



# WEST WINDSOR TOWNSHIP

## DEPARTMENT OF COMMUNITY DEVELOPMENT DIVISION OF ENGINEERING

### MEMORANDUM

TO: West Windsor Township Planning Board

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

DATE: June 2, 2023

SUBJECT: **Penns Neck Plaza - Concept Plan Submission #2**  
Block 39, Lots 4, 5, 7, 16 & 27  
Block 38, Lots 1, 2, 3, 25 & 45  
US Route 1, Mather Avenue (vacated), Varsity Avenue (vacated) & Washington Road (CR 526)  
PB20-08

### Documents Received/Reviewed:

The following documents have been submitted for review:

- A. 30"x42" exhibit entitled "Conceptual Site Plan – Penns Neck Plaza – Block No. 38, Lot No. 1,2,3,25,48 – Block No. 39, Lot 4, 7, 16, 27 – West Windsor, Mercer County New Jersey" prepared by Michael Fowler, NJPE of Langan and dated October 14, 2022, revised through May 23, 2023;
- B. 30"x42" exhibits entitled "Traffic Circulation Plan – Penns Neck Plaza – Block No. 38, Lot No. 1,2,3,25,48 – Block No. 39, Lot 4, 7, 16, 27 – West Windsor, Mercer County New Jersey" prepared by Michael Fowler, NJPE of Langan and dated October 14, 2022, revised through May 23, 2023, consisting of two sheets;
- C. 8.5x11" color rendering exhibit consisting of photographs and color architectural renderings of the site and adjacent residential areas, consisting of five (5) pages;
- D. 7.5"x10" color exhibit entitled "Penns Neck Plaza – Existing Site Photographs" consisting of photographs of the condition of vacant homes within the project limits;
- E. Report entitled "Traffic Impact Study for Penns Neck Plaza - West Windsor Township, Mercer County, New Jersey" prepared by Langan (Karl A. Pehnke, P.E., P.T.O.E. & Eric J. Vilorio, P.E.) dated April 4, 2023, unrevised;
- F. Letter report referenced "Acoustical Evaluation of Proposed Commercial Site – Penns Neck Plaza, West Windsor, NJ" from Lewis S. Goodfriend & Associates (Jack A. Zybura, P.E.) to Penns Neck Plaza, LLC dated May 22, 2023;

### Narrative:

The subject property is a tract of 10 lots approximately 6.16-acres (including rights-of-way to be vacated and excluding rights-of-way to be dedicated) located along US-1 North to its northwest and bounded on the northeast

by Washington Road (Mercer County Route 526/571). The overall tract contains nine (9) current residential properties, the existing Gulf gas station at the southerly interchange of US-1 and CR 526, and portions of to-be-vacated rights-of-way (Mather and Varsity Avenues). Residential uses will remain to the southeast with a Township-owned parcel to the southwest and the Princeton Branch of the NJ Transit line just beyond. The entire property will be cleared of trees and razed of all structures to affect the proposed redevelopment.

The tract is located within the Penns Neck Business Commercial Redevelopment Area and comprises the entirety of same. The proposed development consists of a 5,670 square-foot convenience store with a 16-fueling station gasoline service station, two (2) 2,500 square-foot drive-thru cafes, and a 3,500 square-foot Urgent Care facility. Primary access is provided via a 30'-wide right-in, right-out driveway from US-1 with accel/decel lanes. A secondary 42'-wide access to Washington Road with one ingress lane and left-only and right-only egress lanes is also provided. Appurtenant improvements shown on the plan consist of driveways, drive-thru lanes and parking areas, solid waste storage areas, curbing, sidewalk with crosswalks, a compressed air/vacuum station, stormwater management basins along the southwesterly and northeasterly edges of the tract and two 8'-high berms with 12'-fencing along the southeasterly border with the adjacent residential properties. Paved turnaround areas are also provided at the proposed termini of Mather and Varsity Avenues within the limits of the subject property, with a 20'-high wall/emergency access gate at the Varsity Ave terminus.

I have reviewed the documentation and offer the following comments for the Board's consideration:

1.0 **Concept Plan**

1.01 The following modifications have been made to the site layout based on comments by the public and by the Board at the regular Planning Board meeting of November 9, 2022:

- Elimination of vehicular and pedestrian access from Varsity and Mather Avenues to and from the site;
- Introduction of proposed truck turnarounds and emergency vehicle access to the site at the proposed termini of the respective roads, with public access easements being proposed at each location;
- Modifications to the limits of the proposed berms to accommodate said turnaround areas;
- Relocation of the proposed "Trash & Recycling Area with Maintenance Shed" to the south of the proposed convenience store;

The applicant shall provide testimony on these and all other modifications made to the concept plan after the initial public hearing.

1.02 At the 1<sup>st</sup> hearing, testimony was provided that the applicant will look into alternate stormwater treatment that will allow the existing Mather Avenue cul-de-sac bulb to remain. The revised Concept Plan remains unchanged in this regard. The applicant should provide testimony on what efforts have been made to satisfy this promise to the Board and the public.

The proposed development will qualify as a major development under the Township's Green Infrastructure (GI) Stormwater Control Ordinance (SCO). The applicant should quantify through testimony the proposed overall increases in both improvement coverage and regulated motor vehicle surfaces. Testimony on how the proposed bioretention basins meet the "small-scale" requirement for water quality treatment and groundwater recharge should also be provided.

1.03 The plan indicates a variable-width "taking" by NJDOT along the US-1 frontage that varies from 6.4 feet at the southerly tract line to 9.5 feet at the northerly edge of the NJDOT right-of-way. The plans further show a variable width "easement" to Mercer County along Washington Road. The applicant should

provide testimony on how these were established and with what input from these outside agencies. The proposed Maximum Improvement Coverage would be impacted if the County requires a Fee Dedication of right-of-way, rather than the assumed easement.

- 1.04 The plans indicate a “pylon sign” at the US-1 access point, a “monument sign” at the CR 526 access and the wayfinding/directional signage proposed in the interior of the site. Testimony should be provided whether this signage conforms to Ordinance standards in addition to applicable construction codes.
- 1.05 The applicant shall provide testimony to the Board about the 8’-high berm with 12’-high fence/sound wall to be constructed atop it (and 20’-high wall/gate at Varsity Ave terminus) as a buffer for the existing residential neighborhood. The applicant’s acoustical engineer shall provide testimony in support of the conclusions of the submitted report (Submission Item F). Additional comments are deferred to the Board’s acoustical consultant.
- 1.06 Accommodations for bicyclists and pedestrians both on and through the site should be presented to the Board through testimony. Bike racks are being provided at each building for a total of 16 spaces, whereas 7 are required using the Township ordinance standard of 1 space per 20 vehicular parking spaces.
- 1.07 The aggregate number of parking spaces required for the proposed development is 120. The applicant is providing 124 physical parking spaces, with 51 of them for the Convenience store with Filling Station use and a total of 73 available for the drive-thru cafés and Urgent Care use. The applicant is providing 4 Make-Ready Electric Vehicle Charging station spaces, which count as two spaces each per the DCA Model Statewide Municipal EV ordinance, which results in a total count of 128 spaces for the project. A design waiver will be required to exceed the Ordinance standard at the time of site plan submission.

It is noted that the applicant is providing more barrier-free parking than is required and is providing one barrier-free make-ready EV space in accordance with the regulations.

- 1.08 No loading spaces are proposed for either of the drive-thru cafes or the Urgent Care facility, where one space is required for each. This will require design waiver requests at the time of formal submission with supporting testimony on how delivery needs will still be met for each facility without negatively affecting traffic and circulation.
- 1.09 At the time of formal submission, all existing sanitary sewer connections for the existing dwellings and gasoline service station must be located and identified for proper abandonment to prevent potential inflow and infiltration (I&I) issues within the Township sanitary sewer system.
- 1.10 The design assumes that all of the existing Mather Avenue ROW and Varsity Avenue ROW will be incorporated into the subject property. The Concept Plan identifies numerous existing utilities in the Mather Avenue cul-de-sac, including a drainage system that connects runoff from Mather Avenue to NJDOT’s US-1 drainage system, several monitoring wells, unspecified utility manholes, and a sanitary sewer manhole showing a partial location of inflowing 6” ductile iron pipe but no indication of where it terminates. Should the Mather Avenue cul-de-sac be vacated by Council as proposed on the plan, all of the utilities to remain or to be relocated are to be placed into easements to the appropriate entity. Rerouting should be planned for as maintaining utilities under the proposed bioretention basin is not recommended.
- 1.11 The Township Tax Maps show a 20’-wide sanitary sewer easement along the rear of Block 39, Lots 2 and 3. This will need to be vacated by Township Council as part of the approval process, in addition to the vacation of Mather and Varsity Avenues. Maps and descriptions of the areas to be vacated, as well as all easements proposed, will be required to be prepared by the applicant for these purposes at the time of formal site plan application.

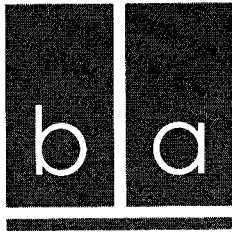
- 1.12 The applicant has dedicated two 4-space contiguous parking areas (one to the south of the convenience store, one to the south of the Urgent Care facility) as designated snow storage areas for the storage of snow removed from the turnaround areas at the proposed Varsity and Mather Ave termini. Testimony regarding snow removal strategy for the remainder of the site shall be provided to the Board.
- 1.13 According to the most recent tax records available, multiple properties involved in the subject application are under various ownership control:
- 38/2 Penns Neck Access, LLC
  - 38/25 Varsity 266, LLC
  - 38/45 Martin Kahn
  - 39/4 Triplet Properties, LLC
  - 39/5 Vanarra Properties LLC
  - 39/7 Washington Road LLC
  - 39/16 Felice J. Weiner

The applicant should advise the Board on the current status of acquisition of properties for redevelopment.

This completes the review of the referenced application documents. Other comments may be offered based on the responses to the above issues.

FG:IH

cc: Applicant (ryan.kennedy@stevenslee.com)  
I. Hill, PE, VCEA



COMMUNITY PLANNING  
LAND DEVELOPMENT AND DESIGN  
LANDSCAPE ARCHITECTURE

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

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: Penns Neck Plaza  
Concept Plan  
Block 38 Lots 1, 2, 3, 25, and 45  
Block 39 Lots 4, 5, 7, 16, and 27  
Southeast Corner of Washington Road and US Route 1

Date: June 1, 2023

BA#: 3789.15

WWT#: PB 20-08

### Introduction

The applicant, Penns Neck Associates, LLC, has submitted an application seeking conceptual site plan review for the development of a gasoline service station with a convenience store, two drive-through cafés, and an urgent care building. The site is identified by municipal tax records as Block 38 Lots 1, 2, 3, 25 and 45, as well as Block 39 Lots 4, 5, 7, 16, and 27. It is located at the southeast corner of Washington Road and US Route 1 in the Route 1 Penns Neck Business Commercial Redevelopment Area.

The following has been submitted for review:

1. Conceptual site plan prepared by Langan Engineering, dated October 14, 2022 (last revised May 23, 2023).
2. Traffic circulation plan prepared by Langan Engineering, dated October 14, 2022 (last revised May 23, 2023).
3. Traffic impact study prepared by Langan Engineering, dated April 4, 2023 (no revision date).
4. Acoustical evaluation prepared by Lewis S. Goodfriend and Associates, dated May 23, 2023.
5. Penns Neck Plaza existing site photographs.
6. Site plan renderings.

## Property Description

The subject site is located in the northerly portion of the Township, near the intersection of US Route 1 and Washington Road. Inclusive of rights-of-way, the site has an area of approximately six acres and is irregular in shape. It consists of ten separate lots which are identified in Table 1 below. Presently, these blocks are bisected by Varsity Avenue which intersects US Route 1.

The entirety of the subject site has approximately eight hundred and thirty feet of frontage along the US Route 1 Corridor, as measured between the westerly extent of Mather Avenue and the Washington Road ramp. Frontage along Washington Road is approximately two hundred and thirty feet. The depth of the site varies between two hundred and seventy feet to three hundred and ten feet, as measured from US Route 1.

The following table summarizes each of the lots within the subject site.

*Table 1: Summary of Subject Site*

Block	Lot	Address	Area	Land Use
38	1	3700 Brunswick Pike	0.57	Vacant Land
	2	3702 Brunswick Pike	0.53	Vacant Building
	3	3704 Brunswick Pike	0.60	Vacant Land
	25	266 Varsity Ave	0.52	Residential: Single Family
	45	265 Mather Ave	0.48	Residential: Single Family
39	4	3706 Brunswick Pike	0.64	Residential: Multifamily
	5	262 Washington Road	0.36	Vacant Building
	7	258 Washington Road	0.56	Residential: Two Family
	16	265 Varsity Road	0.54	Residential: Single Family
	27	264 Washington Road	0.62	Gas Station
		Total Area	5.41	

Surrounding land uses consist of: an abandoned gas station and the future Princeton University Lake Campus to the north; a retail building and a house of worship to the northwest; single-family dwellings and the SRI office campus to the east; single-family dwellings to the south; and single-family dwellings and the University Square (Black Rock Building) office development to the west.

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 submitted an application seeking conceptual site plan approval for the development of a gasoline service station with a convenience store, two drive-through cafés, and an urgent care building. The following is summarized.

### Gasoline Service Station and Convenience Store

A gasoline service station and convenience store is proposed in the southwesterly portion of the subject site. The proposed convenience store is to be located closer to the Mather Avenue right-of-way (ROW) and will have a footprint of 5,670 square feet. Eight gas pumps with a canopy are proposed to be located to the northeast of the store. Altogether, fifty parking spaces are to be located in this area, including three accessible spaces and two Make-Ready/Electric Vehicle spaces. A loading area is proposed along the southerly façade of the store, while a dumpster is located to its south.

### Drive-Through Cafés

Two drive-through cafés are proposed in the northerly half of the subject site. Both cafés have proposed footprints of 2,500 square feet. Each café will also have a dedicated drive-through lane which are shown to be able to accommodate eleven vehicles. Seventy-three parking spaces are located in this area, including six accessible spaces and two Make-Ready/Electric Vehicle spaces. These spaces will be shared with the urgent care building discussed below. Two dumpster areas are to be located to the south of each building.

### Urgent Care Building

An urgent care building is proposed to be located between the two aforementioned drive-through cafés. The building will have a footprint of 3,500 square feet. As previously noted, seventy-three parking spaces are located in this area which will be shared with the aforementioned two café buildings.

### Circulation and Parking

Altogether, one hundred and twenty-three parking spaces (or one hundred and twenty-seven spaces when incorporating the Make-Ready/Electric Vehicle bonus spaces) are proposed. Access to the site will be provided by two driveways: a right-in/right-out driveway along US Route 1; and a full movement driveway along Washington Avenue. Hammerhead turn-around areas with maintenance gates are proposed along the termini of Varsity Avenue and Mather Avenue. Bicycle racks are proposed adjacent to each building. Sidewalks are proposed along US Route 1 and Washington Avenue.

### Landscaping and Infrastructure

A fifteen-foot wide landscape buffer is proposed along the US Route 1 corridor as measured from the proposed New Jersey Department of Transportation (NJDOT) road widening taking, while a twenty-five-foot wide landscape buffer is proposed along Washington Road. In addition, a twenty-foot tall landscape buffer consisting of an eight-foot tall buffer and twelve-foot tall fence/sound wall is proposed along the southeasterly property line. A detention basin is to be located within the vicinity of the Mather Avenue right-of-way.

### Redevelopment History

On April 15, 2019, the West Windsor Township Council authorized the Township Planning Board to conduct a preliminary investigation to determine whether the subject site constituted an "area in need of redevelopment" under the New Jersey Local Redevelopment and Housing Law (LRHL). Following a public hearing held on July 24, 2019, the Planning Board ultimately determined and recommended to the Township Council that the entirety of the subject site constituted an Area in Need of Redevelopment.

Subsequently and pursuant to that recommendation, the Township Council adopted Resolution 2019-R191 on September 3, 2019 designating the entirety of the Study Area as a Condemnation Redevelopment Area. That same resolution directed the Planning Board to prepare a condemnation redevelopment plan for the aforementioned lots. As a result, a redevelopment plan was prepared and adopted on February 24, 2020.

### Master Plan

As per the 2020 Land Use Plan, the subject site is located in the Route 1 Penns Neck Business Commercial Redevelopment Area land use category. The 2020 Plan notes that the intent of this category is to facilitate the development of a small-scale neighborhood commercial center which will serve the daily needs of both the local residents of the Penns Neck community as well as those traveling along the US Route 1 corridor. It is also the Plan's intent that the Redevelopment Area serve as an attractive gateway for those entering the Penns Neck area of the Township from both US Route 1 and Washington Road.



## Zoning

The site is located in the Route 1 Penns Neck Business Commercial Redevelopment Area Zone. The following table summarizes the bulk standards of the district.

Table 2: Redevelopment Zone Standards

Regulations	Required	Proposed	Code
Min. Tract Area (sf)	Entirety of the district	Entirety of the district	200-289E.(1)
Min. Setbacks (ft)			
From US Route 1	40 feet, with 15-foot landscape buffer	55.0/15.0	200-289E.(2)(a)
From Washington Rd.	40 feet, with 25-foot landscape buffer	98.4/25.0	200-289E.(2)(b)
Side and Rear Yard	50	136.5/100.0	200-289E.(2)(c)
Yards abutting Res. District (ft)			200-289E.(3)
Setback	100	100.0	200-289E.(3)
Buffer	40	40.0	200-289E.(3)
Southerly Buffer Height	20	20.0	200-289E.(3)
Max. FAR (%)	13	5.0	200-289E.(4)
Max. Improvement Coverage (%)	60	60.0	200-289E.(5)
Max. Building Height (st/ft)	2.5/35	<1/35	200-289E.(6)
Setbacks for Drive-Throughs (ft)			200-289E.(7)
Building to Res. District	100	133	200-289E.(7)(a)
Driveway to Res. District	50	102	200-289E.(7)(b)

## Planning Review

We offer the following comments on the proposed development:

### Differences from Prior Concept Plan

The applicant should discuss the differences between this concept plan and the prior concept plan presented to the Planning Board. Of particular interest is the removal of access into the site from Mather Avenue and Varsity Avenue and the proposed turn-around areas located at their respective termini.

### Operational Information

The following is offered regarding the overall operations of the proposed uses:

1. Prospective Tenants. At the prior Planning Board hearing, it was noted that letters of interest (LOIs) were issued for the proposed tenant spaces. It was further indicated that one café would be coffee oriented, while the other would be for casual dining. Testimony should be provided as to whether there are any updates on this matter.
2. Hours of Operation. Testimony should be provided regarding the envisioned hours of operation for the proposed used. We note that the hours of operation for any convenience store utilized in conjunction with a gasoline service station is limited to 5:00 am to midnight.
3. Staffing. Estimates on anticipated staffing should be provided for each proposed use.

4. Deliveries. At the prior Planning Board hearing, the applicant noted that it was anticipated that deliveries would be made with box trucks during off-peak hours. This should be confirmed.

#### Building and Design Layout

Section 200-289F. establishes the building and design layout requirements of the redevelopment area. This are reiterated below, with our comments provided beneath each one.

5. Material and Design. The material and design of facades of buildings and structures shall relate to one another to the greatest extent possible in order to promote a visually cohesive environment. Buildings should reflect a continuity of treatment throughout the district, obtained by: maintaining base courses; maintaining cornice lines in buildings of the same height; extending horizontal lines of fenestration (windows); and reflecting architectural style and details, design themes, building materials and colors used in surrounding buildings to the greatest extent possible. Fenestration shall be provided on each building façade to the extent practical.

**Comment. Since this application is for concept plan review, architectural plans have not yet been provided. The applicant should conform to this standard, otherwise waiver relief will be required. Buildings should be designed with an understanding of both their internal visibility as well as their visibility from US Route 1 and Washington Road.**

6. Roofs. Pitched roofs (6/12 to 12/12) and mansard roofs are encouraged for buildings. Exposed flat roofs shall be allowed if the architectural detail, style, proportion and massing is complementary of adjacent structures; and further provided that buildings may have flat roofs only if all rooftop mechanical equipment are screened from public view.

**Comment. Architectural plans have not been provided with this submittal. This will be addressed at a later date.**

7. Gas Station Canopy. The roof of the gas station canopy shall be sloped. The columns of the canopy shall be designed with decorative materials which shall match those materials used for the buildings on site. Solar panels are encouraged on the roof of the canopy.

**Comment. Architectural plans have not been provided with this submittal. Testimony should be provided as to whether a sloped canopy is envisioned for the proposed gasoline service station, and whether it can accommodate solar panels. Whether sloped or flat, the materials comprising the columns of the canopy should match the materials of the proposed buildings.**

8. Decorative Pavers. Decorative pavers to distinguish pedestrian areas and routes as well as traffic control areas shall be required.

**Comment.** The treatment of the pedestrian area in the vicinity of the convenience store should be identified. This area will be flush with the parking area. Thus, we recommend that the applicant differentiate this space as a pedestrian area to the greatest extent feasible.

**In addition, patio areas are proposed near the cafés. The applicant should discuss the treatment of these areas. A general overview should be provided regarding how many tables can be accommodated there.**

### Parking and Circulation

While we defer to the Board's Traffic Engineer regarding parking and circulation, we offer the following comments:

9. Proposed Number of Parking Spaces. The applicant has proposed one hundred and twenty-seven parking spaces which includes the EV/Make-Ready Bonus of four spaces, whereas one hundred and twenty spaces are required. **Waiver relief** will be required from Section 200-28D.(2)(b) for exceeding the minimum number of off-street parking spaces.
10. Parking Stall Size. The applicant has proposed parking stall sizes of ten feet by eighteen feet as well as ten feet by twenty feet for the proposed gas station and convenience store. **Waiver relief** will be required from Section 200-29M(6) which establishes a stall size of nine feet by eighteen feet.
11. Loading. No loading spaces are to be provided for the drive-through buildings nor the urgent care building. Thus, **waiver relief** will be required from Section 200-27D.(1).
12. Building to Parking Area. **Waiver relief** is requested from Section 200-30A.(3) which requires a setback of twelve feet between buildings and parking areas, whereas the applicant has proposed a setback of 5.5 feet for the convenience store.
13. EV Parking. The applicant requires four Make-Ready parking spaces, at least one of which must be accessible for those with disabilities. Two such spaces have been provided to the southwest of the proposed gas station and convenience store, while two have been provided near the proposed urgent care building. Thus, this standard is being addressed.
14. Queue Lengths. The applicant should discuss the proposed queue lengths of the drive-through cafés. As previously noted, a queue length of eleven vehicles is presently shown for each café.

15. Bicycle and Pedestrian Circulation. Testimony should be provided regarding bicycle and pedestrian circulation. A sidewalk has been provided along US Route 1 as well as along Washington Road. Sidewalk connections toward Varsity Avenue as well as Mather Avenue have been eliminated.
16. Bicycle Parking. As established by Section 200-27B.(2), the applicant requires seven bicycle parking spaces. Four bicycle racks have been proposed, which the applicant notes will provide sixteen spaces. The Township prefers inverted U-style bike racks.
17. NJDOT Approval. The applicant and the Board should discuss the NJDOT right-of-way taking and what NJDOT approvals will be necessary.

### Landscaping and Design

While we defer to the Township Landscape Architect regarding landscaping, we offer the following comments.

18. Residential Buffer Height. The applicant should discuss both the visual and soundproofing aspects of the proposed buffer as designed, and how that combination compares to what would otherwise be provided with a taller berm and a shorter soundwall. As noted in an acoustical evaluation provided by the applicant, the proposed berm and sound barrier is "expected to reduce the noise impact from Route 1 traffic on the adjacent residential properties, compared to the existing conditions."

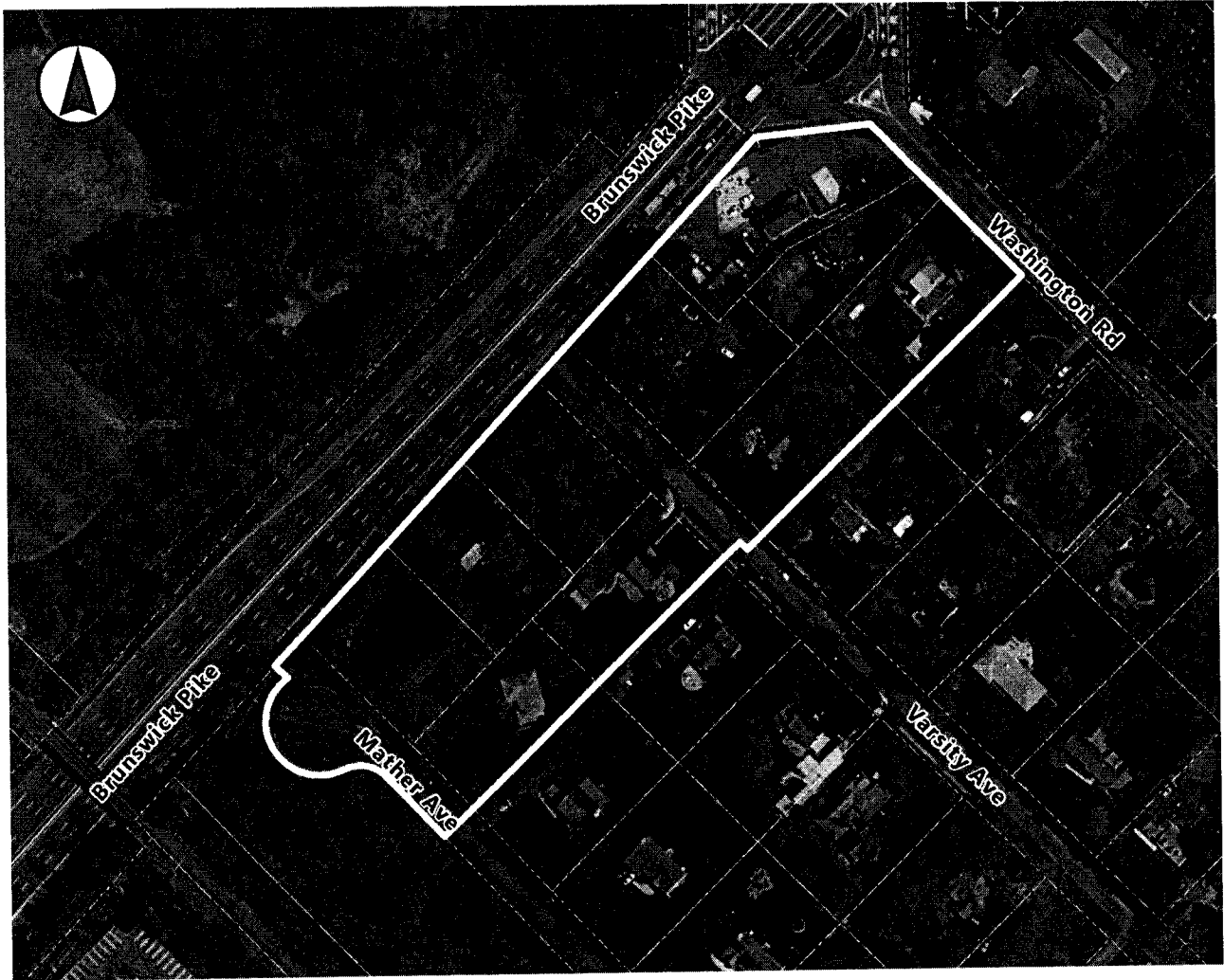
Section 200-389E.(3) establishes that yards abutting residential properties shall have a minimum setback of one hundred feet with a minimum forty foot-wide landscape buffer, as measured from the district boundary line. The buffer shall have a berm of no less than twelve feet in height, topped by an eight-foot-high fence constructed of highly effective sound-deadening material or an equivalent combination of berm, wall, and/or fence [emphasis added]. The applicant has provided a buffer height of twenty feet, which includes an eight-foot tall berm and a twelve-foot tall sound-deadening fence. This addresses this requirement of the ordinance and will not require a variance.

19. Renderings. The applicant has provided renderings of the soundwall from an aerial perspective, from Varsity Avenue, and from Mather Avenue.

### Signage Package

A signage review will be provided once this information is submitted.

Map 1: Subject Site (scale: 1" = 180')



[https://burgis.sharepoint.com/sites/BurgisData/Shared Documents/W-DOCS/PUBLIC/Pb-3700series/Pb-3789.15/Planning Board Concept Plan/Concept 02/3789.15 Penns Neck Plaza \(PB 20-08\) - Concept Plan Review 02.docx](https://burgis.sharepoint.com/sites/BurgisData/Shared Documents/W-DOCS/PUBLIC/Pb-3700series/Pb-3789.15/Planning Board Concept Plan/Concept 02/3789.15 Penns Neck Plaza (PB 20-08) - Concept Plan Review 02.docx)



SURINDER S. ARORA, PE  
President

## ARORA and ASSOCIATES, P.C.

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### MEMORANDUM

**DATE:** May 31, 2023

**TO:** West Windsor Township Planning Board

**FROM:** Quazi Masood, P.E., PTOE (Tel:646-933-0014) QM  
William T. Dougherty, PE, PTOE WTD  
Traffic Consultants

**SUBJECT:** Penns Neck Plaza Concept Plan, PB20-08  
Planning Board Review Memo #2  
Block 38; Lots 1, 2, 3, 25, & 45  
Block 39; Lots 4, 5, 7, 16, & 27  
West Windsor Township, Mercer County, New Jersey

#### Document Received

We are in receipt of the following information electronically for review:

- One (1) Yellow West Windsor Township Planning Board Transmittal from Lisa Komjati dated May 24, 2023 with reports due Friday June 2, 2023
- One (1) set of Penns Neck Plaza Existing Site Photographs (5 pages) prepared by Penns Neck Associates, LLC dated May 23, 2023
- One (1) set of Conceptual Site and Traffic Circulation Plans (3 sheets) prepared by Langan Engineering and Environmental Services, Inc. dated October 14, 2022, last revised May 23, 2023
- One (1) copy of a West Windsor Township Land Development Application (7 pages) prepared by Stevens & Lee, PC signed October 6, 2022
- One (1) copy of an Acoustical Evaluation Report (23 pages) prepared by Louis S. Goodfriend & Associates dated May 22, 2023
- One (1) copy of a Traffic Impact Analysis Report (184 pages) prepared by Langan Engineering and Environmental Services, Inc. dated April 4, 2023
- One (1) set of Site Plan Renderings, Existing and Proposed Conditions at Mather Avenue and Varsity Avenue (5 sheets) dated May 23, 2023

#### Project Description

The project proposes to construct a 5,670 square feet (sf) Convenience Store with sixteen (16) motor vehicle fueling positions, and two (2) café/restaurants (2,500 sf each) with drive-through service, and a 3,500-sf urgent care facility. The project will be situated in the Route 1 Penns Neck Business Commercial Redevelopment Zone.

The proposed site is currently bounded to the northeast by Washington Road and to the southwest by Mather Avenue. To the southeast is a residential neighborhood and to the northwest is US Route 1.

Access to-and-from the site is currently proposed through a single right-in/right-out driveway along US Route 1 northbound, and a full access driveway along Washington Road. The former one-way entrances

from Varsity Avenue and Mather Avenue, respectively, have both been closed off and truck turnaround areas are proposed instead. A maintenance access gate will be locked at the former Varsity Avenue access point. The existing Varsity Avenue is proposed to be vacated at this entrance. The Mather Avenue cul-de-sac is proposed to be converted into a bioretention basin.

## Review Comments

We have completed our review of the above-referenced documentation. Our follow-up responses to original comments and applicant's responses are shown in **bold blue font**:

1. An access permit will be required from the *New Jersey Department of Transportation (NJDOT)* for the proposed right-in/right-out (RIRO) driveway along northbound US Route 1 at the time of Site Plan submission. This memo documents that in 1997, NJDOT began preparing plans for proposed widening of US Route 1 along both directions of travel between Alexander Road (to the south) and Mapleton Road/Plainsboro Road (to the north). **Comment Open, pending NJDOT approval.**
2. An access permit will be required from Mercer County for the proposed full-access site driveway along Washington Road (CR 526/CR 571) at the time of Site Plan submission. **Comment Open, pending Mercer County approval.**
3. Two-lane drive-through lanes leading up to the menu boards (ordering stations) have been proposed for the two café restaurants at the site. It appears that the locations and orientations of the drive-through lanes might be problematic due to the elimination of pass-by lane. We request that queuing analyses be submitted at the time of Site Plan submission to ensure that the driveway openings would not be blocked by the spillback from proposed drive-through lanes. The applicant is encouraged to describe the desired vehicular circulation to the Board. **Comment Satisfied. Applicant has demonstrated drive-thru vehicular movements.**
4. The turning radii for vehicles in the dual drive-through lanes also appears to be extremely tight. The site plan does not include any turning templates for a typical passenger vehicle (preferably a SUV) at drive-through lanes, which is critical to assess vehicular movement within the site. We request that *AASHTO Green Book* turning templates be submitted at the time of Site Plan submission at these dual drive-through lanes to demonstrate safe vehicular operations. **Comment Satisfied. Applicant has demonstrated '2020 Cadillac Escalade' vehicular movements along drive-thru lanes.**
5. Four (4) off-street loading spaces are warranted for the proposed four building sites. However, only one (1) loading space has been proposed. The applicant will be seeking a waiver of this requirement. Information and documentation in support of the waiver is requested at the time of Site Plan submission. The applicant is encouraged to describe the desired delivery operation to the Board when relief is sought. **Comment Open pending Board's decision on Applicant's waiver request. The applicant has stated that drive-thru restaurant & coffee/donut shop will take deliveries in the adjacent parking aisles during 'off-peak' hours.**

6. As per the Township Code §200-30.A(3), the minimum required distance from a building to the face of a parking area is 12 feet, whereas 5.5 feet has been provided along the northern face of the proposed convenience store, which should be addressed. **Comment Open.**
7. As per the Township Code §200-29.D(1), a minimum sidewalk width of 6.5 feet is required to accommodate possible parked vehicle overhang over the sidewalk. The applicant is seeking a waiver of the required minimum distance from a building to the face of the parking area. Information and documentation to support such a waiver is requested at the time of Site Plan submission. The applicant is encouraged to demonstrate that the parked vehicle overhang would not impede pedestrian sidewalk traffic along the frontage of the convenience store. **Comment Open.**
8. A Traffic Impact Study will be required at the time of Site Plan submission to demonstrate the intersection operation, trip generation, trip distribution, trip assignment, vehicular queuing, and vehicular circulation (on and off-site) for the proposed development program. The study should address issues related to NJDOT's US Route 1 widening plans as outlined in the STIP. The Applicant is encouraged to coordinate with the Township's Traffic Engineer during the development of the study scope. **Traffic Impact Study is received, and additional review comments are provided below.**
9. The traffic circulation plans for WB-50, and typical West Windsor Township fire and garbage truck maneuvers should address the following issues at the time of Site Plan submission -
  - a. The fire truck template shows wheel paths to swing onto the adjacent travel lane along US 1 to make right turning movements, which must be revised. **Comment partially Satisfied, pending approval from West Windsor Township Fire Chief.**
  - b. The garbage truck template should include the wheel path to/from all buildings to/from the ingress/egress points, like the other two templates. **Comment Satisfied.**

### **Additional Comments**

We offer the following additional comments which need to be addressed.

10. The Traffic Impact Study should include two separate graphics/sketches to demonstrate the geometric layout of (i) existing field condition and (ii) proposed 2026 Build condition. The graphics must include the lane alignments/lane configurations at all study intersections, storage lane lengths at the intersections, study arterials/corridors, merge, diverge, weave and collector-distributor segments, shoulder area and sidewalk dimensions within the study area.
11. Appropriate approval from NJDOT will be required to implement the geometric modification outlined in the Traffic Impact Study. The recommendation includes extension of Alexander Road acceleration lane along US 1 northbound adjacent to the property frontage to create a Collector-Distributor (C-D) lane. The study also recommends that the C-D lane be terminated as a right-turn-only lane at Washington Road (CR 571) intersection.



12. Appropriate approval from Mercer County will be required to implement the widening of Washington Road along the property frontage to accommodate the shoulder area and sidewalk.
13. Appropriate approval from Mercer County will be required to re-stripe Washington Road to provide a westbound left-turn storage lane at proposed site driveway intersection. The storage lane length should also be mentioned in the requested graphics shown above.
14. The Traffic Impact Study is prepared based on an undefined land use code 'LUC 960' for Super Convenience Market/Gas Station. The correct code according to ITE manual is 'LUC 945'. As such, we request the study to be revised/updated accordingly.
15. The following items must be included in the Preliminary and Final Site Plans to complete the review process:
  - a. Pavement marking details, parking stalls, crosswalks, ADA markings, arrows, etc.
  - b. Location and details for all 13 ADA Accessible Curb Ramps need to be shown and labeled,
  - c. Sign and Pavement marking details for Electric Vehicle Supply Equipment (EVSE)/'Make Ready' parking stalls,
  - d. Bollard details,
  - e. Pavement and sidewalk details.
16. Sheet CS101 shows incorrect 18" diamond sign detail for the Truck Turn Around Ahead (sign #5). This incorrect sign detail should be revised to match MUTCD standard 36"x36".

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

*Copies to:*

*Sam Surtees*

*Francis Guzik, P.E., CME*

*Lisa Komjati*

*Ryan Kennedy, Esq. [ryan.kennedy@stevenslee.com](mailto:ryan.kennedy@stevenslee.com)*

*Karl Pehnke, P.E., PTOE*

*Patti Thompson*




# WEST WINDSOR TOWNSHIP

## DEPARTMENT OF COMMUNITY DEVELOPMENT DIVISION OF ENGINEERING

### MEMORANDUM

Date: June 1, 2023

To: **WW TRC - West Windsor Township Technical Review Committee**

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

Subject: **PENNS NECK PLAZA – Concept Plan**  
**Landscape Architectural Review #8**  
(B-38 and 39, numerous lots) SE Corner of Washington Rd and US Route One  
**PB 20-08** (eighth Submission) Route 1 Penns Neck Business Commercial Redevelopment Zone

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The submitted plans (dated last revised 5-23-23) have been analyzed, and a site visit has been conducted. The following questions and comments are offered for consideration as this application is reviewed:

- The residential landscape buffer has been thoroughly reviewed with previous submissions. This report focuses upon other site design elements that may present concern in terms of aesthetics, efficiency, function, or safety.
- In two locations, the proposed refuse enclosure directly abuts a proposed parking stall. Code standards require a 10' wide landscape island to separate and buffer these two elements.
- Incorporation of a flush, rumble strip island, at the convenience store vehicular entry / exit drive could be considered, to clearly define the lane for exiting vehicles and limit the potential that exiting vehicles will interfere with the route of entering vehicles proceeding to the convenience store / gas.
- The height of sight lighting should be considered with regard to the residential buffer height. The luminaire should be set below the height of berm/fence height. Consideration should be given to the incorporation of bollard type lights to limit any potential for nuisance conditions. Spot or angled luminaires, and building wash illumination, should be avoided.
- A conceptual landscape plan has not been included with this submission. It would appear that sufficient space is allocated for landscape development in keeping with the intent of Township code design standards for buffering, shade, and aesthetics, although some waivers from strict compliance with the standards seem likely. The applicant should indicate if a conceptual landscape design exhibit will be created for a conceptual presentation to the Board?

## MEMORANDUM

To: W.W. TRC  
From: Dan Dobromilsky, LLA/PP/LTE  
Re: PB 20-08  
Date: June 1, 2023

- The following points are offered for discussion and/or information at this stage as the landscape design and plan submission is further developed:
  - Filtered buffer screening will be required in numerous locations along the perimeter of the site and various parking or drive aisles. A double staggered row of evergreen shrubs planted at 3' height and a 2' on center spacing would be appropriate to address this standard.
  - Planting of trees along the Route One and Washington Road frontage will be necessary to achieve conformance with design standards. These trees do not need to be planted in a continuous row, or within the right of way. The tree selections (species, cultivar, location, and spacing) will need to be coordinated with utilities, signage, and sight distance lines.
  - The landscape design for the stormwater management areas must incorporate vegetative bottoms and sides to achieve the aesthetic goals of the Township code and mitigate the waiver that will likely be needed for the linear graded earth form. Sand bottom infiltration areas will not be appropriate for these highly visible basins, which may be located within potential setback or buffer areas. The basin landscape will need to include shrubs and trees in addition to the ground level planting.
  - The introduction of decorative pavements, detailed landscape plantings, and outdoor furnishings to enhance the building entrances, crosswalks, pedestrian spaces, and offer space for seating, and outdoor dining will be required.
  - In some locations, it would seem sensible to extend or radius the pedestrian walks in anticipation of pedestrian desire routes. As the plans are finalized these spots should be reviewed in detail.
  - Landscape irrigation will need to be addressed.
  - The screening or treatment to hide or disguise mechanical equipment and utility meters will need to be addressed.
  - A full survey and listing of all existing trees present on the site and along the frontage, with indications of trees to be removed, will be required and shall function as the tree removal permit document for the project.
- Architectural plans and elevations have not been included with this submission. Will the applicant have any architectural images or exhibits for the next Board review ?

Additional comments may be offered as new or refined site and landscape information is presented.

cc: Applicant  
TRC Staff and Professionals

# West Windsor Township Fire & Emergency Services

## Memorandum

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**DATE:** June 2, 2023  
**TO:** Chairman, West Windsor Planning Board  
**FROM:** Chief Timothy M. Lynch *T.M.L.*  
**REGARDING:** PB 20-08 Penn's Neck Plaza

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### OVERVIEW

The application is for a redevelopment of an area along US Route 1 north in the area of Washington Road. The proposal includes the removal of several existing structures, alterations to local roadways, and the construction of a gasoline service station with accompanying convenience store, two (2) drive-through restaurants, and an urgent care.

### ACCESS

- The turning template provided by the applicant is compliant with the Township fire apparatus turning requirements.

### WATER SUPPLY FOR FIRE PROTECTION

- Proposed hydrant locations are acceptable.

### CONCLUSION

- Applicant has satisfied all comments raised by this office and we recommend approval.



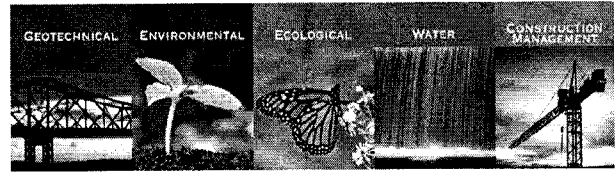
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MANAGEMENT

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Suite 407  
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## MEMORANDUM

To: Township of West Windsor

From: GZA

Date: June 1, 2023

File No. 26.0092846.00

Re: Review of Acoustical Evaluation of Proposed Commercial Site, Penns Neck Plaza – 2<sup>nd</sup> Draft

A proposed commercial development named Penns Neck Plaza is planned within the Township of West Windsor (Township). The Planning Board of the Township will document their findings and conclusions of the proposed facility application within file number PB 20-08. GZA provided an initial review memorandum that summarized GZA's review of "Acoustical Evaluation of Proposed Commercial Site, Penns Neck Plaza, West Windsor, New Jersey," Lewis S. Goodfriend & Associates (LSG&A), April 5, 2023. An updated acoustical evaluation addressing GZA's comments was completed on May 22, 2023. This memorandum documents the status of GZA's initial comments.

### REVIEW COMMENTS AND SUGGESTED REQUESTS STATUS

GZA's follow-up comments to the applicant's responses are detailed below:

- Commit to installing the berm and sound wall, as described. – **To be addressed**
- Commit to setting the drive-through menu board to the automatic volume control (AVC) ambient +15 dB(A) as the maximum setting. – **To be addressed**
- Provide information (i.e., manufacturer and model number) on the rooftop air handling units, kitchen exhaust fans, bathroom exhaust fans, and intercoms as back-up information for the Acoustical Evaluation. The applicant should commit to the units that are selected or another brand and model with comparable (i.e., equivalent or lower) sound levels. Any equipment changes should be submitted to the Planning Board to document adherence to the plan approval conditions. – **Addressed**
- Provide clarification of the intercom sound power level provided in Table 2. We presume that the Sound Power Level of that the drive-thru menu board is 82 dB(A). If the AVC is set to ambient plus 15, would this be either 89 dB(A) or 77 dB(A) based on the highest readings collected? Or, is this a maximum of 82 dB(A), with an ambient plus 15 as a lower threshold? Please clarify this and revise the study as necessary. – **Addressed**
- Provide the SoundPLAN contour maps for reference. – **Addressed**
- Identify the locations of solid waste dumpsters on the plans and provide the pickup times and frequency of pick up. Dumpsters are typically located at the rear of buildings which would put them nearest to the residential receptors. – **Addressed**
- Evaluate the sound levels of the dumpsters when picked up/emptied. Pickups are typically done in early hours of the morning. If the sound levels exceed the NJ nighttime limits, the applicant should commit to daytime pickups. – **Addressed**