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PLANNING BOARD
Monday, March 6, 2017
APPROVED MINUTES

OPENING: The meeting was called to order by Chairman John Osorio at 7:33 PM.

PLEDGE OF ALLEGIANCE: Led by John Osorio.

OPMA STATEMENT: Read by John Osorio in compliance with the Sunshine Law.

ROLL CALL

- **Members in attendance:** Kevin McCormack, Carolyn Jacobs, John Osorio, Hugh Dougherty; Sam Kates; Moly Hung; William Carter; Marlyn Kalitan; and Betty Adler.
- **Professionals in attendance:** Lorissa Luciani, PP, AICP, Director of Planning; James Burns, Esq., Solicitor; Stacey Arcari, PE, Planning Board Engineer; and Jacob Richman, PP, AICP, Planner.

ADMINISTRATIVE ITEMS

Adoption Meeting Minutes from February 21 2017. Hugh Dougherty made a motion, which was seconded by Kevin McCormack, to adopt the Meeting Minutes from February 21, 2017. Affirmative votes by McCormack, Jacobs, Dougherty, Hung, Carter, Kalitan, and Adler. Minutes are approved.

Agenda Item 1:

16-P-0032

Block(s) 53.01 Lot(s) 8

Zone: Highway Business (B2) Zone

Relief Requested: A minor site plan with bulk (C) variances to redevelop a furniture store into a Tesla Motors auto sales and factory-authorized service center ("Tesla Service Plus") along with various site improvements.

Tesla, Inc.

1605 Route 70 West

Cherry Hill, NJ

Exhibits Submitted:

A-1: Site Plan Rendering

Discussion: Applicant Tesla, Inc., applied for minor site plan with bulk (C) variances to redevelop a furniture store into a Tesla Motors auto sales and factory-authorized service center ("Tesla Service Plus") along with various site improvements; located at 1605 Route 70 West Cherry Hill, New Jersey (Block 53.01, Lot 8. The property is owned by Jysk Bed 'N Linen, Inc.

Application was represented by:

- Joe Paparo, Esq. – Attorney for the Applicant
- Robert Freud, PE, PP – Engineer for the Applicant
- Fabiola Lozoya, AIA, LEED AP – Tesla Design Manager (retail sales)

Mr. Paparo gave an overview of the site and the proposed site improvements for a Tesla Motors auto sales and factory authorized service center (Tesla Service Plus). As part of the proposal, the applicant is requesting approval for a minor site plan with bulk variances, sign variances, and design waivers.

Ms. Lozoya stated that she was involved in the design of the interior of the proposed Tesla location including the showroom and service center areas. Ms. Lozoya noted that Tesla chose the site as it has great visibility to Route 70 and that the existing building is able to hold all of their offered services. Ms. Lozoya believes the site is suited for the display of their electric vehicles and their operations as a retail sales business. Ms. Lozoya noted that all of their electric vehicles are custom made and that no inventory is kept on-site. Vehicles can be ordered online or at their store and it typically takes 3 to 6 weeks for the vehicle to be delivered to their store. Vehicles can only be picked up by appointment and most vehicles are not on-site for more than 2 to 3 days. Ms. Lozoya explained that the front of the building will be utilized as their showroom and the back will be used for their service center which will have three (3) bays, a lift, and a supercharger station. Typical service of vehicles takes 15 to 30 minutes and those that require minor repairs may take around 24 hours.

Ms. Lozoya reiterated that all of their vehicles are electric which means no gas and no combustion engines. Most services are computer system related but that they also repair brakes and tires. Major repairs are handled back at their plant in Fremont, California

Ms. Lozoya noted that at max build-out they will have on average, 26 employees at the store. The service center will be open 7am to 7pm Monday through Friday with Saturday hours 7am to 8pm. The service center is closed Sundays. The sales portion of the operation will be open 10am to 6pm/7pm everyday (however, it was later noted that their sales services may need to be closed on Sunday due to State laws). When vehicles are ordered, they are delivered by a truck which can carry up to eight (8) vehicles at a time. The amount of deliveries could vary but they may receive up to two (2) truckloads per day. Vehicles are then stored inside the building (up to 20 cars) and that they can circulate upwards of 100 vehicles through the site/building in a given day. Loaner cars are to be stored outside. Ms. Lozoya explained that vehicles can be charged while undergoing service and that staff will help direct customers and their vehicles through the service areas. It was noted that the building will also house a wash bay. With regard to the amount of vehicles Tesla can service in a given day, it was estimated that their store will handle 10 to 20 vehicles.

Ms. Lozoya detailed the proposed Architecturals of the building. The primary colors to be utilized will be grey, red, and white (but primarily grey). Façade improvements will be made and the applicant proposes a comprehensive sign package. The signage will include Tesla logos on the west and east tower elevations, a Tesla façade sign on the North elevation, and a "Service" sign on the west elevation above the service bay door. A Tesla monument sign is also proposed in front of the building. Ms. Lozoya discussed the reasons for the chosen location of the service bay (west elevation near main entrance)) as well as the "service" parking spaces. It was explained that the "service" parking spaces at the rear of the site are for only for employees and vehicles ready for pickup. A discussion then ensued regarding the movement of vehicles inside the building. Ms. Lozoya explained that the walkway ramps at the rear of the building lead to entrances for employees only. Ms. Lozoya detailed operations regarding deliveries and noted that parts come in via 30' to 40' long trucks. Such parts are delivered prior to the store opening. Rooftop equipment will be replaced and properly screened. No new mechanical units will be added. Ms. Lozoya explained why there will be no queuing issues with cars near the main entrance and that there will be no back up of vehicles out into Route 70.

Mr. Freud submitted exhibit A-1 and reiterated Tesla's proposal to renovate the existing building and make a number of site improvements. Mr. Freud noted that the site is accessible via a western access driveway and an eastern exit driveway. Mr. Freud affirmed that there would be no proposed activity within the delineated wetlands buffer and floodplain zones located at the site. With regard to site circulation, the site will have a one-way counter-clockwise circulation pattern with one-way right-in, right-out access driveways. Mr. Freud added that his client has obtained a Letter of No Interest (LONI) from NJDOT. Mr. Freud discussed Tesla's proposed service center and how it is accessed. Mr. Freud added that employees will help direct their service customers and that all service is done by appointment only. Mr. Freud noted that there is plenty of room to accommodate vehicles coming in for service without creating queuing issues. Mr. Freud testified that it is the applicant's preference to utilize concrete wheel stops instead of bollards on the parking spaces containing charging stations as the wheel stops allow the vehicle more room to reach the charging station. Mr. Freud explained how the recirculation aisle at the rear of the site works and noted the location of the service and employee parking. It was also discussed how delivery vehicles would circulate (a circulation plan was provided) and that vehicles would be unloaded at the rear of the site. With regard to the trash enclosure, the applicant will rotate the position of the enclosure so as to more easily accommodate pickup services.

Mr. Freud pointed out that the primary entrance to the building is at the northwest corner. A discussion then ensued regarding the need to provide a safe pedestrian environment. The applicant agreed to work with the Department of Community Development and ERI on possibly shifting the charging stations more to the rear of the site in order to allow for more new customer parking spaces near the main entrance. Mr. Freud also agreed to eliminate the two-way circulation pattern at the rear of the site and switch it to a one-way recirculation pattern. Mr. Freud provided testimony as to the site being designed to accommodate its potential customers at full build-out. It was stated that the applicant will use major roadways for test drives (and not residential neighborhoods) and that the applicant agreed to submit a test drive route plan to the Department of Community Development and ERI for review. The applicant affirmed that all test drives will be accompanied by a Tesla employee. A discussion then ensued regarding the possibility of removing some extraneous pavement. The applicant agreed to work with the Department of Community Development and ERI on the final landscaping plans but that the applicant agreed to remove an existing concrete swale at the rear of the site. Mr. Paparo added that the applicant wants to be careful in terms of how much pavement may be removed as they do not want to exacerbate their parking variance request by losing additional parking spaces.

Mr. Freud stated that the applicant agrees to contact the adjacent neighbor with regard to the encroaching shed and see if it can be relocated or repaired. Mr. Freud affirmed that there would be no exterior storage of parts/materials. Mr. Freud detailed the proposed lighting plan and building mounted lights as well as explaining the improvements that will be made to provide adequate lighting to pedestrian areas. Furthermore, the applicant agreed to conduct a Night Light Function Test as a condition of their zoning approval. Mr. Freud discussed the proposed freestanding monument sign and its

chosen location. Mr. Freud added that the proposed sign creates no sight triangle issues as it is positioned on the opposite side of the one-way entrance driveway. A discussion then ensued regarding the possibility of shifting the sign farther back from Route 70 to a more conforming setback; however, Ms. Lozoya noted that nearby fencing and landscaping would block the visibility of the sign if it is moved back any farther. A discussion then ensued regarding directional signage.

Mr. Freud discussed the variance request to permit fifty-four (54) parking spaces where a minimum of eighty-seven (87) parking spaces are required. Mr. Freud noted that Tesla is not your typical dealership where there is stored inventory and more intensive service operations. The applicant agreed to comply with the Camden County Noise Ordinance and that affirmed that there would be no loading or unloading of vehicles out on Route 70. These operations will be conducted entirely on-site. Mr. Freud summarized the proposed signage and requested variances as well as detailing the positive and negative criteria for each relief request. Ms. Luciani noted that she is amenable to utilizing the proposed wheel stops provided they are brand new and pinned to the ground. Ms. Luciani added that the applicant shall construct the proposed trash enclosure of masonry and utilize an opaque material for the gates. Mr. Freud explained that the trash enclosure will handle minimal office related trash and recycling as well as recycling of boxes. Lastly, Mr. Freud noted the applicant is providing a board-on-board fence along the residential buffer (except in the wetlands buffer area).

Public Discussion: Margaret O'Toole of 56 Curtis Avenue stated her concerns regarding car dealership utilizing the adjacent neighborhoods for the test drive routes. Ms. O'Toole stated that she appreciated Tesla keeping their test drive routes away from residential areas.

Motion: Following the reiteration of the conditions by Solicitor Burns, Sam Kates made a motion, which was seconded by John Osorio, to approve the application with the conditions as stated. Affirmative votes by Jacobs, McCormack, Osorio, Dougherty, Kates, Carter, Hung, Kalitan, and Adler. The application is approved.

Resolution:

13-P-0024

Block(s) 42.01 Lot(s) 8 & 10
Zone: Highway Business (B2) Zone

PNP Realty, LLC
8 and 10 Grove Street
Cherry Hill, NJ

Relief Requested: An Amended Preliminary and Final Major Site Plan with Bulk (C) Variances for a daycare facility, which will include a building footprint reduction, an outdoor play area, accessory parking, and various site and circulation improvements.

Motion to Ratify: Following the review of the resolution, Hugh Dougherty made a motion which was seconded by William Carter, to memorialize the resolution for PNP Realty, LLC. Affirmative votes by McCormack, Jacobs, Dougherty, Hung, Carter, Kalitan, and Adler. The resolution is memorialized.

Meeting Adjourned: at 9:27 PM.

ADOPTED: 3/20/17

ATTEST:



LORISSA LUCIANI, PP, AICP
PLANNING BOARD SECRETARY



JOHN OSORIO, CHAIRMAN

