

APPLICANT: TESLA, INC.

STATEMENT OF PRINCIPAL POINTS

The within Application involves a request for Site Plan and Variance approvals and design waivers in connection with the property located at 1840-1850 Old Cuthbert Road, Block 463.01, Lot 12 on the Tax Map of the Township of Cherry Hill. The Applicant is proposing to store inventory vehicles on the property in connection with the Tesla sales facility located at 1605 Route 70 West. Tesla is currently storing vehicles within the existing building on the property in question and this Application involves the proposed outdoor storage of inventory vehicles in a modified parking area. The site is located in the IR/B Zone and according to the Code, the proposed auto-related use is permitted. Variance relief and design waivers are, however, required in connection with the parking area improvements.

As noted above, the Applicant is proposing to modify an existing paved parking area to provide approximately 106 parking spaces to temporarily park and stage vehicles. As will be further discussed at the hearing, operations fluctuate throughout the year, sometimes even on a quarterly basis, therefore, the anticipated activities on this site will similarly fluctuate. Generally speaking, the typical work shift will be from 8 A.M.-6 P.M. with approximately 2-4 employees on site to oversee the operations.

On average, this site will receive anywhere from 25-50 cars per week delivered on car carrier trucks. The number of cars delivered typically will increase at the end of each quarter in the range of 50-100 vehicles. These car deliveries will occur both during the work shift hours noted above and outside those particular hours depending on fluctuating delivery schedules. With

regard to vehicle deliveries occurring outside of operating hours, the cars would be off-loading and parked in parking spaces with the keys being deposited in a drop-box. The size of the car carrier trucks can also vary with trucks carrying two, five or nine cars at a time. Approximately 15 car carrier trucks will visit the site per week delivering vehicles which will be stored for a limited time until prepared for delivery to customers at the Route 70 store. This proposed location will significantly reduce the number of inventory and trade-in vehicles stored at the Route 70 location which will improve the current operations at the retail and service facility.

Because this site will not be open to the public and only a limited number of employees will be needed, the modified parking area is designed to maximize and optimize the total number of vehicle parking/storage spaces by configuring them in a stacked arrangement. The proposed design requires relief from a number of Code provisions pertaining to parking lot landscaped islands and the overall configuration of spaces. More specifically, Section 508(G) requires a minimum ratio of landscaped islands to spaces in the parking area where no landscaped islands are proposed. It is the Applicant's position that the design waivers requested from these parking lot landscaped island provisions are justified when considering the fact that the site will not be open to the public and including the landscaped islands throughout the paved area would only increase the amount of pavement and overall size of the parking lot. As depicted on the site plan, the proposed vehicle storage area is confined to the existing paved area on the property which is a better planning alternative than increasing impervious coverage solely for the sake of adding landscaped islands to the site.

As depicted on the site plan, a limited area of new pavement (approximately 922 square feet) is proposed to accommodate the car carrier truck movement. This additional impervious coverage increases the existing coverage from 17% to 17.1% which is clearly an insignificant

increase. It should be noted that the maximum allowable impervious coverage in the zone is 70% and the site will continue to be well below that threshold.

A variance is also required from the Code provisions regarding loading spaces. According to the Code, a total of three loading spaces are needed for the existing building and no designated loading spaces are provided. Again, since this site is not open to the public, there will be no potential for conflict between deliveries and the public circulating on the site. The nature of the proposed operations simply do not warrant the construction of designated loading spaces. The Applicant is proposing to relocate the refuse enclosure so that it is more accessible and not in conflict with the new parking area. The Applicant anticipates refuse and recycling pick-ups of approximately 2-3 times per week.

There are also some existing nonconforming conditions concerning the property. There is an existing, striped parking area in front of the building which is not being altered and that parking area violates the Code provision that encourages all parking areas in the side or rear yards rather than front yards. Similarly, there are existing nonconforming signs on the building and property. The existing freestanding sign located along the property frontage adjacent to the driveway will be maintained by the Applicant and re-paneled to simply reference the property address. There will be no branding, logos or other company identification included on the sign. This freestanding sign is an existing, nonconforming structure as pylon signs are not permitted in the Zone. Additionally, the freestanding sign does not comply with the setback requirements of the Code, however, as noted above, it is being re-used in its current configuration and location.

There are also two existing signs on the building and the Applicant is proposing to eliminate those signs and replace them with one, small size of approximately 24 square feet containing just the street address number "1840" for way-finding purposes. The Applicant's

signage proposal results in a reduction in the total number of signs and the elimination of an existing variance condition and only proposes the display of the property address.

This Application involves an appropriate re-purposing of a building and site for a use that is consistent with surrounding uses and requires limited site modifications. The temporary storing of vehicles on site requires a limited number of employees and the site will not be open to the general public. The use of the property as proposed will have the added benefit of enhancing operations at the Route 70 Tesla location. The variances and design waivers requested can be granted without negatively impacting the site or surrounding area.

For the reasons noted above, the Applicant respectfully requests that the approvals sought be granted.