

LAND USE NOTES		
APPLICANT:	EAST RIDGE DEVELOPMENT, LLC. 250 MIRON DRIVE SOUTHLAKE, TX 06877	
OWNER:	HENJOCON, LLC 61 CRANBROOK ROAD HAMILTON SQUARE, NJ 08690	
PARCEL:	BLOCK 47; LOTS 2-6 332-340 HIGHTSTOWN ROAD AND 125 SOUTHFIELD ROAD TOWNSHIP OF WEST WINDSOR MERCER COUNTY, NEW JERSEY	
ZONED:	ZONE: B-2 (NEIGHBORHOOD CENTER BUSINESS) (§200-201) USE: GASOLINE SERVICE STATION - CONDITIONAL (§200-201.B.5) (V) RESTAURANT (EXCLUDING DRIVE-THRU) - PERMITTED RESTAURANT WITH DRIVE-THRU - NOT PERMITTED (V)	

BULK REQUIREMENTS (8200-202)

BULK REQUIREMENTS (9200-202)						
	B-2 ZONE	EXISTING	PROPOSED LOT 1	PROPOSED LOT 2		
MINIMUM LOT AREA	1 AC	170,045 SF (3.904 AC)	¹ 106,537 SF (2.446 AC) ² 91,142 SF (2.092 AC)	¹ 63,508 SF (1.458 AC) ² 60,540 SF (1.390 AC)		
MINIMUM LOT FRONTAGE	125 FT	486.77 FT (HIGHTSTOWN RD) 442.73 FT (SOUTHFIELD RD) 584.14 FT (MCGETRICK LN)	253.52 FT (HIGHTSTOWN RD) 450 FT (SOUTHFIELD RD) 283.56 FT (MCGETRICK LN)	233.25 FT (HIGHTSTOWN RD) 254.27 FT (MCGETRICK LN)		
MINIMUM LOT WIDTH	150 FT	N/A	N/A	N/A		
MINIMUM LOT DEPTH	200 FT	N/A	N/A	N/A		
MINIMUM FRONT YARD	30 FT	19.3 FT(SOUTHFIELD RD) (EN) 28.1 FT (HIGHTSTOWN RD) (EN) 12.7 FT (MCGETRICK LN) (EN)	176.3 FT (SOUTHFIELD RD) 266.3 FT (SOUTHFIELD RD) 198 FT (HIGHTSTOWN RD) 288 FT (HIGHTSTOWN RD) 168.4 FT (MCGETRICK LN) 265.9 FT (MCGETRICK LN)	1116 FT (HIGHTSTOWN RD) 2106 FT (HIGHTSTOWN RD) 187.7 FT (MCGETRICK LN) 285.1 FT (MCGETRICK LN)		
MINIMUM REAR YARD	15 FT	N/A	N/A	N/A		
MINIMUM SIDE YARD	15 FT	99.7 FT	54.5 FT	35.5 FT		
YARDS ABUTTING RESIDENTIAL DISTRICTS	INCREASE BY 60 FT EXCEPT FOR FRONT YARD	N/A	N/A	N/A		
MAXIMUM FLOOR AREA RATIO	0.18	0.08 (12,865 SF)	¹ 0.055 (5,869 SF) ² 0.064 (5,869 SF)	¹ 0.071 SF (4,541 SF) ² 0.075 SF (4,541 SF)		
MAXIMUM IMPROVEMENT COVERAGE	55%	15.5% (26,327 SF)	¹ 65.1% (69,388 SF) (V) ² 66.0% (60,126 SF) (V)	¹ 56.2% (35,700 SF) (V) ² 54.7% (33,100 SF)		

² AFTER DEDICATI (V) = VARIANCE REQUIR (W) = WAIVER REQUIR

MOTOR VEHICLE SERVICE STATIONS AND MOTOR VEHICLE COMMERCIAL **GARAGES (§200-201.B.5)**

MINIMUM LOT WIDTH, INCLUDING ANY LOT SIDE WHICH PERMITS ACCESS: 150 FEE

MINIMUM SETBACK LINE FROM ALL STREET LINES: 40 FEET. INIMUM DISTANCE OF BUILDINGS FROM ALL PROPERTY LINES OTHER THAN STREET LINES: 25 FEET.

2 ½ STORIES / 35 FT

MINIMUM DISTANCE BETWEEN ANY BUILDINGS. INCLUDING ACCESSORY USES. AND ANY RESIDENCE DISTRICT: 50 FEET NIMUM DISTANCE BETWEEN ANY ACCESS DRIVEWAY AND ANY RESIDENCE DISTRICT: 50 FEET.

/INIMUM DISTANCE BETWEEN ANY ACCESS DRIVEWAYS AND THE LOT LINE OF THE FOLLOWING USES: CHURCH, LIBRARY, SCHOOL, COLLEGE, NURSING HOME, HOSPITAL AND MILAR USES: 200 FEET, MEASURED ALONG THE SAME STREET LINE IN THE SAME BLOCK. MINIMUM DISTANCE BETWEEN STRUCTURES OF ANY SERVICE STATION AND/OR REPAIR GARAGE AND ANOTHER SERVICE STATION AND/OR REPAIR GARAGE OR THOSE FOR HICH A BUILDING PERMIT HAS BEEN ISSUED SHALL BE 300 FEET. MEASURED ALONG THE SAME STREET LINE IN THE SAME OR ADJOINING BLOCK. FOR SIMILAR USE ABLISHMENTS LOCATED ON OPPOSITE SIDES OF THE STREET, THE POINT OF BEGINNING MEASUREMENT SHALL BE OFF-SET TO THE OPPOSITE STREET LINE. (V)

MINIMUM DISTANCE BETWEEN GASOLINE PUMP ISLANDS, COMPRESSED AIR CONNECTIONS AND SIMILAR EQUIPMENT AND FACILITIES AND ANY STREET LINES: 25 FEET. SPACING OF ACCESS DRIVEWAYS: INIMUM DISTANCE FROM ADJOINING PROPERTY LINES: 10 FEET. MINIMUM DISTANCE FROM MINOR INTERSECTIONS: 30 FEET. WHERE INTERSECTING STREET(S) IS(ARE) MAJOR OR MINOR ARTERIALS. AS DEFINED BY THE TOWNSHIP'S MASTER

LAN, THE MINIMUM DISTANCE UNDER THIS SUBSECTION SHALL BE 50 FEET. THIS DISTANCE SHALL BE MEASURED FROM THE RIGHT-OF-WAY LINES OF INTERSECTING STREETS B. MINIMUM DISTANCE BETWEEN ACCESS DRIVEWAYS: 30 FEET ACCESS DRIVEWAYS ONTO STATE OR COUNTY HIGHWAYS SHALL BE APPROVED BY THE TOWNSHIP ENGINEER AND THE STATE OR COUNTY HIGHWAY DEPARTMENT.

(J) HYDRAULIC HOISTS, PITS AND ALL LUBRICATION, GREASING, WASHING AND REPAIR EQUIPMENT SHALL BE ENTIRELY ENCLOSED WITHIN BUILDINGS.

(K) EXTERIOR LIGHTING SHALL BE SHIELDED SO THAT IT IS DEFLECTED AWAY FROM ADJACENT PROPERTIES AND FROM PASSING MOTORISTS. WRECKED OR JUNKED OR STRIPPED VEHICLES OR VEHICLES IN AN INOPERATIVE CONDITION SHALL NOT BE PERMITTED ON THE PREMISES FOR A PERIOD OF MORE THAN 30 AYS. ONE CUSTOMER'S MOTOR VEHICLE MAY BE KEPT ON THE SITE FOR SALE. (M) LEASE OR RENTAL OF MOTOR VEHICLES MAY BE PERMITTED IN CONJUNCTION WITH A MOTOR VEHICLE SERVICE STATION PROVIDED THAT

THE SIDE AND REAL PROPERTY YARDS ABUTTING THE AREA CONTAINING SUCH LEASE OR RENTAL VEHICLES SHALL BE LANDSCAPED, FENCED OR SCREENED TO PROVIDE, AT TI ME OF INSTALLATION, AN EFFECTIVE VISUAL BARRIER TO OBSCURE FROM VIEW AT GROUND LEVEL THE STORED VEHICLES FROM ADJOINING USES. 4. THE NUMBER OF VEHICLES PERMITTED ON A LOT SHALL NOT INTERFERE WITH NOR IMPEDE THE DAILY ACCESS TO AND CIRCULATION OF THE SERVICE STATION OPFRATIC

ACCESS, PARKING & LOADING REQUIREMENTS

HERE A SITE OCCUPIES A CORNER OF TWO INTERSECTING ROADS, NO DRIVEWAY ENTRANCE OR EXIT SHALL BE LOCATED WITHIN 50 FEET OF THE POINT OF TANGENCY OF TH XISTING OR PROPOSED CURB RADIUS OF THAT SITE. (§200-29.I.1.C) (W) NO PART OF ANY DRIVEWAY SHALL BE LOCATED WITHIN A MINIMUM OF 10 FEET OF A SIDE PROPERTY LINE. HOWEVER, THE PLANNING BOARD MAY PERMIT A DRIVEWAY SERVING TWO OR MORE ADJACENT SITES TO BE LOCATED ON OR WITHIN 10 FEET OF A SIDE PROPERTY LINE BETWEEN THE ADJACENT SITES. (§200-29.I.1.D) HERE TWO OR MORE DRIVEWAYS CONNECT A SINGLE SITE TO ANY ONE ROAD, A MINIMUM CLEAR DISTANCE OF 200 FEET MEASURED ALONG THÉ RIGHT-OF-WAY LINE SHALL SEPARATE THE CLOSEST EDGES OF ANY TWO SUCH DRIVEWAYS. WHERE SUCH DEVELOPMENT FRONTS ON AN ARTERIAL STREET, ACCESS TO PARKING AND SERVICE AREAS, E PRACTICABLE. SHALL BE PROVIDED BY A SINGLE ACCESS TO THE ARTERIAL STREET. (\$200-29.I.1.f) (W) HERE A DEVELOPMENT FRONTS ON A PRINCIPAL, MAJOR OR MINOR ARTERIAL OR A MAJOR COLLECTOR, À COMBINED ONE POINT OF ACCESS AND EGRESS TO PARKING AND

SERVICE AREAS SHALL BE PROVIDED. EXCEPT WHERE LARGE FRONTAGES (1.000 FEET OR LARGER) ARE INVOLVED. IN THOSE INSTANCES WHERE TWO OR MORE DRIVEWAYS. CONNECT A SINGLE SITE TO ANY ONE ROAD, A MINIMUM CLEAR DISTANCE OF 300 FEET MEASURED ALONG THE RIGHT-OF-WAY LINE SHALL SEPARATE THE CLOSEST EDGES OF AN TWO SUCH DRIVEWAYS. (§200-29.I.1.g) (W DRIVEWAYS USED FOR TWO-WAY OPERATION SHALL INTERSECT THE ROAD AT AN ANGLE TO AS NEAR 90° AS SITE CONDITIONS WILL PERMIT AND IN NO CASE WILL BE LESS THAN 60°

PRIVEWAYS USED BY VEHICLES IN ONE DIRECTION OF TRAVEL (RIGHT TURN ONLY) SHALL NOT FORM AN ANGLE SMALLER THAN 45° WITH A ROAD, UNLESS ACCELERATION AND DECELERATION LANES ARE PROVIDED. (§200-29.I.2.B) OMMERCIAL DRIVEWAYS SHALL BE 15-30 FEET WIDE FOR ONE-WAY AND 24 FEET WIDE FOR TWO-WAY. DRIVEWAYS SHALL BE 5 FEET WIDER AT THE CURBLINE AND THIS ADDITIONAL WIDTH SHALL BE MAINTAINED FOR A DISTANCE OF 20 FEET INTO THE SITE. (§200-29.I.3) (W)
SIGHT TRIANGLES. IN ADDITION TO RIGHT-OF-WAY WIDTHS REQUIRED FOR THE FULL LENGTH OF STREETS AND WIDER INTERSECTIONS AS SPECIFIED ABOVE, SIGHT TRIANGLES SHALL BE DEDICATED AS FOLLOWS: THE AREA BOUNDED BY THE RIGHT-OF-WAY LINES AND A STRAIGHT LINE CONNECTING SIGHT POINTS ON STREET CENTER LINES WHICH ARE THE OLLOWING DISTANCES FROM THE INTERSECTION OF THE CENTER LINES: (2) WHERE A LOCAL STREET INTERSECTS A COLLECTOR STREET OR MINOR ARTERIAL, 90 FEET ON THE OCAL AND 200 FEET ON THE COLLECTOR OR MINOR ARTERIAL (§200-57.E.2) (W)

PARKING LOTS, LOADING AND UNLOADING AREAS SHALL BE PROHIBITED IN THE AREA BETWEEN THE FRONT BUILDING LINE AND THE STREET LINE.

ADDITION TO THE REQUIRED FACILITIES FOR PASSENGER AUTOMOBILES, FACILITIES FOR THE SECURE AND CONVENIENT PARKING OF BICYCLES SHALL BE PROVIDED. THE NUMBER OF SUCH BICYCLE SPACES SHALL BE ONE SPACE FOR EACH 20 PARKING SPACES OR FRACTION THEREOF; PROVIDED, HOWEVER, THAT SHOULD IT BE DEMONSTRATED THAT THE PROPOSED USE OF THE DEVELOPMENT APPLICATION WILL GENERATE A GREATER NEED FOR BICYCLE PARKING THAN THAT PROVIDED FOR HEREIN, THE PLANNING BOARD Y REQUIRE A REASONABLE INCREASE IN BICYCLE PARKING SPACES. BICYCLE PARKING FACILITIES SHALL BE OF SUCH TYPE AND QUANTITY AS TO ENCOURAGE AND FACILITATE. THE USE OF THE BICYCLE AS A MEANS OF TRANSPORTATION BY THE EMPLOYEES AND CUSTOMERS OF THE LAND OR BUILDING. (\$200-27.B.2) SIDEWALKS BETWEEN PARKING AREAS AND PRINCIPAL STRUCTURES, ALONG AISLES AND DRIVEWAYS AND WHEREVER PEDESTRIAN TRAFFIC SHALL OCCUR SHALL BE PROVIDED TH A MINIMUM WIDTH OF FOUR FEET OF PASSABLE AREA AND BE RAISED SIX INCHES OR MORE ABOVE THE PARKING AREA, EXCEPT WHEN CROSSING STREETS OR DRIVEWAYS. A

POINTS OF INTERSECTION BETWEEN PEDESTRIAN AND MOTORIZED LINES OF TRAVEL AND AT OTHER POINTS WHERE NECESSARY TO AVOID ABRUPT CHANGES IN GRADE. A SIDEWALK SHALL SLOPE GRADUALLY SO AS TO PROVIDE AN UNINTERRUPTED LINE OF TRAVEL. GUIDE RAILS AND WHEEL STOPS PERMANENTLY ANCHORED TO THE GROUND SHAI E PROVIDED IN APPROPRIATE LOCATIONS. PARKED VEHICLES SHALL NOT OVERHANG OR EXTEND OVER SIDEWALK AREAS UNLESS AN ADDITIONAL SIDEWALK WIDTH OF 2 1/2 FEE IS PROVIDED TO ACCOMMODATE SUCH OVERHANG. (\$200-29.D.1) (W) FOR 90 DEGREE (PERPENDICULAR PARKING), THE AISLE WIDTH FOR ONE-WAY AND TWO-WAY TRAFFIC SHALL BE A MINIMUM OF 24 FEET. (§200-29.M.1)

PARKING AREAS OR LOTS PROVIDING FOR MORE THAN 60 MOTOR VEHICLE SPACES SHALL, WHERE POSSIBLE, BE SUBDIVIDED INTO MODULAR PARKING BAYS OR LOTS OF NOT GREATER THAN 60 SPACES EACH. SINGLE ROW OR LINE OF SPACES WITHIN A BAY SHOULD BE NO MORE THAN 20 SPACES IN LENGTH. PARKING BAY SHOULD BE SEPARATED FROM CCESS OR CIRCULATION DRIVES BY TEN-FOOT-WIDE ISLANDS FOR THE FULL WIDTH OF A BAY AT THE ENDS OF ROWS. DESIGNATED HANDICAPPED PARKING SPACES SHALL BE OCATED ON THE SHORTEST ROUTE OF TRAVEL FROM ADJACENT PARKING TO AN ACCESSIBLE ENTRANCE. EVERY EFFORT SHALL BE MADE TO PLAN AN ACCESSIBLE PATH OF TRAVEL FROM PARKING SPACES TO PRIMARY ACCESS WHICH DOES NOT CROSS VEHICULAR TRAFFIC LANES. WHEN IT IS NECESSARY TO CROSS VEHICULAR TRAFFIC LANES, THE DUTE OF TRAFFIC SHALL BE DESIGNATED AND MARKED AS A CROSSWALK. (§200-29.M.3) OUTDOOR PARKING OR SERVICE AREAS FOR USES OPEN TO THE PUBLIC, PARKING SPACES SHALL BE DOUBLE-STRIPED BETWEEN SPACES WITH LINES 18 INCHES ON CENTER. LINES SHALL BE FOUR INCHES WIDE. SUCH AREAS SHALL BE CURBED WITH PERMANENT AND DURABLE CURBING TO CONFINE CARS TO STRIPED PARKING, WITHOUT OVERHANG OI PROJECTION ONTO SIDEWALKS. DRIVEWAYS. BICYCLE PARKING AREAS. PLANTED AREAS OR ADJACENT LANDSCAPED AREAS. MARKINGS FOR DESIGNATED HANDICAPPED PARKIN PACES SHALL BE IN ACCORDANCE WITH APPLICABLE PROVISIONS OF THE AMERICANS WITH DISABILITIES ACT OF 1990. (§200-29.M.4) DUTDOOR BICYCLE PARKING FACILITIES SHALL BE LOCATED IN CONVENIENT LOCATIONS CLOSE TO BUILDING ENTRANCES OR PEDESTRIAN WALKWAYS LEADING TO BUILDING NTRANCES. SUCH FACILITIES SHALL BE CLEARLY MARKED AND SEPARATED FROM AUTOMOBILE ACCESS BY EITHER LANDSCAPING, RAISED CURBS OR SIMILAR DEVICES. INDOC

BICYCLE PARKING FACILITIES SHALL BE PROVIDED IN A SECURE AND SAFE AREA. (§200-29.N.2) BICYCLE ACCESS SHOULD BE COMBINED WITH MOTOR VEHICLE ACCESS WHERE POSSIBLE. IN THOSE CASES WHERE BICYCLE ACCESS IS COMBINED WITH MOTOR VEHICLE ACCESS DRIVEWAYS TO THE SITE UNDER REVIEW. THE DRIVEWAY SHALL BE NOT LESS THAN 15 FEET WIDE IF ONE-WAY IN DIRECTION. AND 30 FEET IF TWO-WAY IN DIRECTION. IN THOSE CASES WHERE BICYCLE ACCESS IS INDEPENDENT FROM MOTOR VEHICLE ACCESS DRIVEWAYS TO THE SITE UNDER REVIEW, THE BICYCLE ACCESS DRIVE SHALL BE NOT LESS THE FOUR FEET WIDE IF ONE-WAY IN DIRECTION AND EIGHT FEET WIDE IF TWO-WAY IN DIRECTION. BICYCLE ACCESS TO A LOT SHALL NOT BE COMBINED WITH PEDESTRIAN ACCESS. NOR SHALL IT BE VIA A SEPARATE PATH PARALLEL AND ADJACENT TO MOTOR VEHICLE ACCESS. ACCESS, EGRESS AND INTERNAL CIRCULATION SHALL BE PLANNED SO AS TO MINIMIZE CONFLICTS BETWEEN AUTOMOBILES, TRUCKS, BICYCLES AND PEDESTRIANS, BOTH WITHIN THE LOT AND ON THE ADJACENT STREET. BICYCLE ACCESS DRIVEWAYS AND AISLES SHALL NOT CONTAIN HAZARDS TO THE CYCLISTS (E.G., PARALLEL BAR DRAINAGE GRATES, INSUFFICIENT SIGHT CLEARANCE AT POINTS OF INTERSECTION OR INSUFFICIENT LATE OR VERTICAL CLEARANCE OR RADII OF CURVATURE). (§200-29.N.3)

CYCLE PARKING FACILITIES SHALL BE LOCATED CLOSE TO MAJOR ENTRANCES TO BUILDINGS OR OTHER AREAS THEY SERVE, IN VIEW OF WORKING PERSONNEL ON-SITE OR CLOSE TO HIGH ACTIVITY AREAS TO MINIMIZE CHANCES OF THEFT OR VANDALISM. PARKING FACILITIES SHALL PROVIDE FOR PADLOCK. CHAIN OR CABLE ATTACHMENT AND SHAL LOW FOR BOTH WHEELS AND THE FRAME OF A BICYCLE TO BE SECURED TO IT WITH A STANDARD SIX-FOOT CABLE OR CHAIN. DEVICES SUCH AS LOCKERS OR THOSE THAT SUPPORT THE BICYCLE BY ITS FRAME OR HANDLEBARS SHALL BE USED RATHER THAN SLOTTED CONCRETE SLAB OR VERTICAL BAR TYPE RACKS OR OTHER DEVICES THAT SUPPORT THE BICYCLE BY A WHEEL AND COULD CAUSE DAMAGE TO WHEEL RIMS. THE LOCKERS SHALL BE CLOSE TO AN ENTRANCE TO THE BUILDING THEY SERVE, BUT NEED IEITHER BE LOCATED AT A MAJOR ENTRANCE TO THE BUILDING NOR BE IN VIEW OF WORKING PERSONNEL ON-SITE OR CLOSE TO HIGH ACTIVITY AREAS. IN LIEU OF THE LOCKERS THE SAME NUMBER OF BICYCLE PARKING SPACES PROVIDING EQUIVALENT SECURITY AND CONVENIENCE MAY BE PROVIDED WITHIN THE BUILDING THEY SERVE. (§200-29.N.4) NO PARKING OR LOADING SPACES SHALL BE PERMITTED IN THE FRONT YARD AREA OF ANY BUSINESS DISTRICT. (§200-230) (W)

AUTOMOBILE AND GASOLINE SERVICE STATIONS: 1 SPACE FOR EACH GASOLINE PUMP, GREASE RACK OR SIMILAR SERVICE AREA, WITH A MINIMUM OF FIVE SPACES PLUS 1 SPACE FOR EACH EMPLOYEE DURING THE PERIOD OF GREATEST EMPLOYMENT: (8 PUMPS) X (1 SPACE/PUMP) + (4 EMPLOYEES) X (1 SPACE/EMPLOYEE) = 12 SPACES RETAIL BUSINESS / INDIVIDUAL SHOPPING: MINIMUM 1 SPACE FOR EACH 350 SQUARE FEET OF BUILDING FLOOR AREA: (5,869 SF) X (1 SPACE/350 SF) = 16.77 (17) SPACES MAXIMUM 1 SPACE FOR EACH 200 SQUARE FEET OF BUILDING FLOOR AREA: (5,869 SF) X (1 SPACE/200 SF) = 29.35 (30) SPACES DRIVE-IN OR FAST FOOD ESTABLISHMENT: 1 SPACE FOR EACH 25 SQUARE FEET OF BUILDING FLOOR AREA PLUS 1 SPACE FOR EACH 2 PERSONS EMPLOYED THEREIN = (4,541 SF) X (1 SPACE / 25 SF) + (10 EMPLOYEES) X (1 SPACE / 2 EMPLOYEES) = 186.64 (187) SPACES (LOT 2)

LOT 1) 29 SPACES MINIMUM & 42 SPACES MAXIMUM REQUIRED (2 ADA SPACES REQUIRED, INCLUDING 1 VAN ACCESSIBLE SPACE); 49 SPACES PROPOSED (2 ADA SPACES PROPOSED, NCLUDING 2 VAN ACCESSIBLE SPACE) (W) (LOT 2) 187 SPACES REQUIRED (5 ADA SPACES REQUIRED, INCLUDING 1 VAN ACCESSIBLE SPACE); 43 SPACES PROPOSED (2 ADA SPACES PROPOSED, INCLUDING 1 VAN ACCESSIBLE

ARKING SPACE SIZE REQUIRED (§200-29.M.6): 9 FT X 18 FT; 9 FT X 18 FT, 10 FT X 18 FT & 10 FT X 20 FT PROPOSED MPERVIOUS SURFACES SHALL BE USED FOR ALL DRIVES AND PARKING AREAS EXCEPT AS OTHERWISE REQUIRED BY § 200-27B(1), AND PERVIOUS SURFACES SHALL BE USED FOR ALL OTHER PAVED AREAS, INCLUDING SIDEWALKS, TRAILS, COURTYARDS, AND OTHER SITE AMENITIES. THE BOARD OF JURISDICTION MAY EXCLUDE SITE AMENITIES FROM THE MIC

LOADING AREA NEED NOT BE NECESSARILY A FULL BERTH, BUT SHALL HAVE A MINIMUM PLAN DIMENSION OF AT LEAST 10 FEET OVERLOAD CLEARANCE. (§200-29.0.1) UNOBSTRUCTED ACCESS, AT LEAST 10 FEET WIDE, TO AND FROM A STREET SHALL BE PROVIDED. SUCH ACCESS MAY BE COMBINED WITH ACCESS TO A PARKING LOT. ALL FRMITTED OR REQUIRED LOADING AREAS OR BERTHS SHALL BE ON THE SAME LOT AS THE USE TO WHICH THEY ARE ACCESSORY, NO ENTRANCE OR EXIT FOR ANY LOADING ARI OR BERTH SHALL BE LOCATED WITHIN 50 FEET OF ANY STREET INTERSECTION. NO OFF-STREET LOADING BERTH OR AREA SHALL BE LOCATED IN ANY FRONT YARD. (\$200-29.P.1) L AREAS FOR THE LOADING AND UNLOADING OF VEHICLES AND FOR THE SERVICING OF ESTABLISHMENTS OR SHOPS SHALL HAVE ADEQUATE AND UNOBSTRUCTED ACCESS FR A STREET, SERVICE DRIVEWAY OR ALLEY AND SHALL BE SO ARRANGED THAT THEY MAY BE USED WITHOUT BLOCKING OR OTHERWISE INTERFERING WITH THE USE OF AUTOMOBILE CCESSWAYS, PARKING FACILITIES, FIRE LANES OR SIDEWALKS. (§200-29.P.2)

01 TO 10,000 SF: 1 SPACE TOTAL PROPOSED: 2 SPACES (LOT 1 001 TO 10,000 SF: 1 SPACE TOTAL PROPOSED: 0 SPACES (LOT 2) (V)

ADING SPACE SIZE REQUIRED (§200-29.0.2): 12 FT X 33 FT; 15 FT X 104.5 FT & 15 FT X 105.9 FT PROPOSED IINIMUM OFF-STREET PARKING AND LOADING REQUIREMENTS AS REQUIRED BY THIS ARTICLE MAY ONLY BE EXCEEDED AS PERMITTED IN THIS ARTICLE OR WHERE IT CAN BE DEMONSTRATED AT THE TIME OF PLANNING BOARD REVIEW THAT SUCH ADDITIONAL PARKING FACILITIES ARE NECESSARY FOR THE ACTUAL OPERATION OF A PROPOSED USE. IN UCH INSTANCES, THE PLANNING BOARD MAY GRANT AN INCREASE IN MINIMUM SPACE ON A LOT, PROVIDED THAT ALL OTHER BULK AND AREA REQUIREMENTS ARE MET FOR THE ISF IN THE DISTRICT IN WHICH IT IS LOCATED. (§200-28.D.2.b)

REVISIONS

REV DATE COMMENT

			CHECKED BY
1 08/17/2020	00/47/2020	REV. PER TRC	GJB
	COMMENTS	TXL	
2 09/10/2020	00/10/2020	REV. PER TRC	SDC
	COMMENTS	TXL	
3 10/26/2020	REV. PER TOWNSHIP/	SDC	
	COUNTY COMMENTS	TXL	
4 11/16/2020	11/16/2020	REV. PER COUNTY	CPR
	COMMENTS	TXL	
5 11/25/2020	11/25/2020	REV. PER COUNTY	SDC
	COMMENTS	TXL	
6 01/13/2021	REV. PER TOWNSHIP	SDC	
	COMMENTS	TXL	
7 01/19/202	01/10/2021	REV. PER TRC	VLM
	01/18/2021	COMMENTS	TXL



NEW JERSEY

YOU MUST CALL 811 BEFORE ANY EXCAVATION WHETHER IT'S ON PRIVATE OR PUBLIC LAND.

www.nj1-call.org

EVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUC DOCUMENT UNLESS INDICATED OTHERWISE

04/28/202

J190844-PSP-7

DRAWN BY: **CHECKED BY:**

CAD I.D.:

DATE:

PROJECT:

PRELIMINARY SITE PLAN

EAST RIDGE DEVELOPMENT,

PROPOSED QUICKCHEK FOOD STORE WITH FUEL SALES AND RESTAURANT WITH DRIVE-THRU MAP: 23.03 | BLK: 47 | LOTS: 2-6 332-340 HIGHTSTOWN ROAD AND 125 SOUTHFIELD ROAD TOWNSHIP OF WEST WINDSOR

MERCER COUNTY, NEW JERSEY

30 INDEPENDENCE BLVD., SUITE 200 WARREN. NJ 07059 Phone: (908) 668-8300 (908) 754-4401 www.BohlerEngineering.com NJ CERT. OF AUTHORIZATION NO. 24GA28161700 & MH0001

T. LAM

PROFESSIONAL ENGINEER

NEW JERSEY LICENSE No. 47863 NEW YORK LICENSE No. 092942 CONNECTICUT LICENSE No. 30024 PENNSYLVANIA LICENSE No. 76746

SHEET TITLE:

LAYOUT

REVISION 7 - 01/19/2021