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## MEMORANDUM

**TO:** Planning Board  
West Windsor Township

**FROM:** Christopher B. Jepson, P.E.   
Environmental Consultant

**DATE:** June 8, 2020

**SUBJECT:** Princeton Executive Park (PB 19-15)  
Preliminary/Final Major Site Plan & Subdivision  
Block 9, Lots 12.01 & 12.03, Block 9.03 Lot 12.02  
VCEA Project No. 19-20-WW

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As West Windsor Township's environmental consultant, Van Cleef Engineering Associates (VCEA), has reviewed the most recent submittal of site plans and accompanying information and visited the site for the above referenced application for a Preliminary/Final Major & Subdivision review and offers the following comments for the Board's consideration:

### **I. Overview**

The applicant is seeking a review of the Preliminary/Final Major Site Plan and Subdivision for construction of a very large mixed use development in two sections with all the improvements necessary for a complete project (roads, infrastructure, stormwater, water and sewer services, open space, etc.). The proposed northern portion of the project is located on Route 1 between Meadow Road and Carnegie Center Drive. The southern portion is located between Meadow Road and Old Meadow Road. The northern portion contains a 130 room hotel, a 6,915 Square foot restaurant, 16,000 square feet of retail space and 12 buildings of residential development with a clubhouse. The southern portion is purely residential with 17 buildings and an associated clubhouse. There is a total of 656 residential units on both sections. This project is proposed to be done in 4 phases. This proposed

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project is located in the PMN-1 Zone which is for a mixed use neighborhood. These properties total 58.793 acres. There is a roundabout proposed for traffic control at the intersection of Meadow Road and the Meadow Road Connector. Total proposed requested parking for this site is 1286 spaces while 1277 spaces are required. Currently the site is farmed with associated woodlands and wetlands.

## **II. Comments/Recommendations on Pertinent Issues**

### **A. Wetlands**

Wetlands are present on both sections of the subject site. The northern section contains an area of wetlands located at the corner of the Meadow Road Connector and Carnegie Center Drive. The southern section contains two areas of wetlands and a pond. A Letter of Interpretation (LOI) was dated January 17, 2017 and verify the extent of the wetlands as shown on the plans. These are clearly shown on sheet 3 of the submitted plans (Environmental Constraints Map).

### **B. Greenbelt**

There is a section of recorded greenbelt located generally in the northeast portion of the area and is associated with the existing forested area. There is an area of proposed Greenbelt that is adjacent to the existing pond and is wooded. There is some construction proposed in that southern section and whatever remains of that area will be dedicated to the Greenbelt. Please go into greater detail regarding the potential dedication. The forest in that area is a mature forest with maple and oak as predominant species with some birch, ash and sassafras among others present. There is a tree removal plan (sheet 5) which shows the extent of tree cutting efforts. The woodland will be reduced from 17.1 acres down to 8.9 acres with this proposal. An open understory is also present. Milkweed is present in relatively high numbers – good news for Monarch butterflies.

### **C. Water Quality**

This site is located in the Duck Pond Run drainage basin. The Duck Pond Run is about 109 feet away from this property. A DRCC permit is required since more than 1 acre of impervious surfaces are proposed. There is storm water management proposed for this project with 3 detention basins in the north section and the existing pond (which is termed an existing basin) and another detention basin in the southern section. Basin # 1 (north section) is a recharge basin. The pond is located in the southern portion. The pond detention basin proposed will be a wet basin (pond) with a surface aerator and discharge to the adjacent wetlands. There is a large concrete headwall that directs stormwater flow to this pond. The pond area is very overgrown at this time. Although this year and last year have surpassed normal rainfall averages – some consideration should be given to

constructing an on-site well to keep the water levels static during any drought conditions in the wet pond.

#### **D. Environmentally Sensitive Areas**

The proposed project site is underlain by the Stockton Sandstone geological formation. Stockton Sandstone is an important geological formation in providing potentially moderate to high aquifer recharge. There are areas with slopes greater than 5-10% located on this site. Most are along the road ramps. Those areas will be modified as construction takes place. There is a flood hazard area located to the east of the existing pond on this site and shown on the plans. This site has a low erosion hazard. MIC is listed at 74% while 75% is permissible. During the site visit numerous bird species were seen including hawks, vultures, crows, robins, cardinals, sparrows, flickers and blue jays among others. Frogs of several species were seen and heard in the pond. Deer frequent this area. A pregnant garter snake was found under an old wooden pallet.

#### **E. Historic Resources**

There is one historic residence that was located at 439 Meadow Road (circa 1858). Route 1 is a historical route through the Township.

#### **F. Other Environmental Concerns/Comments**

While this site has potential for development along the Route 1 corridor – there could be outstanding environmental issues. Since this property was farmed from before 1940 until at least 1998 – we have some concerns regarding potential past pesticide use including lead and arsenic. Please let us know of any existing potential remedial issues on Section 2.

There is a note in the plans (sheet 17) that show that the swimming pool backwash will be tied into the stormwater system. Due to the chlorine content of that water – it should not be discharged unless dechlorination takes place. DEP has lowered the required discharge concentrations for chlorine residuals to surface water bodies in our state.

Please consider the greater use of Green Development design and construction options which can be found in the Green Development Checklist as the project goes forward. We see many areas where permeable pavers could be utilized.

### **III. ITEMS PROVIDED FOR REVIEW**



- Preliminary/Final Major Site Plan & Subdivision (49 sheets), prepared by Bowman Consulting Group, Ltd., dated May 17, 2019 and revised March 27, 2020.
- Architectural Plans (19 sheets), prepared by Lessard Design, dated May 17, 2019, revised October 30, 2019 and March 27, 2020.
- Landscape Architectural Plans (25 sheets), prepared by Melillo & Bauer Associates, dated May 17, 2019 and revised March 27, 2020.
- Map of Survey, Topographic Survey, Wetlands Map, Tree Plan and Striping Plan (5 sheets) prepared by Stires Associates, P.A., various dates.
- Proposed Hotel & Residential Development Plan (1 sheet), prepared by Bowman Consulting Group, Ltd., dated March 27, 2020.
- Floor Plans (5 sheets), prepared by The Briad Group, LLC, dated June 12, 2019.
- Cover Letter, prepared by Bowman Consulting Group, Ltd., dated March 27, 2020.
- Development Application, Site Plan Checklist and Subdivision Check List, prepared by Bowman Consulting Group, Ltd., dated April 24, 2020.
- Attachment D – Major Development Stormwater Summary, prepared by Bowman Consulting Group, Ltd., dated April 24, 2020.
- West Windsor Township Fire & Emergency Services – Site Plan Requirements.
- NJDEP Freshwater Wetlands Letter of Interpretation (LOI), dated January 12, 2017.
- Environmental Impact Statement (EIS) and Green Development Practices Checklist, Prepared by Bowman Consulting Group, Ltd., dated April 23, 2020.

If you should have any questions or concerns regarding these comments please contact me at this office.

cc: Applicant  
S. Surtees, WWT CD  
J. Burgis, Burgis Associates  
D. Dobromilsky, Landscape Architect

Planning Board Members  
Gerald Muller Esq., Miller, Porter & Muller  
J. Kochenour, Traffic Consultant  
I. Hill, Consultant Engineer



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## MEMORANDUM

**DATE:** June 8, 2020

**TO:** West Windsor Township Planning Board

**FROM:** James L. Kochenour, P.E. and Jeffrey A. L'Amoreaux, P.E.  
Traffic Consultants

**SUBJECT:** Princeton Executive Park  
Preliminary and Final Major Site Plan and Subdivision  
Planning Board Review Memorandum #1  
PB19-15  
US Route 1 North and Meadow Road  
Block: 9, Lots: 12.01 & 12.03  
Block: 9.03, Lot: 12.02  
West Windsor Township, Mercer County, New Jersey

We are in receipt of the following information for review pertaining to the submission of Preliminary and Final Major Site and Major Subdivision Plans for the construction of a mixed-use development to be located along US Route 1 northbound at Meadow Road:

- One set of revised Preliminary & Final Major Subdivision and Preliminary & Final Major Site Plans for Proposed Hotel (Phase 1) and Proposed Residential Development (Phase 2), and Preliminary Major Site Plan for Proposed Retail & Restaurant (Phase 3) & Proposed Residential Development (Phase 4); Block 9 Lots 12.01 and 12.03, and Block 9.03 Lot 12.02 (49 sheets) prepared by Bowman Consulting Group, Ltd., dated March 27, 2020
- One set of revised Architectural plans including floor plans and elevations (19 sheets) for the proposed residential buildings prepared by Lessard Design bearing a latest revision date of March 27, 2020
- One set of Landscape Architecture Plans prepared by Melillo & Bauer Associates (25 sheets) bearing a latest revision date of March 27, 2020
- One copy of a Preliminary/Final Major Subdivision Plan prepared by Bowman Consulting Group, Ltd. bearing a latest revision date of March 27, 2020
- One copy of a Response Letter prepared by Bowman Consulting Group, Ltd. dated March 27, 2020
- One set of Floor Plans and Elevations (5 sheets) for the proposed Westin Element hotel, prepared by BASE4, dated June 12, 2019
- The following single sheet plans prepared by Stires Associates, P.A., with dates indicated:
  - Map of Survey, Lots 12.01 & 12.02 Block 9, dated March 27, 2002
  - Topographic Survey, Lots 12.01 & 12.03 Block 9, and Lot 12.02 Block 9.03, dated March 17, 2020
  - Wetlands Map, Lots 12.01 & 12.03 Block 9, and Lot 12.02 Block 9.03, dated June 21, 2016
  - Tree Plan, Lots 12.01 & 12.03 Block 9, and Lot 12.02 Block 9.03, dated March 17, 2020

- Striping Plan, Lots 12.01 & 12.03 Block 9, and Lot 12.02 Block 9.03, dated March 17, 2020
- Traffic Impact Study by Dynamic Traffic dated October 29, 2019.

The mixed-use development proposal calls for the construction of a 130-room multi-story hotel, a 6,915 ft<sup>2</sup> g.f.a. (gross floor area) restaurant, two free-standing retail pads each comprised of 8,000 ft<sup>2</sup> g.f.a. and 29 buildings of multi-story residential apartment housing plus two clubhouse structures.

The site consists of two components or “parcels”. The north parcel will be comprised of the hotel, the restaurant, the two free-standing retail buildings, twelve of the residential buildings, and one of the clubhouses (North). The north parcel is bounded by US Route 1 to the west, Carnegie Center Drive to the north, Meadow Road Connector to the east, and Meadow Road to the south.

The south parcel will be comprised of seventeen of the residential buildings and one of the clubhouses (South).

The south parcel is bounded by Meadow Road to the north, undeveloped land to the east, and Old Meadow Road to the south and west.

This project is proposed to be developed in four phases:

Phase 1: Hotel

Phase 2: The proposed twelve residential buildings with clubhouse on the north side of Meadow Road

Phase 3: The two proposed 8,000 ft<sup>2</sup> retail buildings and the 6,915 ft<sup>2</sup> restaurant

Phase 4: The proposed seventeen residential buildings with clubhouse on the south side of Meadow Road.

Access to-and-from the north parcel will be provided by two full-movement driveways along Carnegie Center Drive. These two driveways are separated by approximately 600' (centerline-to-centerline). The westerly driveway of these two is approximately 660' east of mainline US Route 1 northbound. A full movement driveway serving this parcel is also proposed along Meadow Road approximately 460' (centerline-to-centerline) east of the signalized intersection with the US Route 1 northbound ramps and Old Meadow Road.

All three of these proposed access driveways are two-way with one lane in each direction.

Access to-and-from the south parcel will be provided by a full-movement driveway along Old Meadow Road approximately 1100' south and east of the afore-referenced signalized intersection. This will be a two-way driveway with one lane in each direction.

A second point of access will be provided by way of a proposed roundabout to be constructed at the intersection of Meadow Road and Meadow Road Connector. The site access will serve as the fourth leg of the roundabout and provide a single lane entry/exit to/from the roundabout.

No direct site access is proposed to or from the US Route 1 NB frontage road.

Parking for a total of 1721 vehicles is proposed to be provided within both parcels combined.

The subject site is located within the PMN-1 (Planned Mixed Use Neighborhood) District, and as such is a permitted use.

We have completed our review of the above-referenced documentation and offer the following comments for the Planning Board's consideration:

1. A detailed Traffic Impact Study prepared by Dynamic Traffic has been provided and reviewed. This study has been used to assess any traffic impacts to the surrounding roadways and intersections, and will be used to determine this applicant's pro-rata, fair share contribution to the Township's Road Improvement Program. We have the following comments relative to this Study:
  - a. Given the opportunity afforded by the proposed roundabout at Meadow Road and Meadow Road Connector, we recommend the proposed driveway from the northern portion of the site to Meadow Road be considered for future conversion to be right-in/right-out only, to eliminate the possibility of left-turns across five lanes of Meadow Road. Access to the driveway can be made from eastbound Meadow Road using the U-turn capabilities of the roundabout. Left turns out can be accommodated at the roundabout as well. A mountable or landscaped median in Meadow Road could be constructed to reinforce right-in/right-out movements at the driveway to the northern site portion. We recommend that the Township have the option to construct this median should circumstances warrant (safety, capacity) in the estimation of Township police, emergency services, and Township professionals, twelve months after opening of the driveway. Further, we recommend the left turn lane into the site be lengthened to a full storage length of 120 feet.
  - b. Detailed roadway plans and signing/stripping plans for the roundabout are recommended for review. The circulatory roadway may be too large for the two-lane approaches on the eastbound, southbound and westbound approaches, and motorists in the right-turn only lanes on those approaches may attempt to proceed straight. We recommend the roundabout be striped and signed in accordance with Figures 3C-3 and 3C-4 of the Manual on Uniform Traffic Control Devices, 2009 Edition, published by the Federal Highway Administration.
  - c. The roundabout's circulatory roadway measures at 30 feet curb-to-curb. The applicant should clarify if expansion of the roundabout is envisioned by this width, which is on the cusp between one or two circulatory lanes. One departure lane on westbound Meadow Road is desirable and we ask the applicant to evaluate same, to avoid confusion at the roundabout exit. Such a pattern would make the pedestrian crossing task easier across the west leg and may reduce the amount of Meadow Road widening necessary.
  - d. Optimization of the study area's three signals' timing (Meadow Road/US 1 Northbound, Meadow Road/US 1 Southbound and Meadow Road/Bear Brook Boulevard) should be

conducted after Phase 2 and the Final Phase of development. The Meadow Road signals at the US Route 1 ramps are under NJDOT jurisdiction, therefore, timing modifications (in the form of draft timing directives) should be prepared and offered to NJDOT for their consideration at those phases' completions. Care should be taken to maintain signal cycle coordination along Meadow Road if it exists prior to retiming.

- e. The applicant should continue the bike lanes on Meadow Road to the west of the roundabout as they are there today.
- f. The trip generation for the overall project was based on trip rates obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10<sup>th</sup> Edition for similar land uses proposed for this site. In addition, some trip reductions due to internal trip capture and pass-by trips were applied to the overall trip generation for the site.

Internal trip capture for a mixed-use development are part of the total development's trip generation that begin and end within the development without using the external roadway system. As currently proposed, any 'internal' trips to/from the residential units located in the south parcel, to any of the land uses in the north parcel would require the use of the external roadway system. Specifically, any such 'internal' trips between the two parcels would be made via the intersections of Meadow Road Connector at Carnegie Center Drive and Meadow Road respectively. Consequently, the internal trip reductions applied to the 300 units in the south parcel do not appear to be justified.

The applicant is to provide information that would justify the internal trip capture applied to the residential units in the south parcel.

- g. There is a direct relationship between the proximity of land uses and internal trip capture rates. The consultant utilized the ITE internal trip capture methodology to derive the internal trips for this site. One of the steps in the ITE internal capture methodology calls for the determination and application of proximity adjustment factors to the unconstrained internal trip rates. In general, the lower the proximity adjustment factor, the lower the number of internal trips between two on-site land uses. Therefore, the relative proximity of the residential buildings in the north and south parcels to the hotel, restaurant and retail land uses in the north parcel are critical in the estimation of the appropriate internal trips given the wide spread of the residential buildings in the proposed site.

Information is to be provided regarding the proximity adjustment factor derived for each land use to land use trips within the site. Where proximity adjustments were not applied, the consultant should provide the justification for the non-use of the proximity adjustment factors for the estimation of the internal trip capture.

- h. The traffic consultant indicates that the trip distribution for the proposed site is based on the location of primary arterial roadways, major signalized intersections and existing patterns. The anticipated trip distribution developed for the site was summarized on Table VI in the



Traffic Impact Study. However, the trip distribution needs to be illustrated by figures to show all traffic entering and exiting the site routed on the public roadways accordingly.

In addition, Figures 4 through 7 in Appendix A represent traffic assignments for the Hotel Land use (Figure 4), Residential Land use- North and South Parcels (Figures 5 and 6) and the Retail or Commercial land use (Figure 7). The trip distribution associated with the traffic assignment for these land uses are to be illustrated by figures. The consultant is to explain how the anticipated travel patterns to/from each land use would likely replicate the existing travel patterns.

- i. The Synchro analysis for the proposed site driveway intersection at Meadow Road depicts the Meadow Road eastbound and westbound approaches as carrying two (2) through lanes respectively. The proposed site driveway is to be located approximately 460' east of the US Route 1 NB on and off ramps/Old Meadow Road intersection. At this location, Meadow Road is currently striped as one through lane and shoulder in both directions. The westbound approach shoulder lane varies in width from approximately 14' (at the vicinity of the proposed site driveway) to 20' towards Meadow Road Connector. The eastbound approach shoulder is approximately 10' in width but is striped as a bicycle lane towards the Meadow Road connector.

The traffic consultant is to clarify the use of the additional through lanes in the synchro analysis. If the two (2) through lanes configuration is being proposed by the applicant as part of its on-tract improvements, information is to be provided to demonstrate that the existing bicycle lanes would still be adequately accommodated.

- j. The proposed site driveway along Meadow Road is to be located approximately 460' (centerline to centerline) east of the US Route 1 northbound on/off ramps and Old Meadow Road intersection. However, the storage length for the Meadow Road westbound approach separate right turns at the US Route 1 on/off ramps/Old Meadow Road intersection currently extends approximately 450', which places the proposed site driveway within the right turn entrance taper.

In order to accommodate this driveway at this location, the storage length for the westbound Meadow Road approach right turn at the US Route 1 on/off ramps/ Old Meadow Road intersection would have to be shortened. The applicant is to provide information to demonstrate that the location of this site driveway would not affect the efficient flow of traffic along the Meadow Road corridor.

- k. The Synchro software was used by the consultant in the traffic analysis at all the study locations including the proposed roundabout intersection of Meadow Road and Meadow Road Connector/Site Access Driveway. However, the Synchro software which is a macroscopic/deterministic software is incapable of modeling lane changing and driver behavior accurately and generally not regarded as a good software for the analysis of roundabouts.

Microscopic software (such as PTV Vissim, Aimsum, Paramics etc.) are more suited for roundabout analysis and closely spaced intersections because they can simulate the coded transportation network and measure the performance of individual vehicles traveling through the system more accurately.

In consideration, the consultant is to provide documentation to demonstrate that the results obtained using the synchro software are realistic and comparable to the results that a preferred microsimulation software would produce.

1. The Synchro analysis results for the future no-build conditions at the unsignalized intersection of Meadow Road and Meadow Road Connector shown on Table VIII, indicate that the southbound Meadow Road Connector left turn movement would operate at level of service (LOS) F with delay of 123.8 sec/veh during the PM peak hour. Under the no-build condition, the southbound Meadow Road Connector approach would provide two lanes; separate lanes for left and right turns respectively. However, during the build condition, it is being proposed to replace this unsignalized stop intersection with a four-legged roundabout intersection. Table X in the Traffic Impact Study summarized the synchro analysis results (delay/LOS) for the build condition at this intersection; however, it appears to indicate that the southbound Meadow Road Connector approach provides left and right turn movements only, excluding the through movement. With the proposed roundabout, all movements including U-turns would be allowed.

The consultant is to address this and revise the table accordingly to include the correct lane configuration and delay/LOS for this approach through movement and all the other approach movements that are possible at this intersection. The levels of service for the possible U-turns from each approach at the roundabout and the effects of these U-turn maneuvers on the overall intersection LOS are to be documented.

- m. The proposed development is to be constructed in four phases with the land uses in the north parcel constructed in the first three phases. The seventeen (17) residential buildings and a club house in the south parcel would be constructed in the fourth and final phase of construction. It is noted that the access to the south parcel is to be provided via the proposed roundabout at the Meadow Road and Meadow Road Connector intersection. It is quite possible that it could take several years between the completion of the initial phase(s) and commencement of the final phase of construction.

Information is to be provided regarding the timing for the construction of the proposed roundabout. If the proposed roundabout would not be in place prior to the opening of any or all the north parcel land uses, then the consultant is to provide additional synchro analysis that would represent the phased construction of the site. This approach is necessary given that the Meadow Road Connector southbound approach left turn movement is projected to operate poorly during the future no-build condition.

Based on the Synchro analysis results for the future no-build condition, the southbound Meadow Road Connector left turn movement would operate at LOS F (delay of 123.8

sec/vehicle). Any new traffic added to the intersection of Meadow Road and Meadow Road Connector would exacerbate this delay; therefore, the consultant should indicate how the adverse traffic operating condition that would result from this phased construction scenario (i.e. without the roundabout in place) could be mitigated.

- n. As a condition of any approval which may be forthcoming, the applicant will be required to make an off-tract, fair-share financial contribution to the Township's Roadway Improvement Program.
2. The applicant has demonstrated that the New Jersey Department of Community Affairs' Residential Subdivision Improvement Standards (RSIS), the Township Land Use Code, the Manual on Uniform Traffic Control Devices and the AASHTO Green Book were consulted in plan preparation. The applicant is to confirm the development density assumed in RSIS for the residential component of the site. The development density designates the residential portion of the proposal as a "high density" development (more than 8 units per gross acre) according to RSIS.
3. A summary of the site's uses and their respective parking requirements and corresponding parking supplies is provided on the General Notes Plan (Sheet 2 of 49). For a hotel use, parking is to be provided at a rate of 1 space/room plus 0.5 space/employee. For a 130-room facility, 130 spaces are required for the room allotment. Based on the stated parking requirement, 10-15 employees are anticipated for a required employee parking supply of 8 spaces. Combining these two hotel-related parking requirements, leads to a recommended hotel parking supply of 138 spaces.

A rooftop bar with 210 seats is proposed in conjunction with the hotel. This gives rise to an additional hotel-associated parking requirement of 70 spaces. Therefore, a total of 208 spaces is this aspect (hotel combined with rooftop bar) of the overall site's parking requirement, and 208 spaces are proposed by the applicant.

Pursuant to the provisions of Code Section 200-194.3M.(2)(b), the section dedicated to the PMN-1 District, off-street parking for all retail/office use is to be provided at the rate of 1 space/500 ft<sup>2</sup> g.f.a. resulting in a parking requirement of 32 spaces. (Note that the applicant has used the retail parking requirement of 1 space per 200 ft<sup>2</sup> as cited in Code Section 200-27, as the retail parking requirement is shown by the applicant's engineer as 80 spaces.) The given parking supply for this use is 123 spaces, for an excess of 91 spaces from the PMN-1 District requirement. Even if a more conservative (and standard) retail parking rate of 1 space/200 ft<sup>2</sup> g.f.a. was used, the resulting parking requirement would be 80 spaces leading to an excess of 43 spaces. It is noted that 43 spaces are shown as "banked" thereby supporting a recommended retail component parking supply of 80 spaces. However, even this number of spaces exceeds the referenced Code section parking requirement by 48 spaces. The applicant is to indicate which of the commercial parking requirements is the more appropriate one for this use component.

For a restaurant, a parking rate of one space per 3 seats plus 0.5 space/employee is required. For a 250-seat restaurant with 40 employees a parking requirement of 104 spaces results. It is noted that a restaurant parking requirement is a two-prong test with the second part requiring "1 space for each 40 square feet of floor area devoted to patron drinking and dining use". A restaurant's

parking supply is then determined by which part yields the larger parking requirement. The usable floor area has been determined to be 60% of the proposed restaurant's floor area of 6,915 ft<sup>2</sup>. This leads to a usable floor area of 4,149 ft<sup>2</sup> resulting again in a recommended site parking supply of 104 spaces. Therefore, the 104 spaces would be the actual recommended parking supply for the restaurant.

Given the parking requirement referenced above from using either of the two tests, a parking supply of 104 spaces is proposed, equal to the number which is required.

The residential parking requirement is determined by analyzing the north and south parcels pursuant to the RSIS standards. For the 656 proposed residential units, 1277 spaces are required (692 spaces for the north parcel and 585 spaces for the south parcel). A total of 1286 spaces will be provided (698 spaces for the north parcel, 588 for the south parcel). This leads to an excess of nine spaces.

In summary, for the entire site, 1621 spaces are required while 1721 are provided leading to a parking excess of 100 spaces. However, if the proposed 43 "banked" spaces are taken into consideration, a total parking supply of 1678 spaces will actually be provided thereby leading to a parking surplus of 57 spaces. This surplus will therefore require a parking waiver.

From the information provided, it is presumed that all residential units fall within the "garden apartment" classification. The applicant is to confirm this.

4. The residential component of the overall project has apparently been designed to RSIS provisions, specifically, "high density". The applicant is also to indicate where specific design parameters are not met and why those parameters are not met. These parameters would include traveled way and cartway widths, corner radii and roadway centerline radii as examples. According to the RSIS provisions, the roadway designated as "'A' Drive" is a neighborhood street and should have minimum curb radii of 25 feet, and the applicant has complied with this provision.

Such a radius is in keeping with the necessary truck access which is required for the commercial uses and is in keeping with the street hierarchy for 'A' Drive. The smaller the radius, the wider a vehicle must turn to enter an intersecting roadway especially if executing a right turn. Such a condition then makes it more difficult for a vehicle to stay on the correct side of a centerline when executing a turn. This can lead to less than efficient traffic flows and traffic operations.

We previously recommended that 15' – 20' minimum curb radii be used within the two residential components for the traffic operational reasons cited above. Where a curb radius less than 20' is proposed (20' is the minimum allowed by RSIS), vehicle turning templates were provided at our request by the applicant's engineer in support of the sub-standard radii in some, but not all cases. The use of sub-standard curb radii would seem to have a de minimus impact on pedestrian crossing lengths, the amount of reduced pavement, or the increase in landscaped area. These three considerations would not rise above the need to provide for traffic operational efficiency and safety in this development. We ask that the applicant's engineer prepare a list of locations

where curb radii at intersecting residential streets fall below 20' for consideration by the Planning Board and Township staff.

5. Within the residential components of the proposed development, six locations are "dead end" aisles. Within Phase 2, one such aisle is proposed near Building 6, and within Phase 4, five such aisles are proposed near Buildings 14 (two), 18, 20 and 22. The applicant has been advised to make every effort to eliminate "dead end" aisles and has apparently addressed this comment to the extent possible. A number of these aisles (near Buildings 6, 14, 18 and 22) have a dumpster located at one end of them which will require a trash truck to back down these aisles in one direction or the other, an inefficient operation and not desirable near residences. The applicant has been asked to investigate providing centralized trash collection points and the applicant has responded that centralized collection is not feasible.

Previously, we requested the applicant provide turn-around provisions at "dead end" aisles which would include a ten-foot deep back up area, and the applicant has complied with this request where dumpsters are proposed, but not at the locations near Buildings 14 and 20. We request the applicant amend their plans to include these two additional locations.

Finally, a parking space should be left available for "K" turns to be made at the end of "dead end" aisles. This space should be striped out with pavement markings and posted with No Parking signs, using MUTCD nomenclature and details.

6. We conducted a review of internal intersections, including operation, alignment, and spacing between access aisles. We also conducted a review of internal access drives. We recommend that the four-leg intersection on the north parcel nearest the northern clubhouse be controlled with a four-way STOP sign configuration rather than the three-way configuration proposed, as three-way STOP sign arrangements at four-leg intersections are somewhat unconventional.
7. Pursuant to the provisions of Code Section 200-27D., loading areas are required for the retail, restaurant, and hotel uses. A loading area for the hotel has been shown within a parking row adjacent to the hotel. This loading area measures 18' x 55' which meets Code requirements. It seems that the hotel will be served by a WB-50 tractor trailer for its deliveries. The frequency of deliveries and trash pick-ups for the hotel is to be provided.

A trash pick-up and loading area are shown together at the rear of the proposed restaurant. The operation of this area is to be described. The frequency of deliveries and trash pick-ups is to be provided. Also, the type of delivery vehicle is to be provided.

No loading areas have been shown for either of the retail pad sites. The applicant represented that deliveries for the two retail buildings will be by way of small trucks during off-hours. Clarification of this representation is to be provided since the types of uses or number of uses has not been provided and deliveries would have to occur while someone is present on-site. Also, a Truck Turning Template has been shown on Sheet 35 of 49 (WB-50 Truck Turning Plan) for a tractor trailer passing through the areas of buildings Retail 1 and Retail 2. Its inclusion runs counter to the site designer's provided response that deliveries to the two retail buildings will be

from small trucks during off-hours. Given the information we have to date, unless more definitive information can be provided relative to the anticipated retail uses, it is recommended that a loading area be provided with each the two retail buildings. The applicant's engineering firm has indicated in its response letter that the loading areas for the retail pads will be shown when Final Site Plans for Phase 3 are submitted. It is our opinion that this matter may be more appropriately settled during preliminary approval.

A trash area has been shown in proximity to building Retail 2 that is apparently to be used by both retail buildings. The applicant is to confirm this. Could the need for a second dumpster area arise depending on the use or uses made of building Retail 1?

8. Information is to be provided regarding the prospective commercial users, their days and hours of operation, and the maximum number of employees on-site at any one time for each of the commercial uses. Information is to be provided if the proposed hotel could be an extended or long-term stay facility. Information is to be provided if the retail/restaurant uses could include drive-through provisions (such as for a fast food restaurant, a bank, or pharmacy). The applicant's engineering firm has indicated that this information will be submitted at the time of final site plan approval for Phase 3. Perhaps it would be better to submit the information now in the form of an Amended Preliminary Plan for Phase 3.
9. Truck turning templates have been provided for the typical truck classes expected to visit this site (e.g., fire truck, trash truck, SU-30 truck, tractor trailer.) These are acceptable.
10. Additional pedestrian crossings/connections will be needed through the development to ensure the safe passage of pedestrians between the residential component and the commercial components. Of importance is a pedestrian crossing across the east approach of Meadow Road at the US Route 1 Northbound Off-ramp. Pedestrian signals and push buttons should also be provided. This work would need to be coordinated with the NJDOT. The applicant's engineer has indicated that plans for this work will be prepared and submitted to NJDOT by the applicant's traffic engineering consultant, Dynamic Traffic. We ask that our office and the Township be copied on matters regarding the signal modification, and that a written summary of the anticipated pedestrian signal improvements be provided.
11. Pedestrian crossings are shown across Carnegie Center Drive connecting this proposed development with Carnegie Center at two locations, supplemented by Rectangular Rapid Flashing Beacons.
12. Additional detail is to be provided along Meadow Road to show the relationship between the existing lane configuration along Meadow Road and the placement of the proposed site access along the north side of Meadow Road. See Comment 1.
13. Show the existing pavement markings along Carnegie Center Drive, Meadow Road Connector, and Old Meadow Road. Detailed roadway construction plans for Meadow Road modifications will need to be provided to include pavement sections, cross-sections, signing, pavement markings and drainage.

14. The need for a deceleration lane or lanes along Carnegie Center Drive, Meadow Road, and Old Meadow Road is to be addressed pursuant to the provisions of Code Section 200-29J. The applicant's engineering firm's response letter indicates that the traffic impact study prepared by Dynamic Traffic indicates that no deceleration lanes are necessary, however, no analysis or specific language to this matter is in the study.

If such a determination is made that no deceleration lanes are required, a waiver will need to be requested from the provisions of the referenced Code Section.

15. For those access driveways where both vehicles and bicycles are to be accommodated, a 30' two-way width is to be provided pursuant to Code Section 200-29N(3). The applicant's engineer has shown a bikeway plan through the site, and access driveways are not intended to accommodate both vehicles and bicycles.
16. Pursuant to Code Section 200-29M.(3), single rows of parking should not be more than 20 spaces in length, and this section has been satisfied.
17. Pursuant to the provisions of Code Section 200-194.3M.(3) [(PMN-1 District)], the feasibility of providing a cross-access between Block 9.03, Lot 12.02 and the next abutting lot to the east, is to be determined. There appears to be no need to provide a cross-access between the referenced block and lot and any adjoining parcel to the east. A flood hazard area and a section of Meadow Road right-of-way are immediately to the east.
18. All proposed crosswalks are to be located as close to an intersection as possible, i.e. within 6' of an intersecting curblin extended. Some crosswalks do not meet this standard, especially those across the three access points associated with the north section. Generally, crosswalks are to be in front of a stop line location.

Additional signing has been provided at the four site access points where the crosswalks are set back from the intersection roadway. For traffic entering the site (i.e. the entering side of a driveway access) the following signs are provided at the crosswalk:

- W11-2 with a W16-7p(L) plaque beneath it
- R1-5b

For traffic exiting the site (i.e. the exit side of a driveway access) a R1-5b sign is provided at the crosswalk.

19. All stop lines are set back from the nearest edge of a crosswalk by at least four feet. Previously, the applicant was requested to provide a pedestrian crossing of the south access road for the roundabout near Buildings 13 and 15. The applicant has opted to propose a pedestrian crossing further south instead. This is acceptable; however, pedestrian crossing signing is necessary, consisting of a W11-2 sign with a W16-7p(L) plaque beneath it.

Princeton Executive Park  
Preliminary and Final Major Site Plan and Subdivision  
Planning Board Review Memorandum #1  
West Windsor Township, Mercer County, New Jersey  
June 8, 2020  
Page **12** of **12**

**ARORA and ASSOCIATES, P.C.**  
**Consulting Engineers**

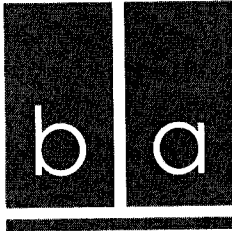
20. As per an agreement with the applicant, three speed humps have been added to 'A' Drive (at non-crosswalk locations). Five marked and signed pedestrian crossings have been shown along 'A' Drive which is acceptable.
21. The following comments apply to the Construction Details:

The details do not show Rectangular Rapid Flashing Beacons. An older style is shown, please update.

This completes our comments at this time. Additional comments may be provided as this project moves forward.

CC:	Lisa Komjati	Chris Jepson, PE
	Sam Surtees	Gerry Muller, Esq
	Dan Dobromilsky, LLA, PP, CTE	Francis Guzik, PE
	Lt. Tim Lynch	Joseph Burgis, PP, AICP
	Tom Golden	David Novak, PP, AICP





**B U R G I S**  
A S S O C I A T E S , I N C .

COMMUNITY PLANNING  
LAND DEVELOPMENT AND DESIGN  
LANDSCAPE ARCHITECTURE

Principals:  
*Joseph H. Burgis PP, AICP*  
*Edward Snieckus, Jr. PP, LLA, ASLA*  
*David Novak PP, AICP*

## MEMORANDUM

To: West Windsor Planning Board  
West Windsor Division of Land Use

From: David Novak PP, AICP

Subject: Princeton Executive Park  
Preliminary and Final Subdivision Plan  
Preliminary and Final Site Plan  
Block 9 Lots 12.01 and 12.03; Block 9.03 Lot 12.02  
US Route 1 North & Meadow Road

Date: June 8, 2020

BA#: 3576.20

WWT#: PB 19-15

### Introduction

The applicant, Palladium Reality, LLC (Mack-Cali), has submitted an application seeking preliminary and final subdivision approval as well as preliminary and final site plan approval to construct a mixed-use development consisting of six hundred and fifty-six (656) multifamily dwelling units as well as a hotel, a restaurant, and two (2) retail pads. The site, which is identified by municipal tax records as Block 9 Lots 12.01 and 12.02 as well as Block 9.03 Lot 12.02, is located at the corner of US Route 1 North and Meadow Road in the PMN-1 District.

The following has been submitted for review:

1. Preliminary & Final Major Subdivision and Preliminary and Final Major Site Plan, prepared by Bowman Consulting, dated March 27, 2020 (no revision date).
2. Landscape architectural plan, prepared by Melillo + Bauer Associates, dated March 27, 2020 (no revision date).
3. Architectural plan, prepared by Lessage Design, dated May 17, 2019 (revised March 27, 2020).
4. Architectural plan, prepared by Base4, dated June 12, 2019 (no revision date)
5. Preliminary subdivision plat, prepared by Bowman Consulting, dated March 27, 2020 (no revision date).
6. Survey, prepared by Stires Associates, P.A., dated March 27, 2002 (last revised June 11, 2004).
7. Topography survey, prepared by Stires Associates, P.A., dated March 17, 2020 (no revision date).
8. Wetlands map, prepared by Stires Associates, P.A., dated June 21, 2016 (last revised July 25, 2016).
9. Tree Plan, prepared by Stires Associates, P.A., dated March 17, 2020 (no revision date).
10. Striping Plan, prepared by Stires Associates, P.A., dated March 17, 2020 (no revision date).

## Property Description

The subject site is located in the northwesterly portion of the Township, near the intersection of US Route 1 and Meadow Road. The site has a collective area of approximately 58.79 acres and is comprised of three (3) separate lots:

1. Block 9 Lot 12.01

Block 9 Lot 12.01 comprises the northwesterly portion of the site. It has an area of approximately 25.57 acres and is irregular in shape. It is a corner lot and has frontage along: US Route 1 North; Carnegie Center Drive; Meadow Road Connector; Meadow Road; and an off-ramp connecting Meadow Road to Route 1. The site is undeveloped. It contains large areas of farmland as well as a wooded area near its westerly corner.

2. Block 9 Lot 12.03

Block 9 Lot 12.03 comprises the northeasterly portion of the site. It has an area of approximately 5.01 acres and is somewhat rectangular in shape. It is a corner lot and has frontage along Meadow Road and Meadow Road Connector. The site is undeveloped and largely wooded. It is partially constrained by wetlands.

3. Block 9.03 Lot 12.02

Block 9.03 Lot 12.02 comprises the southerly portion of the site. It has an area of approximately 28.20 acres and is irregular in shape. It is also a corner lot and has frontage along Meadow Road and Old Meadow Road. The site is undeveloped. It contains areas of farmland, as well as wooded areas and a waterbody. Wetland areas exist near its northwesterly and southerly corners, while a flood hazard area is also located near its southerly corner.

Surrounding land uses consist of: MarketFair, South of the Border, Brick House Tavern, Hyatt Place hotel, Residence Inn hotel, and additional commercial uses to the northwest; the Carnegie Center office development to the northeast; open space to the east; and the Square at West Windsor shopping center and the Windsor Woods multifamily development to the south and east. Please see the aerial at the end of this memorandum for an overview of the subject site and its surrounding environs.

## Proposed Development

The applicant has proposed a mixed-use development to consist of the following components:

### 1. Hotel and Restaurant

The applicant proposes to construct a five-story hotel which is to be located in the northwesterly corner of the subject site. The hotel will have a height of sixty (60) feet and will comprise a total square footage of 100,673 square feet. It will contain one hundred and thirty (130) rooms with one hundred and fifty (150) beds. In addition to transient and extended stay rooms, the hotel will also feature an indoor pool, meeting room, lounge, dining room, food prep room, a motion room (fitness center), and administrative and maintenance spaces. The top floor will also feature an indoor/outdoor bar area with two hundred and ten (210) seats. The façade of the hotel will predominantly feature EIFS finishes of a variety of colors, as well as metal and cement paneling accents.

In addition to the above, the applicant also proposes to construct a restaurant, which is to be located to the immediate west of the proposed hotel. It will be connected to the hotel and is proposed to have an area of 6,915 square feet. The restaurant is proposed to contain two hundred and fifty (250) seats.

### 2. Retail Building

Furthermore, the applicant proposes to construct two (2) retail buildings which will also be located in the northwesterly corner of the subject site. Each building will have a footprint of 8,000 square feet.

### 3. Multifamily Development

The remaining portions of the subject site are proposed to be developed with six hundred and fifty-six (656) multifamily units, of which one hundred and sixty-four (164) are to be reserved as affordable. This equates to a set-aside of twenty-five percent (25%).

The following table summarizes the bedroom distribution of these units.

Table 1: Unit Distribution

Unit Type	Market Rate Units	Market Rate Units Percent	Affordable Units	Affordable Units Percent	Total	Total Percent
1-Bedroom	196	29.88%	29	4.43%	225	34.30%
2-Bedroom	251	38.26%	100	15.24%	351	53.50%
3-Bedroom	45	6.86%	35	5.33%	80	12.20%
Total	492	75.00%	164	25.00%	656	100.00%

Twenty-nine (29) residential buildings are proposed, which are summarized in the following table. Overall, eight (8) different residential building templates are proposed. Building heights will range from three (3) to four (4) stories. Their façades will generally consist of brick, fiber cement siding, and metal panels, with accents of metal and cement. Two (2) clubhouses are also proposed: Clubhouse North will be located on Block 9 Lots 12.01, and Clubhouse South will be located on Block 9.03 Lot 12.02.

Table 2: Building Type Summary

Building Type	# of Buildings	# of Units (each)	Total # of Units	% of Total Units
Building A1	9	12	108	16.46%
Building A2	3	12	36	5.49%
Building B1	8	18	144	21.95%
Building B2	2	18	36	5.49%
Building C	3	24	72	10.98%
Building D1	1	60	60	9.14%
Building D2	2	76	152	23.17%
Building D3	1	48	48	7.32%
Total	29		656	100.0%

The architectural plan divides the multifamily portion of the site into the “north” and south” areas. The north area will contain three-hundred and fifty-six (356) units, while the south area will contain three hundred (300) units. The southerly portion will not be constructed until 2025. The following table identifies the unit breakdown in the northerly and southerly halves of the site.

Table 3: North and South Unit Distribution

Unit Type	North Market Rate Units	North Affordable Units	North Total Units	South Market Rate Units	South Affordable Units	South Total Units
1-Bedroom	112	17	129	84	12	96
2-Bedroom	131	54	185	120	46	166
3-Bedroom	24	18	42	21	17	38
Total	267	89	356	225	75	300

#### 4. Subdivision

Finally, the applicant is proposing to subdivide Block 9 Lot 12.01.

- a. Proposed Lot 12.011 will comprise an area of approximately 4.13 acres (179,984.34 square feet) and will contain the aforementioned proposed hotel and restaurant.
- b. An easement for the hotel parking area is located to the southwest of Proposed Lot 12.011. It will have an area of approximately 1.06 acres (46,180 square feet).
- c. The remainder of Lot 12.01 will contain the aforementioned proposed three hundred and fifty-six (356) units.

## Master Plan

The following is noted in regard to the Township’s master planning documents’ relationship to the subject site:

### 1. Housing Element and Fair Share Plan (HE&FSP)

The Township adopted its most recent HE&FSP on February 27, 2019. The Township’s HE&FSP was prepared in accordance to a Settlement Agreement that was signed between the Township and Fair Share Housing Center on October 9, 2018 and amended on October 29, 2018. Pursuant to that agreement, the Township will address the affordable housing obligations which are summarized in the following table.

*Table 4: Affordable Housing Obligations Pursuant to Settlement Agreement*

Rehabilitation Obligation:	27
Prior Round Obligation (1987-1999)	899
Third Round New Construction (Prospective Need and Gap Present Need) Obligation (1999-2025)	1,500

As required by this agreement, the Township prepared a new HE&FSP which is designed to address the totality of the Township’s obligation through a number of existing and proposed sites. The subject site was identified in the Township’s HE&FSP as a site to address West Windsor’s affordable housing obligation.

In regard to the subject site, the HE&FSP noted that the Township intended to rezone the property to encourage a mix of uses, including: a minimum of fifteen thousand (15,000) square feet of nonresidential floor area; a minimum of six hundred (600) residential units; and a limited service hotel with a minimum of one hundred and twenty (120) rooms. The HE&FSP envisioned that a total of six hundred and fifty-six (656) dwelling units would be located on site, of which one hundred and sixty-four (164) would be reserved as affordable units.

### 2. 2020 Land Use Plan

In addition to the above, the Township adopted its most recent Land Use Plan Element of the Master Plan on February 12, 2020. As per this 2020 Land Use Plan, the site is located in the Residence/Business Mixed Use Neighborhood/Affordable Housing (PMN-1) land use category. This land use category and corresponding district are intended to encourage a mix of residential development in conjunction with appropriately scaled and compatible commercial development consisting of retail sales and services, a hotel, corporate suites, general and administrative offices, fitness and instructional studios, and similar uses with convenient access to Route 1 as well as the to the Princeton Junction Train Station and the surrounding employment centers.

In regard to residential development, the 2020 Land Use Plan notes that garden and mid-rise apartments as well as townhouse dwellings are permitted in the district. A minimum of six hundred (600) residential units are required, with a maximum average gross density of twelve (12) units per acre. Twenty-five percent (25%) of all units are to be reserved for affordable households. In order to maintain a variety of housing stock and design, no one type of the housing types provided shall exceed seventy-five percent (75%) of the total number of dwelling units.

Finally, the 2020 Plan establishes that a minimum of 15,000 square feet and a maximum of 30,000 square feet of neighborhood retail uses are to be provided, as well as a limited service hotel with one hundred and twenty (120) rooms.

## Zoning

The site is located in the PMN-1 Planned Mixed Use Neighborhood/Affordable Housing District, wherein the proposed development is permitted. Compliance with the District's bulk standards is outlined in the following tables.

Table 5: PMN-1 District General Requirements

Regulations	PMN-1	Proposed	Code
Requirements	Planned Development	Discussed Later	200-194.3.B.(1)
Min. Nonresidential Floor Area (sf)	15,000	22,915	200-194.3.B.(2)
Max. Neighborhood Retail (sf)	30,000	22,915	200-194.3.C.(1)
Min. Residential Units (#)	600	656	200-194.3.B.(3)
Min. Number of Hotel Rooms (#)	120	130	200-194.3.B.(4)
Roundabout Preference	Preferred	Provided	200-194.3.B.(5)
Minimum Tract Size	Block 9 Lots 12.01 and 12.03 Block 9.03 Lot 12.02	Block 9 Lots 12.01 and 12.03 Block 9.03 Lot 12.02	200-194.3.E
Location of non-residential uses	Block 9 Lot 12.01 w/in 700 feet of Route 1 ROW	Block 9 Lot 12.01 <700 feet of Route 1 ROW	200-194.3.F
Max. Improvement Coverage (%)	70	37	200-194.3.G
Greenbelt Preservation	<ul style="list-style-type: none"> <li>No development other than walking trails permitted in Greenbelt.</li> <li>May modify Greenbelt based upon DRCC buffer line on Lot 21.02.</li> <li>Easement required for all Greenbelt.</li> <li>Walking trails should enhance Greenbelt</li> </ul>	To be discussed	200-194.3.H
Affordable Housing Set-aside	25%	25%	200-194.3.I
Public Activity Area	<ul style="list-style-type: none"> <li>Block 9 Lot 12.01</li> <li>Minimum of 10,000 sf</li> </ul>	10,505	200-194.3.J

Table 6: Residential Unit Standards

Regulations	PMN-1	Proposed	Code
Max. Average Gross Density (du/ac)	12	11.15	200-194.3.K.(1)
Max. Percentage of Units in One Housing Type	75	60.37	200-194.3.K.(2)
Max. Building Height (0/ft)	4/55	4/46.6	200-194.3.K.(3)
Yard Dimensions:			200-194.3.K.(4)
Internal Streets and Drives (ft)	15	15	200-194.3.K.(4)[a]
Public Streets (ft)	25	28.2	200-194.3.K.(4)[a]
Carnegie Center Drive (ft)	15	15	200-194.3.K.(4)[a]

Table 7: Hotel Standards

Regulations	PMN-1	Proposed	Code
Min. Lot Area (ac)	1	4.13	200-194.3.L.(1)[a]
Min. Lot Width (ft)	200	n/a	200-194.3.L.(1)[b]
Min. Lot Depth (ft)	200	835	200-194.3.L.(1)[c]
Yard Dimensions:			200-194.3.L.(1)[d]
Internal Streets and Drives (ft)	15	87.5	200-194.3.L.(1)[d]{1}
Public Streets (ft)	35	51.2	200-194.3.L.(1)[d]{1}
Side Yard (ft)	15	(V) 14.2	200-194.3.L.(1)[d]{2}
Max Building Height, Whichever is Less (st/ft)	5/60	5/60	200-194.3.L.(1)[e]
Max. Improvement Coverage (%)	75	74.30	200-194.3.L.(1)[f]

In regard to Table 7 above, the applicant's zoning table indicates that a side yard setback of 27.9 feet is proposed for the hotel. However, it appears as though a setback of 14.2 feet is proposed, as measured from a proposed canopy to the southwesterly property line. This would require "c" variance relief. The applicant should clarify this setback and adjust the zoning table if necessary.

Table 8: Non-Residential Standards

Regulations	PMN-1	Proposed	Code
Min. Lot Area (ac)	1	21.39	200-194.3.L.(2)[a]
Min. Lot Width (ft)	200	1,070	200-194.3.L.(2)[b]
Min. Lot Depth (ft)	200	231.5	200-194.3.L.(2)[c]
Yard Dimensions:			200-194.3.L.(2)[d]
Front Yard (ft)	25	136.8	200-194.3.L.(1)[2]{1}
Side Yard: Each (ft)	20	60.3	200-194.3.L.(2)[d]{1}
Rear Yard (ft)	20	60.3	200-194.3.L.(2)[d]{2}
Max. Store Size (sf)	9,520	8,000	200-194.3.L.(w)[e]
Max. Building Height, Whichever is Less (st/ft)	2/30	<30	200-194.3.L.(1)[f]

## Planning Review

We offer the following comments on the proposed development:

### 1. Planned Development Standards

As noted in Section 200-194.3.B.(1), a PMN-1 development shall be subject to the requirements of the District and to the mandatory findings for a planned development as required by the Municipal Land Use Law, N.J.S.A. 40:55D-45. These standards are as follows. The applicant and the Planning Board must discuss the proposed development's compliance with these standards.

- a. That the departures by the proposed development from zoning regulations otherwise applicable to the subject property conform to the zoning ordinance standards pursuant to subsection 52c. of this act;
- b. That the proposals for maintenance and conservation of the common open space are reliable, and the amount, location and purpose of the common open space are adequate;
- c. That provisions through physical design of the proposed development for public services, control over vehicular and pedestrian traffic, and the amenities of light and air, recreation and visual enjoyment are adequate;
- d. That the proposed planned development will not have an unreasonably adverse impact upon the area in which it is proposed to be established;
- e. In the case of a proposed development which contemplates construction over a period of years, that the terms and conditions intended to protect the interests of the public and of the residents, occupants and owners of the proposed development in the total completion of the development are adequate.

### 2. Greenbelt Preservation

As established by Section 200-193.H, no development other than walking trails shall be permitted in the greenbelt as depicted in the Conservation Plan Element of the Master Plan, except that the greenbelt on Block 9.03 Lot 12.02 may be modified at the time of development application review based upon the Delaware and Raritan Canal Commission buffer line.

Buildings 13, 14, and 15 are proposed to be located within a proposed greenbelt area. The applicant should provide testimony on this matter.



### 3. Affordable Housing.

The following is noted regarding affordable housing:

- a. Set-Aside. As established by Section 200-194.3.I, twenty-five percent (25%) of the residential component shall be low- and moderate-income housing meeting all of the applicable standards and requirements for affordable units, including those set forth in the Uniform Housing Affordability Controls (UHAC).

We note that the applicant complies with this standard for the overall number of units. Furthermore, the applicant complies with this standard for both the northerly (Phase 2) and southerly (Phase 4) halves of the site.

- b. Bedroom Distribution. NJSA 5:80-26.3 of the UHAC establishes the following bedroom distribution requirements for affordable units:
  - i. The combined number of efficiency and one-bedroom units is no greater than 20 percent of the total low- and moderate-income units;
  - ii. At least 30 percent of all low- and moderate-income units are two-bedroom units;
  - iii. At least 20 percent of all low- and moderate-income units are three-bedroom units.

The applicant is addressing the above bedroom distributions for the totality of the site, as well as for the separated northerly and southerly halves. We find this satisfactory.

- c. Affordability Distribution. Section 200-194.3.I further establishes that at least fifty percent (50%) of the affordable units shall be made affordable to low-income households, and at least thirteen percent (13%) of all rental affordable units shall be made affordable to very low-income households. Testimony must be provided ensuring compliance with this standard.
- d. Unit Distribution. Finally, Section 200-194.I establishes that the affordable units shall be located on site and shall be reasonably dispersed throughout each residential component phased in accordance with the affordable housing construction schedule set forth in N.J.A.C. 5: 97-6.4(d). The following table summarizes the typical unit distribution of affordable units throughout the site. The applicant has also provided a map in the architectural plans which identifies the locations of affordable units. Overall, we find that the applicant is addressing this requirement.

Table 9: Unit Distribution

Building Type	# of Buildings	# of Market Rate Units	# of Affordable Units	% of Affordable Units
Building A1	9	9	3	25.00%
Building A2	3	9	3	25.00%
Building B1	8	13	5	27.78%
Building B2	2	15	3	16.67%
Building C	3	21	3	12.50%
Building D1	1	44	16	26.67%
Building D2	2	55	21	27.63%
Building D3	1	33	15	31.25%

4. Max. Percentage of Units in One Housing Type.

Section 200-194.3.K.(2) establishes that of the housing types provided, no type shall exceed seventy-five percent (75%) of the total dwelling units to be developed. As shown in Table 10, the applicant is adequately addressing this standard. Note that this was calculated by comparing those units contained in Building Types A1, A2, B1, B2, and C (those building types with driveways) against those in Building Types D1, D2, and D3 (those building types without driveways).

Table 10: Units in Housing Type

Building Type	# of Buildings	# of Units (each)	Total # of Units	% of Total Units	Total %
Building A1	9	12	108	16.46%	60.37%
Building A2	3	12	36	5.49%	
Building B1	8	18	144	21.95%	
Building B2	2	18	36	5.49%	
Building C	3	24	72	10.98%	
Building D1	1	60	60	9.14%	39.63%
Building D2	2	76	152	23.17%	
Building D3	1	48	48	7.32%	
Total	29		656	100.0%	100.0%

5. Architectural Design Standards and Guidelines.

Section 200-194.3.P establishes a series of architectural design standards and guidelines. These are discussed below. Please note that these standards and guidelines are *italicized* and our comments on each item are provided in **bold**.

- a. *Buildings shall generally relate in scale to the surrounding buildings in the development and off-tract. Buildings shall reflect a continuity of treatment obtained by maintaining the building scale or by subtly graduating changes; by maintaining base courses; by maintaining cornice lines in buildings of the same height; by extending horizontal lines of fenestration; and by reflecting architectural styles and details, design themes, building materials, and colors used in surrounding buildings.*

**The applicant is largely meeting this standard. No architectural plans have been provided for the two (2) nonresidential uses. It is our understanding that plans for these uses will be provided at a later date once those tenants have been identified. To the extent feasible, we recommend that these buildings share some of the same design elements as the rest of the development in order to promote a unified architectural theme.**

**In addition to the above, the applicant should provide testimony as to how the architecture of the proposed development relates to the surrounding area. We note that some of the site's surrounding developments include Carnegie Center, MarketFair, the Square at West Windsor, and Windsor Woods. Due to the large extent of shared frontage along Carnegie Center Drive, we offer that the Carnegie Center office development should be a point of focus for testimony.**

**Finally, the applicant has indicated that varying tower features on the residential buildings have been proposed in order to increase the visual interest of the development.**

- b. *Buildings shall avoid long, monotonous, uninterrupted walls or roof planes. Building wall offsets, including projections such as balconies, canopies, and signs, recesses, and changes in floor level, shall be used in order to add architectural interest and variety and to relieve the visual effect of a simple, long wall. Similarly, roofline offsets, dormers, or gables shall be provided in order to provide architectural interest and variety to the massing of a building and to relieve the effect of a single, long roof.*

**The applicant is adequately meeting this standard. Building wall offsets, recesses, balconies, and alternating façade materials are utilized for the buildings. While the applicant has not utilized any dormers or gables, the roof heights are varied.**

- c. *The architectural treatment of the front facade shall be continued in its major features around all visibly exposed sides of a building. All sides of a building shall be architecturally designed to be consistent with regard to style, materials, colors, and details. Blank wall or service area treatment of side and rear elevations visible from the public views is discouraged.*

**The applicant is largely addressing this standard. Additional architectural plans will be required at a later date for the nonresidential uses, particularly in regard to their treatments of service areas.**

- d. *For residential units, gable roofs with a minimum pitch of 6/12 shall be used to the greatest extent possible. Where hipped roofs are used, it is recommended that the minimum pitch be 6/12. Both gable and hipped roofs shall provide overhanging eaves on all sides that extend a minimum of one foot beyond the building wall. Flat roofs are permitted provided that all visibly exposed walls have an articulated cornice that projects horizontally from the vertical building wall plane. Other roof types shall be appropriate to the building's architecture. Mansard roofs are prohibited on buildings less than three stories in height. Architectural embellishments that add visual interest to roofs, such as dormers, belvederes, masonry chimneys, cupolas, clock towers, and other similar elements are encouraged.*

**The applicant is addressing the standard. We note that flat roofs have been proposed for the residential dwellings. The ordinance specifically requires that articulated cornices be provided on every exposed wall. The architectural plans note that this will be complied with.**

- e. *Fenestration shall be architecturally compatible with the style, materials, colors, and details of the building. Windows shall be vertically proportioned wherever possible. To the extent possible, upper-story windows shall be vertically aligned with the location of windows and doors on the ground level.*

**The applicant is addressing this standard.**

- f. *All entrances to a building shall be defined and articulated by architectural elements such as lintels, pediments, pilasters, columns, porticoes, porches, overhangs, railings, balustrades, or others, where appropriate. Any such element utilized shall be architecturally compatible with the style, materials, colors, and details of the building as a whole, as shall the doors.*

**The applicant is addressing this standard.**

- g. *Ground-floor retail, services, and restaurant uses shall have large-pane display windows. Such windows shall be framed by the surrounding wall and shall not exceed 75% of the total ground-level facade area.*

**As previously noted, the applicant has not yet provided architectural plans for these uses.**

- h. *For residential units, natural materials such as wood, stone and masonry are recommended. High-quality artificial siding and metal roof materials are permitted. Other roof materials, whether asphalt or other material, must mimic slate or tile. Stucco or similar treatment may be used as an accent. Materials manufactured from local or regional manufacturers and from recycled or renewable resources shall be considered.*

**We note that the architectural plans indicate the utilization of brick and stone, as well as artificial siding. Slate shingles are also proposed for roofs. The plans also note that locally sourced materials are to be specified to the extent that is practicable. Testimony should be provided on whether any recycled or renewable resources are to be utilized.**

- i. *Heating, ventilating and air-conditioning (HVAC) systems, utility meters and regulators, exhaust pipes and stacks, satellite dishes and other telecommunications receiving devices shall be screened or otherwise specially treated to be, as much as possible, inconspicuous as viewed from the public right-of-way and adjacent properties.*

**The applicant has indicated that utility rooms have been provided for residential uses, and that rooftop mechanicals will be located in the center of the rooftop and will be screened from view.**

- j. *Street furniture such as benches, street lamps, bicycle racks, receptacles for litter, including mandatory recycling receptacles, bus stops, landscape planters and hanging baskets shall be provided. A standard street furnishing plan shall be established for the entire district. Options shall be established in order to permit variety. Furnishings manufactured from recycled materials shall be considered. Furnishings manufactured from local or regional sources shall be considered.*

**Details have been provided in the landscape architectural plans. We defer to the Township Landscape Architect regarding this matter.**

- k. *All ground-level residential units are encouraged to have clearly defined front yards using landscaping, hedging, fencing or brick, stone, or masonry walls, none of which, except for approved planting, shall exceed three feet in height. Wood and chain link fences are not permitted.*

**The applicant has provided typical landscape plans for building frontages. We defer to the Township Landscape Architect regarding this matter.**

## 6. Dens

Only two (2) of the units are proposed to contain dens. Should the Board approve this application, we recommend that a condition of the resolution be that dens not be utilized as bedroom spaces.

## 7. Wall to Wall Standards.

Section 200-30.A establishes the following distances to be maintained between structures.

- a. End wall (no openings) to end wall: 12 feet minimum.
- b. Any building face to street curb: 20 feet minimum.
- c. Any building face to parking area: 12 feet minimum.
- d. End wall to window wall: 30 feet minimum.
- e. Window wall to window wall: 75 feet minimum.

The applicant has identified that waiver relief will be required from the following wall-to-wall setbacks:

- f. Between Building 5 and Building 6: 47.9 feet proposed
- g. Between Building 15 and Building 16: 53.9 feet proposed
- h. Between Building 16 and Building 17: 54.0 feet proposed
- i. Between Building 24 and Building 25: 53.4 feet proposed
- j. Between Building 25 and Building 26: 53.1 feet proposed
- k. Between Building 23 and Building 28: 53.0 feet proposed
- l. Between Building 28 and Building 29: 53.0 feet proposed
- m. Between Building 19 and Building 20: 67.5 feet proposed
- n. Between Building 9 and Building 12: 48.9 feet proposed
- o. Between Building 8 and Building 11: 49.0 feet proposed

## 8. Required Off-Street and On-Street Parking

The applicant has calculated a parking need of 1,277 parking spaces, whereas 1,286 spaces have been provided. This will ultimately require a waiver from Section 200-28.D.(2)(b) for exceeding the maximum number of required parking spaces.

While we defer to the Township's Engineer and Traffic Consultant regarding the majority of traffic and circulation comments, we offer the following comments for consideration:

- a. Banked Parking. The applicant is proposing to bank approximately forty-three (43) parking spaces within the westerly portion of the site, near the proposed retail buildings. The applicant should confirm this quantity, and also clarify whether these banked spaces were included within the proposed total number of parking spaces.

- b. Phased Development. The applicant has proposed four (4) phases of development: Phase 1 will include the hotel, basin, and storm utilities; Phase 2 will include the three hundred and fifty-six (356) units to be located within the northerly half of the site; Phase 3 will include the two (2) retail buildings and restaurant; and Phase 4 will include the three hundred (300) multifamily units to be located within the southerly half of the site.

In order to ensure that enough parking will be provided for each phase of development, we request that the applicant provide a breakdown of the number of parking spaces by phase.

- c. Hotel ADA Parking Space. The American with Disabilities Act (ADA) notes that the required number of accessible parking spaces must be calculated for each parking facility, not calculated on the total number of parking spaces within a site. A parking lot located to the immediate east of the proposed hotel contains twenty-four (24) parking spaces but no ADA accessible space. We recommend that the applicant provide at least one (1) accessible space here.
- d. Driveway Treatment. The applicant should discuss the treatments of the proposed driveways for the townhouse units. Typically, driveways and circulation aisles produce large areas of pavement between buildings. In order to reduce the visual appearance of this expanse, the applicant has proposed to utilize flush concrete bands and decorate pavers along the ends of driveways. We find the utilization of these bands and pavers satisfactory.

The applicant should provide testimony as to what these bands will look like. Moreover, the Board should discuss how the proposed landscaping/street trees will also assist in breaking up this expanse.

## 9. Pedestrian and Bicycle Accessibility.

Section 200-194.3.N establishes pedestrian and bicycle accessibility regulations, which are discussed below. Please note that these standards and guidelines are *italicized* and our comments on each item are provided in **bold**.

- a. *A comprehensive bicycle and pedestrian circulation system shall be provided between all uses, along roads, and through the open space.*

**A bicycle loop plan has been provided on Sheet L-1 of the landscape architectural plan. The loop will largely traverse the perimeters of the northerly and southerly halves of the development. In addition, pedestrian sidewalk plans have been provided on Sheets L-1A and L-1B. As such, the applicant is largely addressing this requirement.**

- b. *The developer shall provide paved pedestrian/bicycle linkages, including crosswalks, to all off-tract adjacent residential developments on the project side of Meadow Road as well as a sidewalk linkage or path to Old Meadow Road and Carnegie Center Drive.*

**The applicant has provided crosswalks along Carnegie Center Drive and Old Meadow Road.**

- c. *Pedestrian crossings in streets and alleys shall include special ground texture treatment such as brick, stone, cobblestones, concrete and other suitable material and shall be ten feet in width. The treatment of any crosswalk shall be designed with materials that indicate the different traffic characteristics of intersecting streets.*

**Sheet 45 of the site plan indicates that the crosswalks will be striped. Testimony should be provided as to whether any additional special treatments are to be provided. Furthermore, we note that the proposed widths are six (6) feet, which is four (4) feet short of what is required. This will require waiver relief.**

- d. *Safe and secure bicycle parking shall be provided.*

**Section 200-27 establishes that one (1) bicycle space shall be provided for each twenty (20) parking spaces or fraction thereof. The applicant has proposed 1,286 parking spaces which would require sixty-five (65) bicycle parking spaces.**

**Testimony should be provided as to how bicycle parking will be handled on site. We note that two (2) bicycle racks are proposed near the hotel. We offer that additional bicycle racks should be provided at notable locations, including near the proposed retail buildings (in conjunction with the future submission of those plans) and near shared recreational amenities, including the clubhouses. Details of the bicycle racks should also be provided.**

**Furthermore, testimony should be provided as to whether any interior bicycle storage areas are provided within the proposed residential buildings.**

#### 10. Signage.

It does not appear any monument signage has been proposed with this application. This should be confirmed. The applicant should also confirm whether the hotel signage is proposed with this application, or whether a separate application will be submitted at a later date.



## 11. Architectural Plan: Building Identification

There is a discrepancy regarding the number of buildings between the site plan and the architectural plans. The building identified as Building 23 on the site plan is identified as Building 28 on the architectural plan. It appears as though the architectural plan does not identify a Building 23. This should be confirmed and corrected.

In addition to the above, Sheet A.113 of the architectural plan needs to highlight Building 22 as a Building Type C

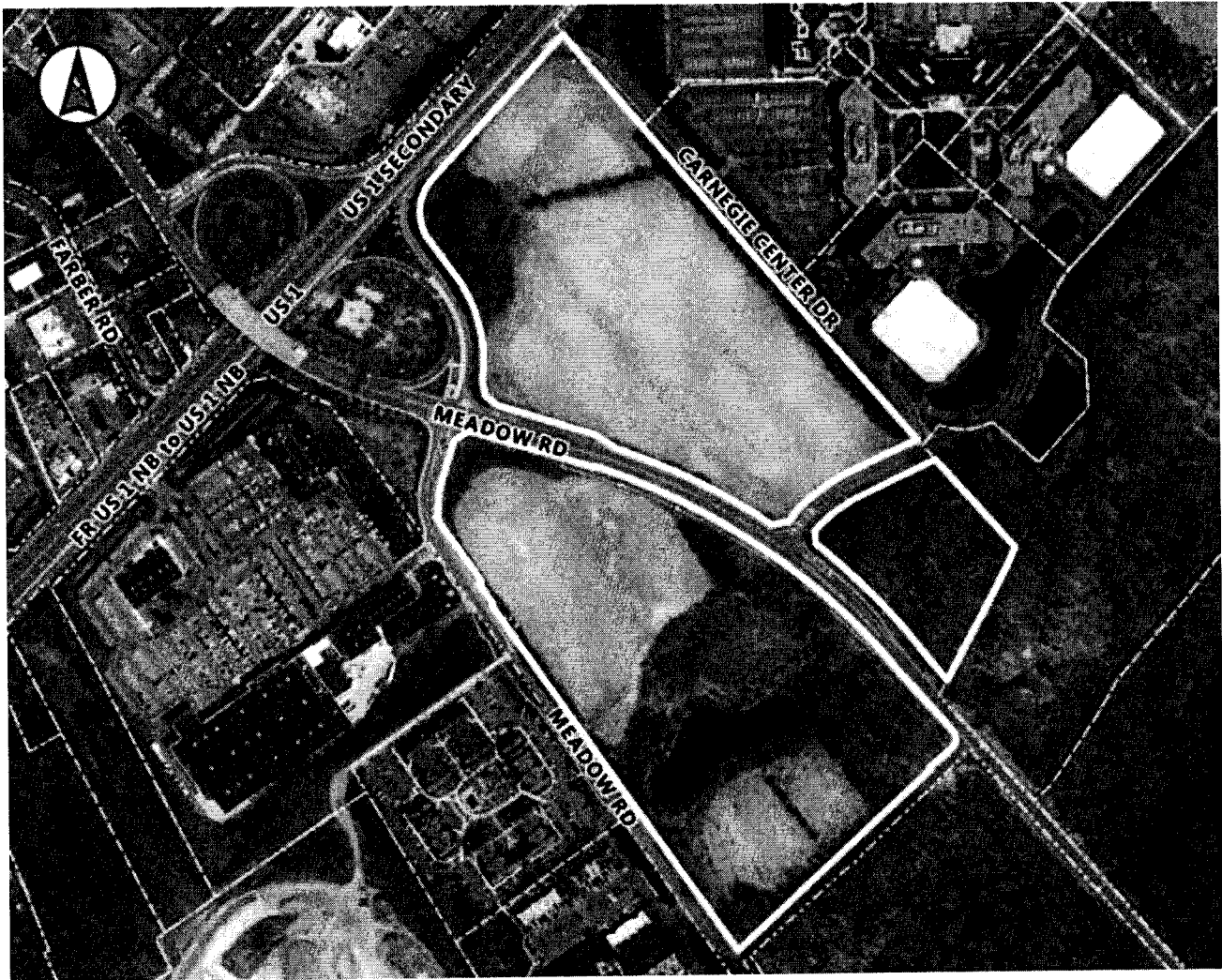
## Statutory Criteria

As previously noted, a side yard setback of fifteen (15) feet is required for hotels, whereas it appears the applicant has proposed a setback of 14.2 feet as measured from the proposed canopy. The applicant should clarify this setback and confirm whether "c" variance relief is being requested pursuant to NJSA 40:55D-70(c)(1) and/or (2).

The statute provides two approaches to 'c' variance relief, commonly referred to as the 'physical features' test and the 'public benefits' test. These are identified as follows:

1. Physical Features Test. An applicant may be granted c(1) variance relief when it is demonstrated that the noncompliant condition is caused by: 1) an exceptional narrowness, shallowness, or shape of the property; 2) exceptional topographic conditions or physical features uniquely affecting a specific piece of property; or 3) by reason of extraordinary and exceptional situation uniquely affecting a specific piece of property or the structures lawfully existing thereon.
2. Public Benefits Test. An applicant may be granted c(2) variance relief where it can prove the following: 1) that the granting of the variance will advance the intents and purposes of the Municipal Land Use Law; 2) that the benefits of granting the variance substantially outweigh any potential detriments. The benefits are required to be public benefits rather than a benefit that simply accrues to the property owner.

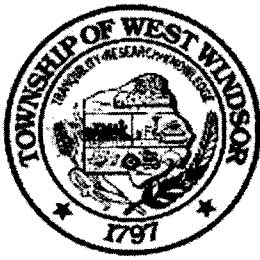
In addition to the above, the applicant must address the Negative Criteria of the statute. To meet the negative criteria, an applicant must demonstrate the variance can be granted without substantial detriment to the public good and that it will not substantially impair the intent and purpose of the master plan and zoning ordinance.



Map 1: Aerial of Subject Site (scale: 1" = 500')

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Cc: S. Surtees, WWT CD  
Barbara Watson, WWT CD  
Lisa Komjati, WWT CD  
Frank Guzik, Municipal Engineer  
Ian Hill, PB Consultant Engineer  
Dan Dobromilsky, PB Landscape Consultant  
James Kochenour, PB Traffic Consultant  
Timothy Lynch, Fire Marshall



# WEST WINDSOR TOWNSHIP

## DEPARTMENT OF COMMUNITY DEVELOPMENT DIVISION OF ENGINEERING

### MEMORANDUM

Date: June 8, 2020

To: West Windsor Township Planning Board

From: Dan Dobromilsky, LLA,PP,LTE  
Landscape Architect

SUBJECT: **PRINCETON EXECUTIVE PARK – PB 19-15**

Preliminary/Final Site Plan and Subdivision

**Landscape Architectural Review**

PMN-1 Zone B-9 & 9.03 L-12.01, .02 & .03 US Route 1 North and Meadow Road

A site visit has been conducted and the plans submitted for this application have been analyzed, relative to Township codes and standards. The following comments regarding the Landscape Architectural design, are offered for consideration by the Board as this application is reviewed:

1. The Environmental Impact Statement Worksheet indicates that 8 acres of existing woodland, on this 59-acre property, will be cleared to implement this project. Amongst the 8 acres of woodland to be cleared, is 1 acre within the West Windsor Township Master Plan Proposed Greenbelt. This area occurs within a 100' deep band of woodland along Meadow Road south of the proposed roundabout. The 73 trees in this area range from 5" to 24" dbh, and could be characterized as a medium to young forest. The EIS does not enumerate the area of Greenbelt present or the amount to be dedicated for this property. It would appear the significant areas of the property will be set aside for conservation purposes due to floodplain, wetlands and buffers. The EIS should be updated to indicate the planned and proposed conservation area dedications for this property pre and post development.
2. The remaining 7 acres of woodland to be removed occur as narrow strips or small patches of trees located along the perimeter of the parcels, and within the commercial development area near Route One. The dedication of conservation area and proposed landscape development, which will likely include reforestation of conservation lands that are currently farmed, will greatly offset and mitigate any impacts that result from the loss of existing trees and/or proposed Greenbelt.
3. This proposal offers a sensible and efficient layout to create an aesthetically pleasing and functional mixed-use neighborhood, near existing employment and retail centers. The gross density will be high relative to other neighborhoods in West Windsor, but the design includes ample space for outdoor recreation, extensive walkways, and opportunities to hike or jog through natural areas. The cover page of the Landscape Architectural plan set offers an enumeration of the various recreation and open space areas or elements. The applicant should describe the spaces and facilities to be set-aside and developed for recreation and open space. The Board should contemplate if proposed recreational improvements fully address the anticipated recreational needs associated with the new residents of this neighborhood. The closest Township park (Duck Pond Park) is southeast along Meadow Road approximately 1/2 mile away from this property.

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## MEMORANDUM

To: W.W. Planning Board  
Re: PB 19-15  
Date: June 8, 2020

4. This applicant has very diligently reviewed and addressed numerous comments and concerns expressed by Township Professionals regarding code compliance and design details through the various Technical Review Meetings conducted for this project. The landscape design offers planting, berming and other improvement to address and conform to the majority of Township standards, including street and parking lot trees, stormwater, recreation, and pedestrian area landscape architectural enhancement. The specified plantings offer an appropriate and desirable mix of species to create seasonal interest, spatial definition and visual buffering. In some areas, the reverse frontage buffer along the external Township roads will be quite narrow due to areas established for stormwater management or pedestrian walkways. However, the applicant has proposed landscape in accordance with Township windbreak-heavy buffer standards (hedgerow of evergreen trees) for these locations to establish a suitable buffer.
5. In several locations on the plan set and in the development application notes indicate that additional or supplementary landscape plans will be provided at the time of final site plan submission. However, the application does not clearly indicate what portions of this development are subject to a request for preliminary or preliminary and final approval at this time. The phasing plan might be the most appropriate document to clearly illustrate the level of approval sought for each phase. To the extent necessary, the landscape plans should be supplemented to provide full or complete plans for areas that could receive final approval. Detailed plans for the recreation centers should be subject to review at the time of building permit application to assure consistency with any approvals and standards.
6. It is anticipated that the applicant's presentation will include color drawings and images to fully illustrate the proposed landscape architectural and architectural design. Specific recommendations regarding the presentation were offered during the TRC meetings. This included a discussion of proposed and potential "green building" techniques.

Additional comments may be provided in response to the applicant's testimony or Board questions during the hearing.

cc: Board Members  
Applicant  
Professionals



# WEST WINDSOR TOWNSHIP

DEPARTMENT OF COMMUNITY DEVELOPMENT  
DIVISION OF ENGINEERING

## MEMORANDUM

TO: West Windsor Township Planning Board

FROM: Francis A. Guzik, PE, CME  
Director of Community Development / Township Engineer

DATE: June 8, 2020

SUBJECT: **Princeton Executive Park**  
**Preliminary/Final Major Site Plan & Subdivision (Hotel - Phase 1)**  
**Preliminary/Final Major Site Plan & Subdivision (North Residential – Phase 2)**  
**Preliminary Major Site Plan (Retail & Restaurant – Phase 3)**  
**Preliminary Major Site Plan (South Residential – Phase 4)**  
Block 9, Lot 12.01 and 12.03, and Block 9.03, Lot 12.02  
US Route 1 North, Meadow Road and Carnegie Center Drive  
PB19-15

### Documents Received/Reviewed:

The following documents have been submitted for review:

- A. Plans entitled “Preliminary & Final Subdivision and Preliminary & Final Major Site Plan for Proposed Hotel (Phase 1) and Proposed Residential Development (Phase 2) and Preliminary Major Site Plan for Proposed Retail & Restaurant (Phase 3) & Proposed Residential Development (Phase 4) – Princeton Executive Park – Block 9, Lots 12.01 and 12.03; Block 9.03, Lot 12.02 - Township of West Windsor, Mercer County, New Jersey” 49 Sheets total, prepared by Bowman Consulting Group, LTD., dated March 27, 2020, unrevised;
- B. Architectural Plans entitled “Site Plan Resubmission”, 19 Sheets total, prepared by Lessard Design, dated May 17, 2019, revised through March 27, 2020, consisting of floor plans and elevations;
- C. Plans entitled “Princeton Executive Park – West Windsor, New Jersey – Landscape Architecture Plans” 25 Sheets total, prepared by Melillo + Bauer Associates., dated March 27, 2020, including landscape architecture and site lighting plans;
- D. Report entitled “Stormwater Management Report – Princeton Executive Park - Block 9, Lots 12.01 and 12.02 (sic); Block 9.03, Lot 12.02”, prepared by Bowman Consulting Group, LTD, dated May 16, 2019, revised through March 16, 2020;
- E. Report entitled “Stormwater Management Report – Princeton Executive Park – Phase 1 -Block 9, Lots 12.01 and 12.02 (sic); Block 9.03, Lot 12.02”, prepared by Bowman Consulting Group, LTD, dated May 16, 2019, revised through March 16, 2020;

- F. Document entitled “Stormwater Management Measures Maintenance Plan and Field Manuals - Princeton Executive Park - Block 9, Lots 12.01 and 12.02 (sic); Block 9.03, Lot 12.02”, prepared by Bowman Consulting Group, LTD, dated October 18, 2019, revised through March 20, 2020;
- G. Plans entitled prepared by Stires Associates, P.A. (Richard C. Mathews, PLS);
- a. “Map of Survey – Lots 12.01 & 12.02 Block 9 – West Windsor Township, Mercer County New Jersey” dated March 7, 2002 and revised through June 11, 2004
  - b. “Topographic Survey – Lots 12.01 & 12.03 Block 9; Lot 12.02 Block 9.03” dated March 17, 2020, unrevised;
  - c. “Striping Plan – Lots 12.01 & 12.03 Block 9; Lot 12.02 Block 9.03” dated March 17, 2020, unrevised;
  - d. “Tree Plan – Lots 12.01 & 12.03 Block 9; Lot 12.02 Block 9.03” dated March 17, 2020, unrevised;
  - e. “Wetlands Map – Lots 12.01 & 12.03 Block 9; Lot 12.02 Block 9.03” dated June 21, 2016, revised through July 25, 2016;
- H. Plan entitled “Preliminary/Final Subdivision Plan– Block 9, Lots 12.01 and 12.03; Block 9.03, Lot 12.02” 1 Sheet total, prepared by Bowman Consulting Group, LTD. (Martin F. Tirella, PLS), dated March 27, 2020;
- I. Plans entitled “Element – West Windsor, NJ”, consisting of 5 sheets total, prepared by BASE4 (unattributed) dated June 12, 2019, consisting of floor plans and elevations for the proposed hotel;
- J. Document entitled “Sanitary Sewer Design Report - Princeton Executive Park – Block 9, Lots 12.01 and 12.02 (sic); Block 9.03, Lot 12.02” prepared by Bowman Consulting Group, LTD. (R. Michael McKenna, PE), dated October 18, 2019 and revised through April 22, 2020; and
- K. Development Application package, including:
- Development Application form;
  - Site Plan Checklist;
  - Subdivision Checklist;
  - Environmental Impact Statement Worksheet;
  - Green Development Practices Checklist;
  - Attachment D – Major Development Stormwater Summary;
  - West Windsor Fire & Emergency Services Site Plan Requirements;
  - Title Report; and
  - Letter of Interpretation: Line Verification - File No. 1113-05-0006.2 FWW160001 issued by NJDEP dated January 12, 2017.

**Narrative:**

The subject property is a 58.79-acre tract consisting of Block 9, Lots 12.01 & 12.03 and Block 9.03, Lot 12.02. The site is bounded on the northwest by US Route 1 and a northbound on-ramp to same, on the northeast by Carnegie Center Drive, on the west and southwest by Old Meadow Road and primarily vacant wooded land to the southeast. Meadow Road bisects the tract, and creates “North” and “South” areas of the project.

The applicant is applying for preliminary and final site plan approval in order to construct 29 apartment buildings containing a total of 656 residential units with a 25% affordable set aside (164 units). Twelve of these buildings containing a total of 356 units are proposed to the north of Meadow Road with the remaining seventeen buildings containing a total of 300 units proposed south of Meadow Road. The Site Plan also proposes one club house with swimming pool for each side of Meadow Road. Other amenities include a playground, shade structures in the pool area, a dog run, a community garden and an outdoor barbeque area on each portion of the tract, and solid waste storage areas dispersed throughout both the northerly and southerly sections of the tract.

In addition to the proposed residential, the applicant is proposing to subdivide off a 4.13-acre tract from Block 9, Lot 12.01, and has added a 1.06-acre parking easement on the remaining lands parcel (Lot 12.012) to the benefit of the 130-room hotel and 6,915 square-foot restaurant uses (Proposed Lot 12.011). Other non-residential development includes two separate 8,000 s.f. retail use buildings.

The applicant proposes to construct the development in four phases with the hotel, on-lot stormwater management and necessary sanitary sewer infrastructure being constructed first as Phase 1. Phase 2 will consist of the northerly residential development and the necessary stormwater infrastructure to connect to the existing retention (wet) basin BMP south of Meadow Road. The proposed roundabout at Meadow Road and the Connector with Carnegie Center Drive will also be completed as part of Phase 2, and will be completed prior to the issuance of the first Certificate of Occupancy for Phase 2. The applicant is seeking Preliminary and Final Site Plan approval for both Phases 1 and 2 at this time.

Phase 3 consists of the restaurant and the two 8,000 square-foot retail pad sites, while Phase 4 consists of the residential development south of Meadow Road. The applicant is seeking Preliminary Site Plan approval only at this time for Phases 3 and 4. The plans include a note that indicates that Phase 4 construction will not begin prior to January 1, 2025.

Block 9, Lot 12.03 is involved due to some minor improvements associated with the construction of a new Meadow Road/Carnegie Center Drive roundabout, and will otherwise remain undeveloped.

The subject tract is located within the newly created PMN-1 zoning district and comprises the entirety of same. Comments on the zoning and planning aspects of the proposal are deferred to the Board Planner.

Upon review of the documentation submitted, I offer the following comments.

## **1.0 Major Subdivision**

- 1.01 A preliminary/final subdivision plan has been provided (Submission Item L) and I have the following comments:
- Existing Lot 12.01 is being subdivided into two lots. Lot 12.011 will contain the hotel and restaurant and appurtenant improvements. Lot 12.012 will contain the northerly multi-family housing and the two 8,000 square foot retail pad sites. Additionally, a 1.06-acre parking easement is provided on Lot 12.012 to the benefit of the hotel and restaurant. Proposed lot numbering is in accordance with the direction provided by this office. Street addresses and unit numbering will be undertaken as part of Resolution compliance, should Board approval be granted.
  - The proposed southeast lot line of the new lot is coincident with the northwesterly curb line of Proposed Road "A"; however, there are five (5) monuments proposed to be set along this line. They will have to be set as offset monuments due to the proposed curb.
  - The plan shows three areas of right-of-way dedication associated with the roundabout construction on Meadow Road, totaling 19,484 square feet (0.45 acres). The plan is to be revised to indicate that the dedications are to the benefit of West Windsor Township.

- The proposed development will require cross easements on Lot 12.02, B 9.03 to Lot 12.01, B 9 for such things as storm water and sanitary sewer. Also, issues such as rights of public access to use of perimeter trails are to be discussed and addressed. Notes to this effect have been added to the subdivision plan and to the site plan documents; however, formalization of all required easements will be conditions of any final approvals for each respective phase.
- Metes and bounds descriptions, with supplemental area and closure calculations, for all proposed lots, easements and dedications will be required to be provided for review.

1.02 Construction of the walkway along the parking easement on Proposed Lot 12.012 as part of Phase 1 requires provision of an easement in order to permit its construction. A note to this effect has been added to the plans. The applicant is also to discuss how public access is being permitted on all the perimeter walkways, not just to the site residents, but to others, such as those crossing from Carnegie Center.

## **2.0 Site Plan**

2.01 The proposal to construct the development in Phases creates certain challenges that must be addressed. The site as temporarily completed must be able to stand on its own with respect to vehicular and pedestrian circulation, parking, lighting and safety features, and may require temporary interim improvements to be designed and installed until the next “phase” receives Final and begins. The applicant must also be able to demonstrate that the utilities, including sewer, and all stormwater management requirements will be satisfied based upon the construction of this initial Final stage only. The plans include a phasing plan (Sheet 6/49). Phase 1 will include temporary curbing at the limit of Phase 1, which will be removed to install the Phase 2 improvements when that Phase (Final approval is also currently being sought) proceeds to construction.

## **3.0 Access and Circulation:**

3.01 The following parking facilities are proposed for the various uses:

- a. For the hotel use the applicant is proposing to provide for 208 parking spaces. This is the quantity required based on 130 rooms at 1 space/room plus 0.5 space/employee with 10-15 employees on the busiest shift, with an additional 70 spaces generated by a 210 seat rooftop bar at 1 space/ three seats. The hotel use is compliant with respect to parking.
- b. For the restaurant use the applicant is proposing to provide for 104 parking spaces. This is the quantity required, based on 250 seats at 1 space/ three seats plus 0.5 spaces/employee with 40 employees on the busiest shift. The restaurant use is compliant with respect to parking.
- c. For the retail use proposed are 122 parking spaces. Required are 32 spaces based on one space/ 500 square feet of gross floor area (16,000 sf GFA total) specified in the PMN-1 district regulations or 80 spaces under the 5 / 1,000 square feet standard, which is the “Retail business, shopping center” standard under Ordinance Section §200-27.B.(1).

The applicant should provide testimony on the rationale behind not using the zone specific parking standard. The site plans do include a provision for the “banking” of 43 spaces, which would bring the initially constructed total down to 79 spaces. The applicant should provide clarification of the proposal and testimony in support of any relief sought.

- d. For the 656 residential units, proposed are 1,286 parking spaces, where 1,277 are required per RSIS standards, as follows:
  - 758 off-street parking stalls



- 528 garage/“tandem” parking spaces (outside each garage)

The current parking calculations indicate that 1,277 spaces are required (692 North, 585 South) and 1,286 are proposed (698 North, 588 South) for an excess of 6 spaces in the northerly development and an excess of 3 spaces in the southerly development. Requests for waiver relief will be required for both parcels, with *de minimis* exceptions from the RSIS standards.

- 3.02 Ordinance Section 200-29.N(3) requires that bicycle access should be combined with motor vehicle access, where possible, and two-way driveways be 30-feet wide to provide for bicycle access. In lieu of this, the applicant is proposing an “8’ Bike Way” that primarily loops around the perimeter of the northerly and southerly portions of the development, and provides a single path through each portion of the development as well. As such a design waiver is required.

The applicant shall provide testimony with regard to the waiver, and also demonstrate how safe and efficient access for bicyclists and pedestrians is achieved to and from the residential and commercial portions of the proposed development under Ordinance Section 200-194.3.N of the PMN-1 District regulations.

- 3.03 The interior driveways need to be reviewed for the incorporation of traffic calming measures to discourage speeding. Three (3) speed humps are shown along ‘A’ Drive in the northerly residential development, but none are proposed in the south. Perhaps one or more of the transverse crosswalks in the southerly portion could be constructed as a “speed table” traffic calming device. The applicant will need to provide testimony to the Board in support of their circulation plan.
- 3.04 The applicant has provided an ADA-Accessible Parking Table on Sheet 2; however, it appears to contain some erroneous data. For instance, it indicates that for the 80 required retail parking spaces, three ADA spaces are required, when the actual number required is four. Four spaces are being provided; however, as noted in Comment 3.01.c there are 122 spaces proposed, which requires five accessible spaces be provided. The layout in this area must be revised to include an additional accessible parking space. The table should be reviewed and corrected for the entire project.
- 3.05 Ordinance Section 200-27.B(2) requires 1 bicycle parking space for each 20 parking spaces, or fraction thereof. The applicant’s design complies.
- 3.06 Loading areas per the requirements of Ordinance Section 200-27.D shall be addressed for all of the proposed commercial uses. The applicant has indicated that he wishes to defer disposition of the loading space requirement for the retail uses until the time of Final Site Plan application for those areas once the ultimate tenants are identified. I have no objection, but any Board action on this application should specifically state that this requirement will need to be addressed at the time of application for Final for those sections.
- 3.07 The applicant will be required to request Title 39 regulation enforcement from the Township of West Windsor in order to permit the enforcement of traffic regulations on private property and within private streets. As a condition of approval, the applicant will be required to submit a plan identifying traffic all regulations to be enforced, and in which areas of the site such regulations will apply. This is particularly important for future enforcement of any No Parking areas.
- 3.08 Further comments on the access and circulation aspects of the design are deferred to the Board Traffic Consultant.

#### **4.0 Stormwater Management:**

- 4.01 The proposed SWM design is in conformance with the applicable regulations for the overall development as a whole. However, as noted earlier, due to the phased nature of the proposed

improvements, the current application for Final Site Plan must stand on its own (or together with previously constructed improvements) with respect to stormwater management. This and each subsequent application for Final must be accompanied by a phase-specific SWM report demonstrating compliance with the applicable regulations. A Phase 1-specific SWM Report has been provided and I have had the opportunity to review same and find it acceptable. However, since the applicant is seeking Final approval for Phase 2 at this time, a Phase 2-specific SWM Report (or combined Phase 1 and 2 report) must also be submitted for review and approval. I do not expect difficulty in meeting this requirement, but the reports must reflect the approvals sought.

- 4.02 A Stormwater BMP Operation and Maintenance Manual has been provided (Submission Item F, above). I have reviewed same and find it to conform to the new NJDEP requirements.
- 4.03 The applicant is to address their proposed means of handling their periodic discharge of swimming pool water. The discharge of same to surface waters, such as through the stormwater collection system, is permitted under DEP General Permit (NJ0128589) subject to meeting the conditions of the permit. The applicant has indicated that if necessary, they will discharge their swimming pool water to the stormwater collection system in accordance with the requirements of the associated NJDEP GP. A note to this effect has been added to the plans.
- 4.04 In accordance with Ordinance section 200-105.1 the applicant is required to enter into an agreement with the Township, in form satisfactory to the Planning Board Attorney, requiring the installation and maintenance by the applicant and the applicant's successors in interest, all such stormwater management improvements proposed by the applicant, and approved by the Board, for this project.

## **5.0 Lighting**

- 5.01 The lighting details indicate the use of an 89-watt LED gull wing fixture with a 20-foot mounting height, as well as 72-watt LED decorative style lantern fixture mounted 16 feet high. Ordinance Section 200-31.A requires that the style of the light and light standard be consistent with the architectural style of the principal buildings. Commentary on whether the proposed light standards are consistent with the proposed building architecture is deferred to the Board Planner/Landscape Architect.
- 5.02 Ordinance Section 200-31.D states that the lighting system shall be placed on a timer, and all but lighting for security purposes be turned off at 11 p.m. The required note has been added to the lighting plans, and a security lighting exhibit for Phase 1 and 2 improvements has been added to the plan set. The applicant should provide testimony to the Board regarding their intent for security lighting.
- 5.03 Ordinance Section 200-31.K identifies the required foot-candle intensity for lighting the various areas of a site. The proposed design information has been provided and some average lighting level exceedances must either be revised or design waivers requested. The provided average light intensities are as follows:
- Intersections – range from 3.3 to 4.2 footcandles, where 3.0 is required;
  - Parking (commercial) – 0.8 footcandles where 0.5 is required;
  - Parking (residential) – 1.1 (North) and 1.0 (South) footcandles, where 0.6 is required.

Testimony to the satisfaction of the Board will need to be provided in support of any waiver requests. Discussion of proposed area(s) where applicant will ultimately seek waiver relief is required.

## **6.0 Utility Comments**

- 6.01 A sanitary sewerage report has been provided and is generally acceptable for the overall project as a whole. The report identifies the issue that, since the applicant is only seeking Final Site Plan approval for the Hotel and Northerly Residential (Phases 1 and 2, respectively), the connection to the existing sewer across Old Meadow Road requires the installation of half a mile of “off-site” infrastructure in order to make the connection.

The Final Site Plan drawings submitted to the Board must clearly identify all piping and manholes that will be installed (both in plan view and the profiles) to support the Final Site Plan development and what will be deferred to the future under a separate TWA permit. Infrastructure that is part of a future phase TWA application should be “greyed-out” or otherwise identified as not being part of the current proposal. The applicant is cautioned that TWA permits are typically only valid for two years from the date of issuance, so actual construction timeframes should be considered.

- 6.02 The developer will be required to apply for and obtain a reservation of sewer flow for the project in the municipal collection system from Township Council. Reservations are valid for a period of one year.

## **7.0 General Comments**

- 7.01 The following information must be provided:

- The Applicant is to submit an Engineer’s construction cost estimate for review. The Applicant will be required to post performance guarantees and inspection fees for both on-site and off-site improvements in accordance with the MLUL and the Township Ordinance.
- Separate metes and bounds descriptions, along with closure calculations for any proposed lots, easements and dedications are to be submitted for review and approval.

- 7.03 As per Ordinance section 200-81.1 the applicant will be required to provide, via both hard copy and in electronic format, approved site plans being submitted for signature and as-built surveys upon project completion should this project be approved and constructed. Additionally, it is requested the Township receive PDF copies of the Stormwater Management Report and the Stormwater Operation and Maintenance Manual, and all related mapping, once same are approved by this office.

- 7.04 Other outside agency approvals will also be required. The following are approvals are anticipated at this time:

- Mercer County Planning Board
- Mercer County Soil Conservation District & State 5G-3 Construction Discharge Permit
- Delaware and Raritan Canal Commission
- NJDEP (TWA Permit, Wetlands General Permit, Transition Area Waiver – Buffer Averaging)

This completes the review of the plans. Upon resubmission, the applicant is to include a cover letter indicating specifically where and how each of these comments has been addressed. Additional comments may be provided based on response to these comments and subsequent revisions.

FG:ih

cc: Ian Hill, PE  
Applicant (tgolden@mack-cali.com)

# West Windsor Township Fire & Emergency Services

## Memorandum

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**DATE:** June 9, 2020  
**TO:** Technical Review Committee  
**FROM:** Chief Timothy M. Lynch  
**REGARDING:** PB 19-15 Princeton Executive Park, 3<sup>rd</sup> Review

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### OVERVIEW

The proposed development, Princeton Executive Park, is a large commercial mixed complex comprised of; one multi-story hotel with one-hundred twenty three (123) guest rooms, two (2) 8,000 square foot retail spaces and Six-hundred fifty six (656) units of housing of various size.

### POTENTIAL IMPACT OF APPLICATION TO FIRE/EMS RESPONSE

This development will impact the Township's emergency response units causing added stress on emergency responders in the form of increased fire and emergency medical care assignments.

### ACCESS

- Applicant has provided composite plan showing compliance with the Township Fire Apparatus Access Template.
- Applicant has provided note on plans addressing No Parking Fire Lanes for the entire site.

### WATER SUPPLY FOR FIRE PROTECTION

- Applicant has provided a composite plan showing compliance with fire hydrant locations as determined by Director Yates.

### MISCELLANEOUS

- Applicant has provided a note on plan addressing the lock box needs.
- Applicant has provided a note on the plan regarding the position of the fire department connection that supports the fire sprinkler system shall be at the front of each building.
- Applicant has provided a note on the plan agreeing to the installation of fire department standpipes in each stair tower. The standpipes shall have 2 ½' national standard thread hose outlets on each stair tower floor landing. The standpipes shall be tied into the fire sprinkler piping so that there will be only one fire department connection.



*Honor ~ Integrity ~ Loyalty*

- Applicant has agreed to limit the number of trees in close proximity to the buildings as they restrict access by the fire department.
- Applicant acknowledges full fire sprinklers will be required in each building.
- **Applicant should be aware that under N.J.A.C. 5:70, 510.1 Emergency Responder Radio Coverage – “All new buildings shall have approved radio coverage for emergency responders within the building based upon existing coverage levels of the public safety communications systems of the jurisdiction at the exterior of the building.”**
  - **The applicant may be required by the construction official to conduct a radio signal strength survey of the building while under construction, and if deemed necessary a radio signal amplification system would need to be installed.**

### CONCLUSION

- Based upon my comments above I recommend approval.

Thank you.



*Honor ~ Integrity ~ Loyalty*

## Lisa Komjati

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**From:** Eileen Lang  
**Sent:** Thursday, June 11, 2020 4:23 PM  
**To:** Lisa Komjati; Sam Surtees  
**Cc:** tom calabria; Saju Joseph  
**Subject:** FW: FW: FW: Transmittal for PB19-15 Princeton Executive Park (FNA Roseland)  
**Attachments:** 2019-06-10 Memo re Princeton Exec Park.docx

Hi Lisa and Sam,

As per the email below the Affordable Housing Committee does not have any new comments regarding the Transmittal for PB19-15 Princeton Executive Park (FNA Roseland). Attached are the comments from when they reviewed the plans in 2019.

Thank you,

Eileen

**From:** Tom Calabria [mailto:tom.calabria@gmail.com]  
**Sent:** Thursday, June 11, 2020 4:17 PM  
**To:** Eileen Lang <elang@westwindsortwp.com>  
**Subject:** Re: FW: FW: Transmittal for PB19-15 Princeton Executive Park (FNA Roseland)

Hi Eileen,

As nobody else saw the plans, we have no comments. Attached is what we sent last time.

Thanks,

TC

On Thu, Jun 11, 2020 at 4:02 PM Eileen Lang <[elang@westwindsortwp.com](mailto:elang@westwindsortwp.com)> wrote:

Hi Saju,

I found the plans you dropped off. I just want to clarify that the Affordable Housing Committee does not have any comments on the Transmittal for PB19-15 Princeton Executive Park (FNA Roseland). The Land Use Department is waiting on our reply so they can respond to the appropriate party.

Thank you,

Eileen

## MEMORANDUM

TO: West Windsor Technical Review Committee

CC: Sam Surtees, Land Use Manager, West Windsor Township  
John Mauder, Township Liaison to Affordable Housing Committee

FROM: West Windsor Affordable Housing Committee

DATE: June 10, 2019

RE: PB 19-15 Princeton Executive Park

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At a meeting held Thursday, June 6, 2019, the Affordable Housing Committee (“AHC”) reviewed proposed plans for Princeton Executive Park at Rt. 1 and Meadow Rd. (PB-19-15). The AHC had the following questions and concerns to share with the Planning Board:

1. Phasing

The AHC wanted to confirm whether the development would be completed in two parts and which part would be the first portion. The Housing Element & Fair Share Plan stated that “[p]ursuant to the Township’s Settlement Agreement with the FSHC, Roseland/Mack Cali may not proceed with the construction of the second portion of the development until January 1, 2025.”

The AHC would like the buildout of the units to be proportionate to the income mix of the affordable units (for example, the lowest income units should not be left for last).

2. Mix of Affordable Units

The AHC was concerned that the COAH units were not precisely indicated in the plans. The plans should indicate the size and income category of each unit. The AHC assumed the units will be mixed throughout.

3. Parking & Garbage

The AHC was concerned about the allocation of parking. How will garages be allocated? Is parking free to all?

Where will dumpsters be located and will they be reasonably placed for all units?

4. Amenities

The AHC would like confirmation that there will be no charges for amenities for the affordable units. The AHC had the following questions related to amenities.

- Why is there only a tot lot on one side of the development?
- Why are there two club houses but only 1 pool house?

- Is there storage for bicycles?
- Are there tennis courts, as some versions of the plans have them and some do not appear to have them?

5. Safety

The AHC was concerned about the crossing indicated on Meadow Rd. as it appears to be near the busiest part of the road. The AHC suggested it might be an improvement to put 2 crosswalks instead, one near the east end and one near the west end, rather than near the middle. This would provide a cross walk to nearby shopping where Trader Joes is located.