

A-6 Open Space

A-7 Phasing Exhibit

A-8 Stormwater Management

A-9 Circulation

A-10 Example of Building Elevation

A-11 Example of Building Elevation

A-12 Sound Measurement Graph

A-13 Sound Measurement

A-14 Variance List

A-15 Witness List

Sworn In: Matt Lange, Principal of Knight Owl Holdings

Jesse Dougherty, PE, Marathon Engineering & Environmental Services

A. Andrew Feranda, PE, PTOE, Shropshire Associates

Norman Dottie, PE, PP, INCE, Russell Acoustics

Connor Monferrat, MPP, MCRP, Otteau Group

Lance Landgraf, PP, AICP, LP Landgraf & Associates

Presentation by Jesse Dougherty, Marathon Engineering

Building A will have 167 parking spaces and 31 loading berths. Building B will have 245 parking spaces and 70 loading berths. 571 parking spaces are required. Stormwater management will be addressed during the site plan application.

Proposed building height is 60’. Septic design is calculated at 2,000 gallons/day. Soil is sandy loam. Current residence on property has septic. It is anticipated that water will be provided via well water. There are isolated wetlands on the property so a 150’ buffer would be needed. Some filling of wetlands would be anticipated; a permit from the NJ DEP would be required.

There will be one driveway off Penns Grove-Auburn Road and three driveways off Pennsville-Auburn Road. There will be separate driveways for tractor trailer traffic and car traffic for each building. All road improvements must have Salem County approval.

Phased construction:

1. Roadway improvements

2. Construction of smaller warehouse

3. Construction of larger warehouse

4. Truck parking lot

5. Truck parking lot

Stormwater will utilize the green infrastructure rules (Exhibit 6) which requires State overview approval. There are no signs or lighting proposed at this time but will comply with Oldmans standards. Would like to use stop control intersections. Each building is responsible for solid waste removal. Trash compaction will be used for recycled material. Building A will have 34% coverage and Building B will have 40% coverage.

8:20 pm (Sue Miller vacated the building)

Brian Slaugh Questioned setbacks and street improvements.

Jesse Dougherty Setbacks can be adjusted. There will be a 12’ roadway with 10’ shoulder with curbing. Cartway will allow a fire truck. Plan has not been presented to the County yet for their approval.

Brian Slaugh Any consideration given yet to location of septic.

Jesse Dougherty Septic will be close to the building, probably by parking area. Seasonal high water is 80”.

Presentation by Andrew Fernanda/Shropshire (Traffic Control)

Project fronts on two roads with four intersections which were counted as part of the traffic study. The traffic study was conducted Fall, 2022. Peak hours were 6:00-9:00 am and 3:00-6:00 pm. It was noted that stop time at intersections was 15 seconds or less. Study was done with future build completed in 2025 with three-year growth rate.

Car Trip Generation (peak hours)

87 in 26 in

22 out 83 out

109 total am peak 109 total pm peak

Truck Trip Generation (peak hours)

8 in 11 in

7 out 11 out

15 total am peak 22 total pm peak

Enough space on roadway for traffic to get in and out at ten (10) seconds. County has jurisdiction on roadways; will meet County requirements.

Brian Slaugh What land use code was used?

Andrew Fernanda #150 (no known tenants) for general warehouse.

Brian Slaugh Not a high cube warehouse?

Andrew Fernanda Not a fulfillment center.

Brian Slaugh Did the study account for other warehouse growth in Oldmans?

Andrew Fernanda If the warehouse was approved or under construction, would have been added to the study. But there were no warehouses that met the criteria close to the project site.

Brian Slaugh Where are the trips coming from and what is their destination?

Andrew Fernanda Most traffic will be coming from Route 48 to the Route 295 Interchange.

Brian Slaugh Noted that Exit 7 is equidistant from Exit 4.

Andrew Fernanda Could use County roads. County roads allow truck traffic.

Brian Slaugh Trucks using County highways to get to Route 130?

Andrew Fernanda May use County roads to State highway; permitted use on county roads.

Brian Slaugh Three county curb cuts proposed on one road.

Andrew Fernanda Want to separate employee traffic from truck traffic. County has spacing requirements for driveways. Will need turning radius analysis for trucks to turn onto Pennsville-Auburn Road.

Theresa DeSanto The Pennsville-Auburn entrance shows truck and vehicle use on same driveway.

Andrew Fernanda Mix of trucks and vehicles. Will need turning radius study.

Clint Allen Turning radius will be responsibility of Knight Owl.

Steve Wilson There is two-lane traffic on Pennsville-Auburn Road.

Clint Allen Route 48 and Route 40 will be reconstructed with a right hand turning lane, left turning lane. Exit 4 will also be reconfigured. Four months to get NJ DOT approval.

Earl Ransome Gave peak time numbers, what are the number of trucks at other times?

Andrew Fernanda Truck total is anticipated to be 220 daily (110 in and 110 out)

Earl Ransome What direction will trucks travel when leaving site?

Andrew Fernanda Go toward Route 48 and Route 295.

Earl Ransome Straughns Mill has deep ditches on both sides of the road. If going north or south, could take Exit 7 instead of Exit 4.

Joseph Raday Area warehouses were not identified in study. There are 412 car spaces, 207 truck spaces and 109 loading docks. These numbers do not match the daily in/out numbers.

Andrew Fernanda More parking spaces to allow overflow in and out during peak hours.

Joseph Raday Saturation flow rate at 1900 versus 1950. Heavy truck needs to be revised. Need signal improvements on Route 48.

Presentation by Norm Dottie (Acoustics)

Study was completed April, 2023 for 72 hours (24/7) (Exhibit A-12). US Dept. of Transportation traffic noise model is based on type of vehicle, speed and acceleration. For the purposes of the study heavy trucks travelling at 20 mph travelling around the site with no sound barriers or berms was used.

Rick Verdecchio The red line indicates maximum decibels. What about trucks leaving the site onto County roads and traveling past houses and neighborhoods? High decibels not shown on road graph.

Norm Dottie Proposed project is not responsible for road noise; not regulated. Exhibit A-12 shows what residents hear now.

Theresa DeSanto Measure sound of trucks?

Norn Dottie Bar graph measures current conditions.

Theresa DeSanto Does study take into consideration forklifts, mechanisms, inside work, beeping, other sound sources?

Norm Dottie Other sounds considered to be insignificant. Sound sources are still less than truck sound. There are enforceable noise regulations that can be used to alleviate loud noise.

Steve Wilson Nighttime allows 50 decibels. Evening allows 65 decibels. Current warehouses already have noise problems.

Earl Ransome Questioned the 50 decibel red line (night time sound limit) which runs off the property and appeared to affect the neighboring properties.

Norm Dottie Model shows worse case conditions. The model depicting the red line had a buffer built into them.

Joseph Raday Questioned Figures 4 & 5 in study. No test area provided.

Norm Dottie There are two bar graphs on Exhibit A-12.

Joseph Raday Test area #2 missing; need to clear up in report. Operational sound support report. Mr. Raday asked that documentation be provided.

Norm Dottie Agreed to revise and send revision.

Joseph Raday What warehouse type was used?

Norm Dottie Not used that way. Size and height of warehouse reflected in model.

Joseph Raday Impulse sound used in study?

Norm Dottie Reflected in bar graph under current conditions.

Joseph Raday Contour lines not clear.

Norm Dottie Construction sounds are exempt.

Presentation by Lance Landgraf (Fiscal Impact)

Study was based on 2022 tax rate. Projected tax revenue:

$473,000 (gross) for school

46,000 for municipality

$519,000 annually

A pilot program or short term abatement would be possible. Currently 1 in 8 jobs are warehouse jobs due to consumer demand. Economic benefit: 244 construction jobs and 246 on-site jobs with an average salary of $78,000.

Rae Walzer 346 Jobs – where are they coming from?

Lance Landgraf Outside market area. 38 minute average commute time.

Rae Walzer Would the construction company be local?

Melinda Taylor Most are from out of state.

Louis Cappelli For a pilot program, area would need to be a redevelopment zone.

Clint Allen Question for the planner to consider.

Brian Slaugh Were rollback taxes considered?

Lance Landgraf Not considered. There would be about $30,000 expense to the municipality.

Brian Slaugh Was the high school assessed?

Steve Wilson Construction phase or full build out?

Due to time constraints, the presentation/hearing was adjourned, but will be continued at the July 17th meeting to be held at Oldmans Township Municipal Building, 40 Freed Road beginning at 7:00 pm. Rae Walzer made a motion to adjourn, Earl Ransome seconded which was agreed to by all to adjourn at 9:50 pm.

Melinda Taylor

Secretary