



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: January 5, 2021

SUBJECT: **400 Steps, LLC**
Preliminary/Final Site Plan
Block 5, Lots 19 & 20
#15 Cranbury Road (rear) (Mercer County Route 615)
PB20-05

Documents Received/Reviewed:

The following documents have been submitted for review:

- A. Plans entitled "Preliminary and Final Major Site Plan – 400 Steps, , Block 5, Lot 19, West Windsor Township, Mercer County, New Jersey" 23 Sheets total, prepared by ACT Engineers, Inc. (Robert E. Korkuch, P.E.) dated April 20, 2020, revised through December 4, 2020;
- B. Architectural Plans consisting of Floor Plans and Elevations, 19 sheets total, prepared by L&M Design, LLC (Laura C. Staines, R.A.) dated December 8, 2020;
- C. Report entitled "Stormwater Management Report – 400 Steps - West Windsor Township, Mercer County, New Jersey", prepared by ACT Engineers, Inc. (Robert E. Korkuch, P.E.) dated April 20, 2020, revised through December 3, 2020;
- D. Document entitled "Stormwater Management Maintenance Plan for 400 Steps – Robbinsville Township (sic), Mercer County, New Jersey" prepared by ACT Engineers, Inc., dated December 8, 2020, unrevised;
- E. Traffic generation assessment presented in the form of a letter from John H. Rea, P.E. and Scott T. Kennel of McDonough & Rea Associates, Inc. to Michael McCloskey of Everest Realty Group, dated August 25, 2020;
- F. 11x17" architectural floor plan entitled "Interior Fitout for 400 Steps – Lower Floor Plan – Ellsworth's Center Princeton Junction, New Jersey" prepared by S. Gran Wityk, Architect, dated November 23, 2020, unsigned; and
- G. Development Application Package, including:
 - Completed Development Application form;
 - Completed Site Plan Checklist;

- Environmental Impact Statement Worksheet;
- Attachment D – Major Development Stormwater Summary; and
- Green Development Practices Checklist

Narrative:

This project is in the RP-12 (Princeton Junction Redevelopment – “Multifamily Housing”) zoning district and comprises the entirety of same. The applicant is applying for preliminary and final site plan approval for the construction of:

- Four 4-story multifamily apartment buildings totaling 144 units (115 market, 29 affordable) as follows:
 - Buildings 1 and 2: 40 units each, broken down as follows, with a footprint of approximately 12,100 square feet each:
 - 1-BR 32 market-rate, 2 affordable;
 - 2-BR 34 market-rate, 12 affordable;
 - Building 3 (~9,500 sf): 32 units, broken down as follows:
 - 1-BR 14 market-rate, 2 affordable;
 - 2-BR 16 market-rate;
 - Building 4 (~9,360 sf): 32 units, broken down as follows:
 - 1-BR 16 market-rate, 1 affordable;
 - 2-BR 3 market-rate, 6 affordable;
 - 3-BR 6 affordable;
- Appurtenant improvements including, but not limited to: access drives and parking, sidewalks, garages, utility infrastructure, landscaping and lighting. Specific recreational outdoor site amenities appear to be limited to a crushed-stone grilling area with 4 grills and 4 tables with 4 chairs each are proposed to be provided. Also, per Submission Item F, the basement of the adjacent Ellsworth Center building is to be converted into a quasi-Community Center; with indoor amenities such as a gym, a media room, a common area, bike storage and self-storage. There is also a room identified as “Amazon” which will presumably be used as storage for residents’ package deliveries that are too large to fit in a mailbox.

The site is currently developed with a one-story commercial building and a two-story commercial building that were partially constructed but never completed and occupied. Sidewalks, driveways, parking areas and site utilities were also previously installed. The existing buildings and majority of improvements on-site are to be removed, with only the sanitary sewer system and a small percentage of the existing storm infrastructure to remain.

Upon review of the documentation submitted the following comments are offered:

1.0 Site Plan

1.01 The following submission waivers from the checklist requirements have been requested by the Applicant:

- a. **Section 200-13 (Preliminary Site Plan Approval)**

- Checklist item #9 requires all wetlands areas be depicted with surveyor’s metes and bounds for the outbound areas. The area within the existing detention basin is identified as “approximate location of wetlands”. The applicant has requested a temporary waiver from this requirement and has noted that he will be seeking a Freshwater Wetlands General Permit #1 for Maintenance and repair of the existing stormwater basin. I have no objection to granting a temporary waiver from this requirement. I recommend that obtaining all necessary NJDEP permits be made a condition of any Board action on this application.

b. Section 200-14 (Final Site Plan Approval)

- The applicant is requesting waivers from Final Checklist Items C.1 a), C.1 b) (1) and C.1 b) (5). All of these items relate to applications where preliminary and final site plan approvals are obtained separately. As the applicant is seeking joint preliminary and final site plan approvals, I have no objection to the Board granting the waivers.

1.02 The subject property does not front on a public roadway, and relies instead on a shared driveway through Lot 20 out to Cranbury Road (CR 615). Improvements to the driveway were approved under Ellsworth Realty LLC PB18-06. The plans for this project should be revised to show the extents and dimensions of this shared driveway to Cranbury Road.

The plans also propose extensive demolition and construction of improvements on portions of Lot 20 (stairs, walls, walks, drainage, light fixtures, etc.) and a new sewer lateral to service the basement level of the building that is Lot 20.02. Proof of consent of the owner(s) of Lot 20 and Lot 20.02, and a copy of the easement agreement or other mechanism that facilitates this, is to be provided.

1.03 The proposed facility is to be serviced by an “existing” sanitary sewer main installed as part of the previous development, which connects into the existing system offsite to the north. Records on the on-site and off-site sewer lines are incomplete due to the work stoppage on the prior project. Therefore, ownership of the on-site and off-site sewer, up to its connection with the Township’s 30” diameter sewer trunk line, needs to be established and documented, and any applicable easements to Lot 19 across Lot 15 should be identified on the project plans.

A video inspection of a portion of the sewer lines has been submitted by the applicant and reviewed by this office. A memorandum dated November 2, 2020 was issued and is attached to the end of this report for the Board’s reference. There are some remaining technical issues that will need to be resolved between this office and the applicant’s engineer before we can sign off on putting the existing line into active service, to be addressed prior to the issuance of any Certificate of Occupancy. This should be made a condition of any Board action on this application.

1.04 A Sanitary Sewer report identifying the expected sewer demand for the project is to be provided. A Treatment Works Approval permit from NJDEP will be required for this development. Also, a request for reservation of sewer capacity will be required to be submitted to this office for Township Council action.

1.05 The applicant should provide testimony to the Board regarding the proposed measures to be taken to address noise and vibration issues associated with the adjacent passenger train tracks, both inside and outside the units, in accordance with Ordinance Section 200-269.3.B.(12)(e) & (f). The applicant is currently proposing a concrete noise-barrier-type fence along a portion of the railroad right-of-way and indicated to the TRC that he would be consulting with an acoustic engineer regarding additional noise/vibration issues. However, no formal report to this effect was included in the submission. This should be made a condition of any Board action on this application.

- 1.06 Formal designs for the proposed retaining walls on-site in the modified detention basin and adjacent to the Ellsworth property line, will need to be submitted for review and approval at the time of request for building permits for same, should the Board approve this application. A note to this effect has been added to the plans.
- 1.07 A minimum of two project benchmarks are required to be established and documented on the plans. One such benchmark was found on the plans but a second is to be documented and submitted prior to construction.
- 1.08 The architectural floor plans and the site plan drawings are not in agreement with respect to the larger proposed garage. The architectural drawings provide a 20-bay garage with offsets in the front and rear walls with a maximum depth of 22 feet, while the site plan shows 22 bays and straight front and rear walls with a constant depth of 21 feet. For the smaller garage, the number of bays is consistent, but the building geometry is not. The site plan should be revised to depict what is to be built, especially due to the fact that the rear wall is right at the setback line and any encroachment would require a variance be requested and approved by the Board.

2.0 Access and Circulation:

- 2.01 The “Parking Criteria” table on Sheet 2 indicates that a minimum of 144 vehicular parking spaces are required and 161 are to be provided as follows:
 - 28 garage, 6 “tandem”, 4 parallel (@Bldg 4) and 124 head-in spaces.I note that the architectural plans provide only 26 garage spaces, not 28, as noted in Comment 1.08 above.
- 2.02 During hearings on the adjacent Lot 20 property project, it was testified to that there were rights to visitors to Lot 20 to utilize some of the parking stalls on this property. This would further diminish the availability of parking spaces to residents of this project. Testimony to the Board on the existence and scale of any such agreements should be provided.
- 2.03 Ordinance Section 200-27.D(2) requires one loading area for up to 10,000 square feet of building floor area and another loading area for 10,001 – 100,000 square feet for apartment buildings. Each of the four buildings are between 10,001 and 100,000 square feet, so each would require two loading spaces. None are proposed, and a waiver from this requirement will be required with testimony provided to the satisfaction of the Board.
- 2.04 Ordinance Section 200-29.N(3) requires that bicycle access should be combined with motor vehicle access where possible. Two-way driveways are to be 30-foot wide to provide for bicycle access. The shared driveway portion out to Cranbury Road is 30’-wide but the interior roadways are only 24 feet. The applicant has advised that he will be seeking a design waiver from this ordinance section and is required to provide testimony in support of same to the Board’s satisfaction.
- 2.05 Ordinance Section 200-269.3-B.(7)(b) requires that a minimum of one accessible route shall be provided to the RP-12 development from the public street and sidewalk, through Block 5, Lot 20. The accessible route proposed utilizes the elevator in Building 4 and the interior sidewalks through Ellsworth Center to somewhat circuitously provide access to Cranbury Road to pedestrians. The applicant shall provide testimony to the Board on the merits of this plan.
- 2.06 Ordinance Section 200-36.1 requires that impervious surfaces shall be used for all drives and parking areas except as otherwise required by 200-27.B(1) and pervious surfaces shall be used for all other paved areas, including sidewalks, trails, courtyards, and other site amenities. The applicant is requesting a

design waiver from this ordinance section and must provide testimony to the Board’s satisfaction in support of same.

3.0 Stormwater Management:

- 3.01 The project meets the definition of a major development, which is defined as any development with disturbance of one acre or more, and will also result in the addition of 0.41-acre of new impervious surface. All aspects of the Township Stormwater Management ordinance must be met, including the water quality provisions. I have reviewed the Stormwater Management report submitted by the applicant and offer the following;
- a. Through the use of a small bioretention basin and physical alterations to the size of the existing detention basin and the hydraulic controls for same, the applicant’s design is in compliance with the quantity control management portion of the Stormwater ordinance.
 - b. The applicant’s groundwater recharge obligations are met through the use of an infiltration-style bioretention basin that captures the runoff from half the roof area of each of Buildings 1 and 2.
 - c. The applicant’s water quality treatment obligations are met through the use of a “treatment train” consisting of a “Downstream Defender” vortex separation unit providing 50% TSS removal and an extended detention basin rated at 60% TSS removal (detains 10% of the peak water quality volume for over 24 hours). The 50% provided by the Downstream Defender plus 60% of the remaining 50% provided by the detention basin is equal to 80% TSS reduction, which complies with the standard.
- 3.02 The site storm sewer system has been designed to convey the 100-year design storm peak flows to the Stormwater BMPs without surcharging. I have no objection to the design as submitted.
- 3.03 Code section § 200-109A requires that stormwater control improvements shall be completely installed and stabilized, except for final landscaping, prior to issuance of any building permit for the development. The sequence of construction currently indicates the detention basin modifications are the last improvement, after all buildings, and does not address the timing of the bioretention basin.
- 3.04 The following general stormwater comments are to be incorporated into the site stormwater management plan:
- a. Ordinance Section 200-101.A requires a maintenance plan for stormwater management measures. This maintenance plan will require review and approval, and will be required to be formally filed with the Deed for the property. A Maintenance Plan has been submitted, but upon review, has been found not to be prepared in accordance with the NJDEP “Maintenance Guidance” document. A copy of a recently approved Maintenance Plan for a project elsewhere in the Township will be provided to the applicant’s engineer for guidance as to what is required.
 - b. The modified detention basin, any areas proposed for ground water recharge, and any water quality mechanical treatment devices shall be placed in an easement that prevents their alteration, removal or neglect. The Township shall be given the right, but not the obligation, to enter the property and perform any required maintenance under the plan should the owner fail to do so. The cost of any necessary repairs undertaken by the Township shall be placed as a lien against the property.

4.0 Lighting

- 4.01 The applicant is proposing three different types of light fixtures for a total of 31, with 6 pole-mounted lights (six single fixtures with varying throw patterns), 13 wall-mounted fixtures and 12 bollard fixtures.
- 4.02 Ordinance Section 200-31.K identifies the footcandle intensity required for various areas of a site. The applicant is to provide this calculated information in tabular form on the lighting plan in order to

demonstrate compliance and/or request waivers. The applicant has provided this information for the parking areas only, which demonstrate that a waiver will be required. The average light level is calculated to be 1.0 footcandles, whereas the Township standard for residential parking areas is 0.6 footcandles. Testimony in support of this waiver request must be provided to the Board's satisfaction.

- 4.03 The applicant must identify the lighting intensity at intersections and at property lines to determine if further relief from the requirements of 200-31.K is required.
- 4.04 The applicant is to provide testimony regarding the nighttime hours of operation for the site lighting. Testimony and the plans are to indicate what lighting, if any (or all), is to remain on for security purposes given the residential use, and how that will be achieved (switches, timers, sensors, etc.). The plans indicate that most lights will stay on all night, with only the wall-mounted fixture and bollard lights associated with the Ellsworth Center building to be turned off at 11p.m. via a timer control.

5.0 General Comments

- 5.01 Metes and bounds descriptions for all proposed easements and dedications, with closure calculations for same, are to be submitted for review and approval of this office. The forms of any easement and dedication shall be reviewed and approved by the Board Attorney.
- 5.02 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 the site improvements in accordance with the MLUL and the Township Ordinance.
- 5.03 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. Similarly, electronic copies of the Stormwater Management report and Maintenance Plan are requested to be submitted upon approval by this office.
- 5.04 Other outside agency approvals will also be required. The following approvals are anticipated at this time:
- Mercer County Planning Board
 - Mercer County Soil Conservation District
 - Delaware and Raritan Canal Commission
 - New Jersey Department of Environmental Protection
 - Treatment Works Approval
 - LOI/Wetlands General Permit

All outside agency approvals are to be obtained as a condition of any approval that may be granted.

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:ILH

cc: Applicant
Robert Korkuch, PE -, ACT
Ian Hill, PE - VCEA

TOWNSHIP OF WEST WINDSOR
Community Development Department
Division of Engineering

MEMORANDUM

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

FROM: John B. Taylor III, PE, CME
Assistant Township Engineer 

SUBJECT: Sanitary Sewer Investigation Response & Comments
400 Steps Application
15 Cranbury Road, Princeton Junction, NJ

DATE: November 2, 2020

A review memorandum was issued from the Engineer's office on June 30, 2020 relative to the submitted Preliminary/Final Site Plan submitted by an Applicant for the referenced site. Comments from that memorandum relative to the sanitary sewer items are provided below and an evaluation of the documents provided to address those comments is offered. Our office received the documented listed below and the comments provided are based on those documents.

Reference Documents:

1. Video Inspection Report, dated September 2020 for Sanitary Sewer at 15 Cranbury Road, Princeton Junction, NJ, prepared by North American Pipeline Services, LLC (NAP) for 400 Steps.
2. Portion of Existing Condition Plan for 400 Steps, Lot 19, Block 6, prepared by ACT Engineers, undated and not to scale. This shows the portion of the referenced site where the video inspected pipes are located.
3. Preliminary and Final Major Site Plan, 400 Steps, Block 5, Lot 19, West Windsor Township, prepared by ACT Engineers, last revised October 7, 2020.

Comment 1.03

The subject property does not front on a public roadway, relying instead on a shared driveway across Lot 20 out to Cranbury Road (CR 615). The plans shall be revised to show the extents and dimensions of this shared driveway. The plans also propose extensive demolition and construction of improvements on portions of Lot 20 (stairs, walls, walks, drainage, light fixtures, etc.) and a new sewer lateral to service the basement level of the building that is Lot 20.02. Proof of consent of the owner(s) of Lot 20 and Lot 20.02, and copy of easement agreement or other mechanism that facilitates this is to be provided.
(emphasis added)

Response to 1.03

This item is not addressed in the provided materials.

Comment 1.06

The proposed facility is to be serviced by an "existing" sanitary sewer main installed as part of the previous development, which connects into the existing system offsite to the north. Records on the onsite and off-site sewer lines are incomplete due to the work stoppage on the prior project. Therefore, ownership of the on-site and off-site sewer, up to its connection with the Township's 30" diameter trunk line, needs to be established and documented, and any easements to Lot 19 across Lot 15 shall be identified on the plans.

The existing lines will need to be surveyed and documented, as well as cleaned, televised and repaired as necessary so they are suitable for this project's use. Sewer note #5 on the Utility Plan should be revised accordingly.

Response to 1.06

Item was partially addressed in that some of the onsite lines were video inspected. Evaluation of those videos shows that remedial work may be needed on portions of the onsite lines as well as video inspection of the upstream and downstream portions of the system relative to the portions evaluated.

The video inspection was conducted for several 8" diameter sanitary sewer:

1. MH 2 to MH 1 (buried)
2. MH 2 to MH 3
3. MH 2 to MH 3A (buried)

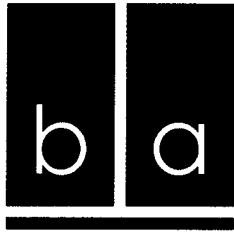
Based on the information provided in the video and the summary below, it is recommended that there be further investigation of several areas of the pipe where defects have been found. This could include more detailed video inspection (after heavier cleaning), pressure or mandrel testing and/or excavation at the pipe joints to verify that the piping is watertight and sufficient for carrying effluent from the proposed buildings.

The submittal is missing investigation of the existing sanitary sewer piping upstream (east) of MH 3 on the studied lot and west in the easement on the neighboring lot 15. The design plans indicate the easement contains 515 ft of 8" pipe that connects to the West Windsor public sanitary sewer system. This piping must be evaluated for sufficiency prior to allowing flow from the new and existing sanitary sewer system to the existing system.

North American Pipeline Services, LLC (NAP) completed a sanitary sewer video inspection at the referenced project on September 4, 2020 for several onsite sanitary sewer pipes. Each line was inspected prior to cleaning and again after cleaning. There were issues found in each sanitary sewer line that was inspected:

MH 2 to Buried MH 3A:	Debris was found to block the camera at 35' from MH 2 to 3A prior to cleaning. Post cleaning there was still debris that jetting would not clear. MH 3A was buried and not recovered during this inspection. No structural defects in this pipe. No evaluation of pipe slope was completed and this is recommended.
MH 2 to MH 1:	Debris blocked the pipe near the downstream (MH 1) end of the run post jetting. No debris after cleaning. The inspection did not call out the large joint gap at 143 feet - this needs further investigation. There is an intruding sealing (joint) ring hanging from the joint near 180.7 feet from MH 2 to 1.
MH 2 to MH 3:	There is a crimped (damaged) pipe end at 12 o'clock at 230' from MH 2. No apparent infiltration of soil and/or water. Further investigation warranted.

Please contact me with any questions or for any additional information needed.



COMMUNITY PLANNING
LAND DEVELOPMENT AND DESIGN
LANDSCAPE ARCHITECTURE

B U R G I S
ASSOCIATES, INC.

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: 400 Steps, LLC
Preliminary and Final Site Plan
Block 5 Lots 19 and 20 (partial)
15 Cranbury Road

Date: January 5, 2021

BA#: 3688.11

WWT#: PB 20-05

Introduction

The applicant, 400 Steps, LLC, has submitted an application seeking preliminary and final site plan approval for the development of one hundred and forty-four (144) multifamily units, including twenty-nine (29) affordable units. The site, which is identified by municipal tax records as Block 5 Lots 19 and 20, is predominantly located in the RP-12 Princeton Junction Redevelopment Plan District.

The following has been submitted for review:

1. Preliminary & Final Major Site Plan, prepared by ACT Engineers, Inc., dated March April 20, 2020 (last revised December 4, 2020).
2. Architectural plan, prepared by L&M Design LLC, dated May 6, 2020 (last revised October 23, 2020).
3. Memorandum prepared by McDonough and Rea Associates, Inc., dated October 27, 2020.
4. Circulation Exhibit, prepared by ACT Engineers, Inc., dated December 4, 2020 (no revision date).
5. Pedestrian and Bicycle Circulation Plan, prepared by ACT Engineers, Inc., dated December 4, 2020 (no revision date).
6. Sign Exhibit, prepared by ACT Engineers, Inc., dated December 4, 2020 (no revision date).

Property Description

The subject site is located within the north-central portion of the Township, near the intersection of Princeton Hightstown Road and the Northeast Corridor rail line. It consists of Block 5 Lots 19 and a portion of Lot 20, both of which are briefly summarized below.

1. Block 5 Lot 19

Block 5 Lot 19 comprises the main portion of the subject site. This lot has an area of approximately 3.85 acres (167,662 square feet) and is somewhat triangular in shape. It is presently developed with two (2) vacant commercial buildings: a larger two-story building located along its westerly property line, and a smaller one-story building located along its easterly property line. Parking spaces are generally located between these two (2) buildings. A wetland area is located within the northerly extent of the site.

The site has no lot frontage and therefore has no direct vehicular access to a right-of-way. As such, access is dependent on a driveway which extends through Block 5 Lot 20 to the south.

2. Block 5 Lot 20

A small portion of Block 5 Lot 20 is also included within the subject site. This lot is presently under construction with the Ellsworth Center, which has received numerous approvals since 2013 for a mixed-use development consisting of twelve (12) buildings containing thirty (30) multifamily units and approximately 53,000 square feet of retail space.

Access to the Ellsworth Center is provided by a driveway which extends from Cranbury Road into Block 5 Lot 19.

Surrounding land uses consist of: the Northeast Corridor rail line and forested lands to the north; single-family dwellings to the east; a Walgreens pharmacy, commercial uses, and mixed-uses to the south; and the Northeast Corridor rail line and a bus depot to the west. 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 proposes to demolish the existing improvements on site and to develop one hundred and forty-four (144) multifamily units, of which twenty-nine (29) are to be reserved as affordable. This equates to a set-aside of slightly greater than twenty percent (20%).

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	62	53.9%	5	17.2%	67	46.5%
2-Bedroom	53	46.1%	18	62.1%	71	49.3%
3-Bedroom	0	0.0%	6	20.7%	6	4.2%
Total	115	100.0%	29	100.0%	144	100.0%

Four (4) residential buildings are proposed, which are summarized in the following table. Both Building 1 and Building 2 will have footprints of approximately 12,096 square feet, while Building 3 will have a footprint of approximately 9,504 square feet and Building 4 will have a footprint of approximately 9,240 square feet.

Table 2: Building Type Summary

Unit Type	Building 1	Building 2	Building 3	Building 4
Market: 1-Bedroom	16	16	14	16
Market: 2-Bedroom	17	17	16	3
Affordable: 1-Bedroom	1	1	2	1
Affordable: 2-Bedroom	6	6	0	6
Affordable: 3-Bedroom	0	0	0	6
Total	40	40	32	32

Altogether, one hundred and sixty-one (161) parking spaces are proposed, including twenty-eight (28) spaces which will be located within two (2) separate garages. Access to the site will continue to be provided from adjoining Block 5 Lot 20.

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 3: 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 component to address West Windsor's affordable housing obligation.

In regard to the subject site, the HE&FSP notes that the Township was in the process of amending the Princeton Junction Redevelopment Plan to permit an inclusionary development which would consist of one hundred and eighty (180) units. As noted by Table 26 of the HE&FSP, a total of thirty-six (36) affordable units were envisioned to be produced by this site.

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 RP-12 Princeton Junction Redevelopment Plan and corresponding district, both of which are designed to encourage an attractive, multifamily development. Accordingly, the 2020 Plan notes that this district permits multifamily dwelling units, provided that twenty percent (20%) are set-aside for low- and moderate-income households.

The 2020 Plan notes that it is the intent of the RP-12 District that it be developed comprehensively in accordance with one (1) development application for the entire district. The architectural detail, style, color, proportion, and massing shall reflect the features of a traditional village center, to the greatest extent possible. The building or buildings constructed there shall reflect a continuity of treatment through the district.

Zoning

The site is located in the RP-12 Princeton Junction Redevelopment Plan District, wherein the proposed development is permitted. Compliance with the District’s bulk standards is outlined in the following tables.

Table 4: RP-12 General Requirements

Regulations	RP-12	Proposed	Code
Maximum Improvement Coverage (%)	80	69.0	200-269.3.B.(1)
Minimum Yards (ft)			200-269.3.B.(2)
Front Yard (ft)	10	N/A	200-269.3.B.(2)(a)
Side Yard (ft)	5	5.0	200-269.3.B.(2)(b)
Rear Yard (ft)	5	7.48	200-269.3.B.(2)(c)
Number of Dwelling Units (#)	180	144	200-269.3.B.(3)
Maximum Building Height (st/ft)	4 over a garage/80	4/60	200-269.3.B.(4)
Building Spacing (ft)	30	30	200-269.3.B.(5)
Parking Standards			200-269.3.B.(6)
Number of Spaces	1.0 per unit (144)	161	200-269.3.B.(6)(a)
Cross Access Easements	Required	TBD	200-269.3.B.(6)(b)
Sidewalks			200-269.3.B.(7)
Minimum Width (ft)	4.0	4.0	200-269.3.B.(7)(a)
Minimum Width: Head-on Parking (ft)	6.0	6.0	200-269.3.B.(7)(b)

Planning Review

We offer the following comments on the proposed development:

1. Affordable Housing

We note the following regarding the proposed affordable housing units.

- a. Number of Units. The Township’s HE&FSP envisioned thirty-six (36) affordable units for this site, whereas twenty-nine (29) are proposed. While this meets the set-aside requirements of the RP-12 District, it will nevertheless generate a shortfall of seven (7) units for the Township to address.
- b. Bedroom Distribution. As noted in Table 1, the proposed bedroom distribution is in compliance with 5:80-26.3(b) of the Uniform Housing and Affordability Controls (UHAC).
- c. Construction. NJAC 5:93-5.6(d) of the Uniform Housing Affordability Controls (UHAC) establishes the affordable housing schedule identified on the following table. It is our understanding that the applicant will be slightly short of the standard which requires that fifty percent (50%) of all affordable units be constructed when fifty percent (50%) of the market housing units are completed. This should be discussed by the applicant.

Table 5: Required Affordable Housing Construction Schedule

Minimum Percentage of Low- and Moderate-Income Units Completed	Percentage of Market Housing Units Completed
0	25
10	25+ 1 unit
50	50
75	75
100	90
	100

2. Landscaping

Section 200-269.3B.(8) establishes the landscaping regulations of the RP-12 District. Ultimately, this section refers to Section 200-91P with a number of exceptions. We defer to the Township’s landscape architect regarding this matter.

3. Architectural and Site Design Standards

Section 200-269.3B.(9) establishes the following architectural and site design standards. Please note that the standards are italicized, while our comments are provided below.

- a. *Section 200-269.3B.(9)(a): Architectural detail, style, color, proportion and massing shall reflect the features of a traditional village center. The building or buildings shall reflect a continuity of treatment through the district, obtained by maintaining the building scale or by subtly graduating changes; by maintaining base courses; by maintaining cornice lines in buildings, if more than one, 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. To the extent possible, upper-story windows shall be vertically aligned with the location of windows and doors on the ground level. A variety of building setbacks, roof lines, color schemes, elevations and heights shall be developed, relative to adjacent structures, to avoid a repetitious and monotonous streetscape.*

Comment. As noted by the submitted architectural plan, the façade of the buildings will largely consist of a thin set brick veneer, vinyl clapboards, vinyl/synthetic siding, synthetic flat siding panels, and synthetic flat stock white trim. The applicant and the Board should discuss these materials as well as the overall design of the proposed façades. We note that the design of the buildings does not primarily represent a “traditional village center.” This is largely due to the proposed height and massing of the buildings, which do not easily or organically lend themselves to such a look. We further note that due to the district’s location, the proposed buildings will not be easily visible from the traveling public along Cranbury Road.

In addition, we note the buildings within the district do reflect a continuity of treatment. Furthermore, upper-story windows are typically vertically aligned with the location of windows and doors on the ground floor.

The applicant and the Board should discuss the standard encouraging that “a variety of building setbacks, rooflines, color schemes, elevations, and heights shall be developed, relative to adjacent structures, to avoid a repetitious and monotonous streetscape.” We note that the proposed buildings appear to typically have similar setbacks, elevations, color schemes, and heights. The applicant should discuss the proposed landscaping of the site, and how it serves to add visual interest to these areas. We recommend that the applicant provide colored streetscape renderings.

- b. *Section 200-269.3B.(9)(b). Any sound barrier along the railroad right-of-way may not be higher than 10 feet.*

Comment. The applicant has proposed a six-foot tall Rhinorock fence, which will extend from the westerly corner of the site to the proposed parking garage. The applicant and the Board should discuss the adequacy of this Rhinorock wall in reflecting noise from the railway.

- c. *Section 200-269.3B.(9)(c). Signage and lighting shall be designed in a manner complementary to the building's architecture and in keeping with the goal of achieving a traditional village center.*

Comment. We find the signage to be complementary to the building's architecture. As previously noted, the building is not designed to resemble a traditional village center.

As per Sheet 10 of the site plan, LED lights are proposed for the development. The proposed lighting fixtures are not traditional in design. However, as previously noted, the design of the buildings are also not representative of a traditional village center.

- d. *Section 200-269.3B.(9)(d). Pitched roofs (6/12 to 12/12) are required. Both gable and hipped roofs shall provide overhanging eaves on all sides that extend a minimum of one foot beyond the building wall.*

Comment. While pitched roofs are proposed, their pitches range from 3.5:12 to 4:12. The applicant is requesting a waiver from this item. It appears as though the proposed roof eaves overhang the building a minimum of one (1) foot. This should be confirmed.

4. Lofts

Related to the above, the applicant should discuss the purposes of the proposed lofts. We note that the Planning Board has historically expressed concerns that lofts will be inappropriately utilized as bedrooms, thus leading to overcrowding. As such, the applicant should be prepared to address this issue. As a typical condition of approval, the Board has required that applicants provide a deed restriction establishing that lofts may not be utilized as bedrooms.

5. Garages

The applicant has proposed two (2) garages along the northwesterly property line. The design of these garages complement the designs of the proposed residential buildings and utilize the same building materials.

6. Signage

The following is noted regarding signage:

- a. Street Signage. Section 200-269.3B(10)(1) establishes that street signage shall be provided on each building, and that such signage shall have a maximum height of twenty-four (24) inches. The applicant has proposed street signage with a height of eighteen (18) inches. Thus, the applicant is satisfying these requirements.
- b. Monument Signage. Section 200-269.3B(10)(2) establishes that two (2) monument signs are permitted for the RP-12 District. Such signage shall have a maximum area of forty (40) square feet and a maximum height of six (6) square feet. The applicant has proposed one (1) monument sign, which is to be located near the Cranbury Road entrance. The sign will have a height of five (5) feet and an area of thirty-five (35) square feet. Thus, the applicant is satisfying these requirements.

7. Parking

We note the following regarding the proposed parking:

- a. Proposed Number of Spaces. The applicant has proposed a total of one hundred and sixty-one (161) parking spaces, which will include twenty-eight (28) garage spaces. The development requires one hundred and forty-four (144) spaces. While the applicant is satisfactorily addressing Section 200-269.3B.(6)(a) which requires a minimum of one (1) parking space per dwelling, waiver relief will nevertheless be required from Section 200-28.D.(2)(b), which establishes that the "minimum 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 the Planning Board review that such additional parking facilities are necessary for the actual operation of a proposed use."

- b. Management. It is our understanding that all tenants will be guaranteed one (1) space per apartment, and that residents may request additional parking spaces after discussions with management. It is also our understanding that both market rate and affordable units would have access to the garage for an additional fee. This should be confirmed.

The applicant should also specify as to whether the parking spaces will be reserved utilizing a tag/sticker system. Testimony should also be provided as to whether reserved spaces will be marked with striping or signage.

8. Vehicular Circulation

Section 200-269.3B.(11)(a) establishes that the "geometry of streets shall be sufficient for Township emergency vehicles and private waste removal." Turning movement templates have been provided for a WB-50 vehicle, a ladder truck, and a sanitation vehicle. We defer to the Board's traffic consultant regarding this matter.

9. Site Access

Section 200-269.3B.(6)(b) establishes that "cross access easements with adjacent lots shall be required." The applicant and the Board should discuss this matter. The applicant has indicated that the "existing cross-access easement will be reviewed and a new cross-access easement will be executive with the adjoining property owner if needed."

Furthermore, the applicant and the Board should discuss whether there are any updates regarding the driveway connection to Cranbury Road. The most recent Planning Board approval for the Ellsworth Center incorporated the realignment of the main access driveway to line up with Cranbury Road.

10. Pedestrian and Bicycle Circulation

The following is noted regarding pedestrian and bicycle circulation:

- a. Comprehensive Bicycle and Pedestrian Circulation Plan. As established by Section 200-269.3B.(13)(a), a "comprehensive bicycle and pedestrian circulation plan shall be provided. Consideration shall be given to linking pedestrian and bicycle features to adjoining open space amenities, as determined to be appropriate and feasible."

A bicycle and pedestrian plan has been provided. The plan shows that bicycle access is to be provided from Cranbury Road, as well as from Ellsworth Building #1. In addition, pedestrian access to the Ellsworth Center will primarily be provided along the westerly portion of the site, near Building #4. It is our understanding that access has been provided in this location because of existing ADA connections. This should be confirmed.

Furthermore, the applicant should discuss whether any bicycle lanes or paths are proposed with this application. Based upon the layout, waiver relief will likely be required from Section 200-29N.(3), which establishes that “in those cases where bicycle access 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.”

- b. Pedestrian Crossings. As established by Section 200-269.3B.(13)(b), “pedestrian crossings in streets and alleys shall include special ground texture treatment such as brick, stone, cobble stones, and other suitable material. The treatment of any crosswalk shall be designed with materials that indicate the different traffic characteristics of intersecting streets.”

Two crosswalk details are provided on Sheet 11: one which shows a special ground treatment, and one which utilizes typical striping. Based upon Sheet 4, it appears as though the crosswalks in the main project area will utilize the decorative pattern, thus satisfying this requirement. This should be confirmed by the applicant.

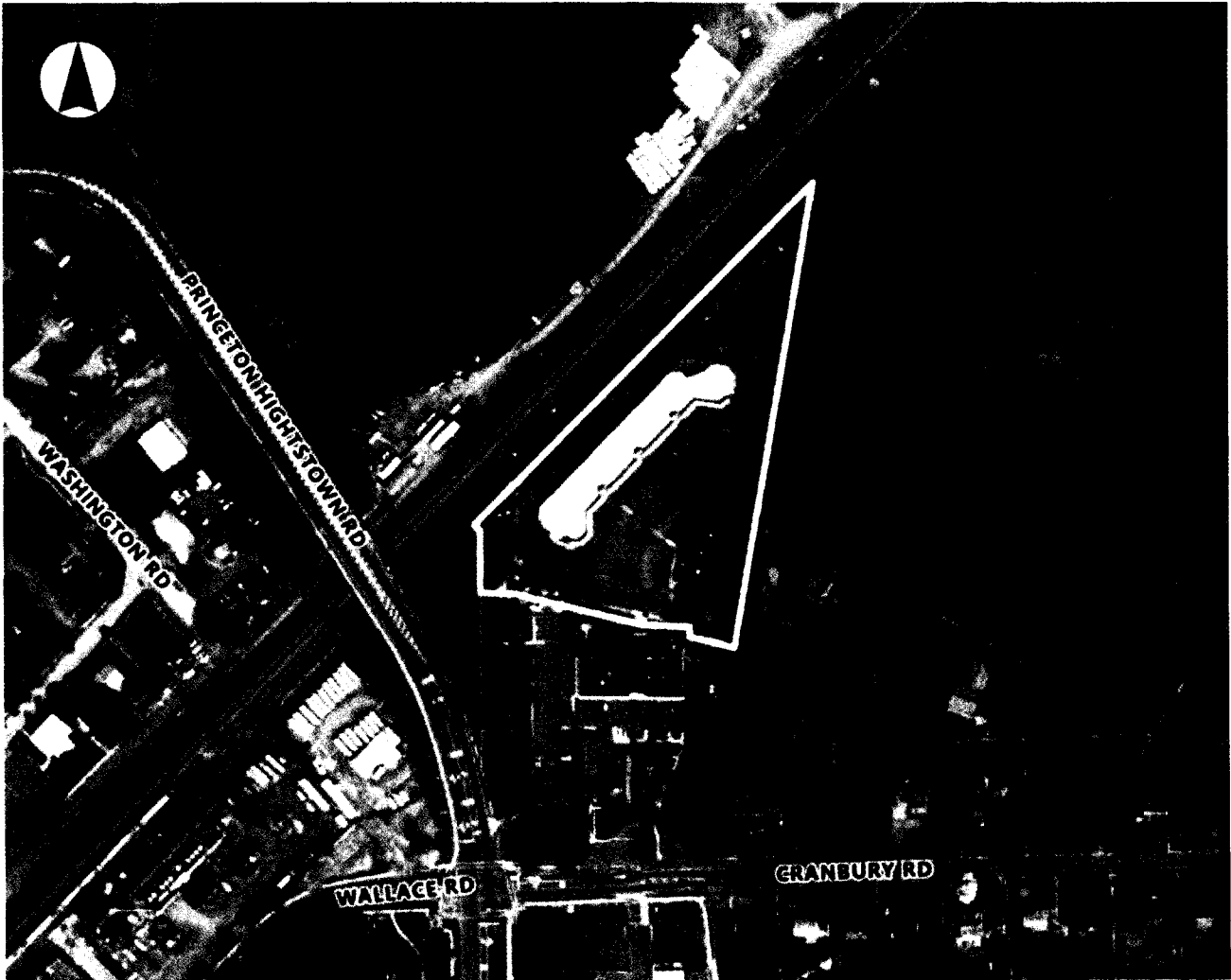
- c. Bicycle Storage. As established by Section 200-27B.(2), “the number of such bicycle spaces shall one space for each 20 parking spaces or fraction thereof.” Based upon this requirement, the applicant requires a minimum of nine (9) bicycle parking spaces.

In addition to the above, Section 200-269.3B(13)(c) also establishes “there shall be a dedicated interior space or an enclosed room for storage of bicycles. Such a space may be located within a parking garage.”

No specifically dedicated interior spaces for bicycle storage have been proposed in the aforementioned four (4) multifamily buildings. However, the applicant has proposed a dedicated room in the basement Building E1 of the Ellsworth Center for bicycle storage and bicycle repair. It is our understanding that this room would be free to all residents of the development, and that charging stations for electric bikes will be provided. This should be confirmed.

In addition to the above, the basement of the Building E1 is also proposed to contain a management office, common room, gym, media room, an Amazon room, and bathroom facilities.

Finally, two (2) bicycle racks are proposed near a proposed grilling area. As noted on Sheet 15, this consist of an inverted “U” bicycle rack. The applicant should specify how many bicycles these racks can accommodate.



Map 1: Aerial of Subject Site (scale: 1" = 250')

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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: December 22, 2020

To: West Windsor Planning Board

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

Subject: **400 STEPS, LLC - PB 20-05**
Preliminary / Final Site Plan
Landscape Architectural Analysis
(B-5, L-19 & p/o 20) 15 Cranbury Road

A site visit has been conducted and the submitted plans (dated, last revised – 12-4-20) for this application have been analyzed relative to Township Code and industry standards. The following comments regarding the landscape architectural aspects of this proposal are offered for consideration by the Board as this application is reviewed:

1. Approximately 15 mature trees will be removed to redevelop this property as proposed. The landscape plans specify the planting of 28 new trees in association with this project. The proposed Township Greenbelt does not occur on or adjacent to this property. The adjacent woodland are preserved open space that extend from the Greenbelt associated with the Big Bear Brook. This proposal does not present a significant impact upon the community forest resource.
2. The RP-12 Zone offers exclusion from many of the Township landscape standards including; buffers, open space, parking lot, and stormwater areas. The proposed landscape design will enhance the function and aesthetics of this new neighborhood, providing some shade, seasonal color and spatial definition. Any initial concerns regarding the landscape architectural development of the property have been addressed in a satisfactory manner through the TRC review.
3. The potential incorporation of green building elements was also discussed during the TRC review. The applicant has submitted a Green Development Practices Checklist and several initiatives will be implemented with this project, including some EV charging capability. The applicant should provide a brief description of the practices to be incorporated. Additional practices suggested for consideration included exploration of potential to incorporate solar power for the garage structures.

Upon request, additional comments may be offered based upon the submission of updated or modified information, and/or public testimony.

cc: Applicant

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MEMORANDUM

DATE: January 4, 2021

TO: West Windsor Township Planning Board

FROM: Jeffrey A. L'Amoreaux, P.E. *JAL*
Traffic Consultant

SUBJECT: 400 Steps LLC
Preliminary and Final Major Site Plan
West Windsor Township Planning Board Memorandum #1
PB20-05
Block: 5, Lots: 19 & Part of 20
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 Plans for the construction of a multi-family development to be located along Cranbury Road:

- One (yellow) Referral and Recommendation Request Transmittal from Erika Ward dated December 9, 2020 due January 5, 2021
- Development Application, Control No. P320-05 (should be PB20-05) filled out, signed and dated 12/9/2020.
- A completed West Windsor Township Site Plan Checklist dated April 23, 2020, revised October 27, 2020
- One "Additional Traffic Analysis" performed by McDonough & Rea Associates, Inc. dated August 25, 2020, including 3-year crash analysis.
- One completed "Attachment D – Major Development Stormwater Summary" prepared by Reece Nordeen, EIT, dated 10/15/2020.
- One completed West Windsor Township Green Development Practices Checklist" prepared by Ingrid Kohler dated 6/1/2020, updated 12/4/2020.
- One completed West Windsor Township Environmental Impact Statement Worksheet prepared by ACT Engineers, Inc.
- One bound "Planning Board Submission Set" of revised Architectural Plans dated December 8, 2020, including floor plans and elevations (19 sheets) for the proposed residential buildings and parking garages prepared by L&M Design, LLC, bearing a latest revision date of October 23, 2020, original revision date May 6, 2020.
- One half-size floor plan, Ellsworth Center Basement, showing "BIKE RM" space carved out of Self Storage area, prepared by S. Gran Wityk, Architect, last updated Dec. 09, 2020.
- One bound set of Preliminary & Final Site Plans for 400 Steps (23 sheets), prepared by ACT Engineers, Inc. with a latest revision date of December 4, 2020.

For the purposes of this memorandum, Cranbury Road (County Route 615) is oriented to the east and west and Princeton-Hightstown Road (County Routes 571 and 526) is north and south. As previously stated, the

proposed project is situated north of the Ellsworth Center shopping center, located on the northeast corner of the Princeton-Hightstown Road and Cranbury Road/Wallace Road intersection. Ellsworth Center, and therefore this site, has access from northbound Princeton-Hightstown Road by a one-way “right in” driveway. The site also takes access through Ellsworth Center to Cranbury Road, where it has a full movement driveway. To the northwest of the site is Amtrak’s Northeast Corridor rail line, to the northeast is woodlands, to the southeast residences, and to the west a bridge (NJ Route 64) traversing the rail line. Across Cranbury Road from the Ellsworth Center access is a Walgreens Pharmacy, and just to the southeast is an offset T-intersection with Carlton Place.

As previously stated, the project proposes the construction of four free-standing four-story apartment buildings, totaling 144 dwelling units. The project is in the Princeton Junction Redevelopment Plan area, which consists of districts with specified development attributes. This parcel is in the RP-12 district, defined in the Township Code under Section 200-269.3.

Parking for 161 vehicles (including six accessible spaces – four standard, two van-accessible) is proposed from a single loop roadway encircling three of the four buildings. Four spaces are proposed to be “parallel parking” spaces along the front of Building 4. Twenty-eight spaces are designated for enclosures in two separate garages of twenty-two and six spaces. The six-space garage, adjacent to Building 4, is proposed to have an additional six tandem spaces in front of it, totaling twelve spaces. Individual spaces in the six-space garage may be blocked by vehicles parked outside of it.

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

1. The applicant is proposing to construct the project using the full-movement driveway of the Ellsworth Center to Cranbury Road. This office is aware the Ellsworth Center, now under redevelopment itself, is obligated to align the existing full-movement driveway opposite Carlton Place as a condition of that redevelopment. Doing so will bring the realigned driveway closer to an existing ranch-style single-family dwelling, which we understand is a rental property under Ellsworth Center control. Based upon a field view, construction of the realigned driveway opposite Carlton Place appears feasible while maintaining the rental property intact.

We believe that construction of the relocated access opposite Carlton Place commensurate with construction of 400 Steps has significant merit, as it will decrease the overall time of construction and accomplish the realignment more quickly. Finally, we understand that the Ellsworth Center redevelopment will remove the head-in parking spaces along Cranbury Road, and parties involved could take advantage of the driveway relocation mobilization to accomplish the parking removal as well.

2. Construction of a left-turn lane on Cranbury Road (CR 615) in both directions at the relocated Ellsworth Center driveway opposite Carlton Place should be examined. Warrants for the left-turn lanes (based on industry standards) and the feasibility of construction are to be assessed, considering available right-of-way and utilities.

3. Roadway construction plans for the Cranbury Road access should be furnished or referenced. Mercer County has jurisdiction over Cranbury Road, and County commentary on this realigned access should be furnished to the Township. We recommend all parties consider installation of a DO NOT BLOCK pavement marking on Cranbury Road at the proposed access, and signing, in accordance with the Manual on Uniform Traffic Control Devices.
4. The McDonough & Rea letter establishes that the proposed apartment complex will generate substantially fewer trips than the constructed shopping center, assuming the shopping center is fully occupied. We find the contents of the letter acceptable.
5. The public will use the elevator in Building 4 to exit at the Ellsworth Center grade. It appears there has been coordination with Ellsworth Center to ensure an accessible route for wheelchair users.
6. Residential Site Improvement Standards (RSIS) reasonably classify the on-site circular roadway as a Residential Access Street, High Intensity. As such, the width should be 24 feet, and curb radii should be 25 feet. The applicant should demonstrate conformity with this standard. We do not believe that one-way circulation in one area of the loop drive will be satisfactory to the community. We would support a narrowing to 22 feet near the detention basin if it is requested.
7. Monument signing details should be provided in accordance with RP-12 district requirements. See Section 200-269.3.B(10)(b).
8. The Site plan shows a legend NO PARKING FIRE LANE. From a Construction Details Sheet (Sheet 11 of 17), it appears that this designation is intended to be a white pavement marking. Red is proposed as a 4" stripe next to the curb. We will defer to the Township emergency services on this matter as to the appropriateness of these proposed striping/markings provisions.
9. Cross-hatched pavement marking areas should have appropriate details specifying angle, spacing and pavement marking material.
10. The ADA Parking & Penalty Sign Detail on Sheet 11 should show the R7-8P Van Accessible plaque as 18" wide by 9" height, and other elements of the detail should reflect proper proportion. The Van Accessible Plaque shown appears to be 9" wide by 3" height. This is not standard. The sign posts will have to be longer to accommodate this revision.
11. The West Windsor ladder truck used in the circulation detail swept path does not appear to match the detail shown in profile, as the front and tandem rear wheels seem to have been pushed too far back from the front end of the truck. We defer to Fire Chief Lynch's opinion on the accuracy of the detail.
12. For the Hairpin Striping Detail on Construction Details Sheet 11 of 17, the double-striped lines are to be 18" on center, not 18" outside-of-line-to-outside-of-line.

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

400 Steps, LLC PB20-05
Preliminary and Final Major Site Plan
Township Planning Board Memorandum #1
West Windsor Township, Mercer County, New Jersey
January 4, 2021
Page 4 of 4

ARORA and ASSOCIATES, P.C.
Consulting Engineers

CC: Lisa Komjati
Sam Surtees
Dan Dobromilsky, LLA, PP, CTE
Lt. Tim Lynch
David Novak, PP, AICP
Peter Licata, Esq.

Chris Jepson, PE
Gerry Muller, Esq
Francis Guzik, PE
Joseph Burgis, PP, AICP
James L. Kochenour, P.E., P.P.

West Windsor Township Fire & Emergency Services

Memorandum

DATE: January 5, 2021
TO: Technical Review Committee
FROM: Chief Timothy M. Lynch
REGARDING: PB 20-05, 400 Steps, LLC, 3rd Review

OVERVIEW

The proposed development is for a 144-unit residential complex. This complex would take the place of a pre-existing unused commercial building facility.

CONCLUSION

Applicant has responded to all concerns addressed by this office in a memo dated October 27, 2020. I recommend approval.

Thank you.



Honor ~ Integrity ~ Loyalty

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: January 5, 2021

RE: PB 20-05 400 Steps, LLC

Members of the Affordable Housing Committee (“AHC”) reviewed the latest (third) submission of the proposed plans for 400 Steps, LLC. This submission does not seem to have an applicant response to the AHC’s November 17, 2020 memo (which noted no response to our June 29, 2020 memo) and does not seem to address many of our previously enumerated concerns.

The AHC had the following concerns:

1. Integration/Layouts/Bathrooms.

The submission included the unit layout of the 4 buildings with the identifications of 29 Affordable Housing Units; however, the Unit dimensions did not seem to be in the package. AHC members still have concerns about dispersion. As previously noted, for example, the proposal had 2 affordable units in Building 3, and 13 affordable units in Building 4. We feel strongly that some of the affordable units in Building 4 should be transferred to Building 3.

The members of the AHC were pleased to see that the 3-bedroom affordable units have 1 1/2 bathrooms but note that all of the 2-bedroom market units have 1 1/2 bathrooms, and none of the 2-bedroom affordable units do. The affordable units were also spread across all floors in the buildings; however, all of the top floor market units have lofts and no top floor affordable units have lofts. There does not seem to be an architectural reason for this.

2. Parking/Bicycle Storage/Garages.

The plans seem to provide parking for each unit to have at least one parking space (including garages but not the six ADA parking spaces). Will any garages be made available to affordable units or is it first come first serve for anyone that pays full rental? Will garages will be rented to tenants for an extra fee, and if so, for how much? If not, how will they be allocated. If there is a charge, what happens if not enough tenants rent garages and there are not enough regular spaces for all? While the applicant

previously stated that many tenants may not have cars, the ACH is still not persuaded and believes there may not be sufficient parking.

The bicycle storage is on an adjacent property (in the basement of the Ellsworth building on lot 20.02). There appear to be steps, sidewalks and crosswalks to get to this basement. Is it only accessible by stairs? The Bike Room dimensions are not shown, but they look to be 15' x 18'. Is this enough for 144 tenants? Also, will the amenities in this building be shared with the tenants of the Ellsworth Center? Will there be a charge to use this facility?

Also, it was not clear whether there are bike racks are indicated on the plans. Will there be space for parking bikes in front of the buildings temporarily? From the architectural plans, it appears all of the units have a small room or large closet at an outside wall that does not appear to be accessible. Is this a balcony, and if so, could people put their bikes on the balcony/is there room?

3. Mailboxes.

Where are the mailboxes going to be located? Will it be in in the lobbies for Buildings 1, 2 and 4? The AHC noted that Building 3 now had outside mailboxes identified.

4. Garbage/Recycling.

There is only one garbage/recycling location for 144 units located in the back of the complex. While they may empty it daily if needed, we still believe that there should be at least one other location on the opposite side of the complex so people do not need to carry refuse all the way across the complex.

5. Miscellaneous

We were previously concerned with the width of the road and the accessibility for emergency vehicles as the turns look really tight, especially if people improperly park along the roadway. It could also be a problem in an emergency for a complex with 144 units to have only 1 entrance and exit. A fire in one building causing evacuations with emergency vehicles trying to enter simultaneously could be a significant problem.

In addition, is there a plan/designated place for snow storage? Our members were unable to locate such plan.