



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: November 1, 2022

SUBJECT: **Penns Neck Plaza - Concept Plan**
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;
- 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, consisting of two sheets;
- C. 11"x17" color rendering exhibit entitled "Penns Neck Plaza – Generic View of Proposed Landscape Buffer/Berm from Residential Zone at 5 Years – West Windsor, Mercer County, New Jersey" prepared by Langan dated October 14, 2022;
- D. 30" x 42" color rendering exhibit entitled "Penns Neck Plaza – Plan Rendering – West Windsor, Mercer County, New Jersey" prepared by Langan dated November 9, 2022;

Narrative:

The subject property is a tract of 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). 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 as well as an 18'-wide ingress-only driveway from Mather Avenue and a 15'-wide ingress-only driveway from Varsity Avenue. 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.

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

1.0 **Concept Plan**

- 1.01 The applicant should quantify through testimony the proposed overall increases in both improvement coverage and regulated motor vehicle surfaces. It appears that the development will qualify as a major development under the Township's Green Infrastructure (GI) Stormwater Control Ordinance (SCO). Testimony on how the proposed bioretention basins meet the "small-scale" requirement for water quality treatment and groundwater recharge should also be provided.
- 1.02 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.
- 1.03 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 construction codes.
- 1.04 The applicant shall provide testimony to the Board about the 8'-high berm with 12'-high fence/sound wall to be constructed atop it as a buffer for the existing residential neighborhood. It is recommended that an acoustical engineer be consulted prior to formal site plan submission to determine the necessity of a sound wall and its design.
- 1.05 The Concept shows a "grassed swale" at the east base of the berm, with Varsity Ave as the high point, and flows to both Mather and to Washington. Both swales are approximately 400 feet in length and would require a vertical fall of approximately 8 feet (2% slope) to be properly designed to avoid ponding and standing water. The base of the berm is shown level at approximately 2 feet off the property line, so it is unclear that the design will work.
- 1.06 Accommodations for bicyclists and pedestrians both on and through the site should be presented to the Board through testimony.
- 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 cafes and Urgent Care uses. 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 waiver is required to exceed Ordinance.
- 1.08 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.

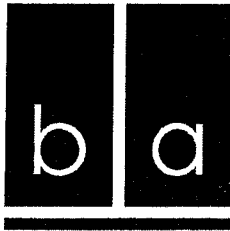
- 1.09 No loading spaces are proposed for either of the drive-thru cafes or the Urgent Care facility, where one space is required for each. This will require design waiver requests at the time of formal submission with supporting testimony on how delivery needs will still be met for each facility without negatively affecting traffic and circulation.
- 1.10 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.
- 1.11 The design assumes that all of the existing Mather Avenue ROW and Varsity Avenue ROW will be incorporated into the subject property. 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. Maintaining utilities under the proposed bioretention basin is not recommended.
- 1.12 Access easements that allow access from both Mather Avenue and Varsity Avenue to US Route 1 and Washington Road are recommended as part of any formal site plan application.
- 1.13 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.
- 1.14 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 Sharley Chuang
 - 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: October 31, 2022

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 (no revision date).
2. Conceptual site plan rendering prepared by Langan Engineering, dated November 9, 2022 (no revision date).
3. Traffic circulation plan prepared by Langan Engineering, dated October 14, 2022 (no revision date).
4. Rendering of Landscape Buffer prepared by Langan Engineering, dated October 14, 2022 (no revision date).

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 southerly 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 an area of 5,670 square feet. Eight gas pumps with a canopy are proposed to be located to the store's northeast. Altogether, fifty-one parking spaces are to be located in this area. A loading area is to be located along the southeasterly façade of the convenience store.

Drive-Through Cafés

Two drive-through cafés are proposed in the northerly portion of the subject site. Both cafés will have an area of 2,500 square feet. Each café will also have a dedicated drive-through lane with queuing space shown for eleven vehicles. Seventy-three parking spaces are located in this area which will be shared with the urgent care building discussed below.

Urgent Care Building

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

Other Improvements

Altogether, one hundred and twenty-four (or one hundred and twenty-eight when incorporating the Make-Ready/EVSE bonus) parking spaces are proposed. Access to the site will be provided by four driveways: a thirty-foot wide right-in/right-out driveway extending from US Route 1; a forty-two-foot wide full movement driveway extending from Washington Avenue; a fifteen-foot wide ingress only driveway extending from Varsity Avenue; and a twenty-foot wide ingress only driveway extending from Mather Avenue.

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 a berm with a fence/sound wall is proposed along the southeasterly property line. A detention basin is to be located within the vicinity of the Mather Ave ROW.

Sidewalks are internally proposed, and will also extend along the Mather Ave ROW, US Route 1, and Washington Road. A sidewalk will also extend through Varsity Avenue and Mather Avenue.

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 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. A redevelopment plan was therefore 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:

Operational Information

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

1. Prospective Tenants. The applicant should indicate whether any prospective tenants have been obtained for the proposed buildings, and whether they can be identified at this time.
2. Hours of Operation. Testimony should be provided regarding the envisioned hours of operation for the proposed uses.
3. Staffing. Testimony should be provided regarding the anticipated staffing for each proposed use, both in terms of total staffing and the number of staff on a typical shift.
4. Deliveries. The applicant should provide a general overview of the anticipated delivery schedule, including the anticipated frequency and scheduling of deliveries as well as the types of delivery vehicles which will frequent the site.
5. Refuse. The applicant should provide an overview of how refuse will be handled.

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.

6. 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. Architectural plans have not been provided with this submission. 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.

7. 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 submission. Testimony should be provided as to whether rooftop mechanical equipment is envisioned and, if so, how it will be screened from public view.

8. 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 submission. Testimony should be provided as to whether a sloped canopy is proposed, 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.

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

Comment. Testimony should be provided on this matter. Specifically, 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. We recommend that the applicant differentiate this space as a pedestrian area to the greatest extent feasible.

Patio areas are proposed near the cafés. A general overview should be provided regarding how many tables can be fitted in this area. Sufficient space for pedestrian circulation should be provided.

Parking and Circulation

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

10. Proposed Number of Parking Spaces. The applicant has calculated a need of one hundred and twenty spaces. A total of one hundred and twenty-eight parking spaces is proposed, which includes a bonus of four spaces from EV parking. Therefore, **waiver relief** is required from Section 200-28D.(2)(b) for exceeding the minimum number of off-street parking spaces.
11. Parking Management. The applicant should confirm that parking will be shared.
12. 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. Thus, **waiver relief** will be required from Section 200-29M(6) which establishes a stall size of nine feet by eighteen feet. The zoning table should be revised to reflect the correct section.

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.
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. Loading. The applicant should discuss the envisioned loading operations of the site. 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).
16. NJDOT Approval. The applicant and the Board should discuss the NJDOT right-of-way taking and what NJDOT approvals will be necessary.
17. Traffic Generation. Testimony should be provided as to whether any traffic generation studies have been conducted yet.
18. 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 also been provided.
19. 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.
20. 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.

Landscaping and Design

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

21. Residential Buffer Height. 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. The applicant has also provided a perspective rendering of the buffer.

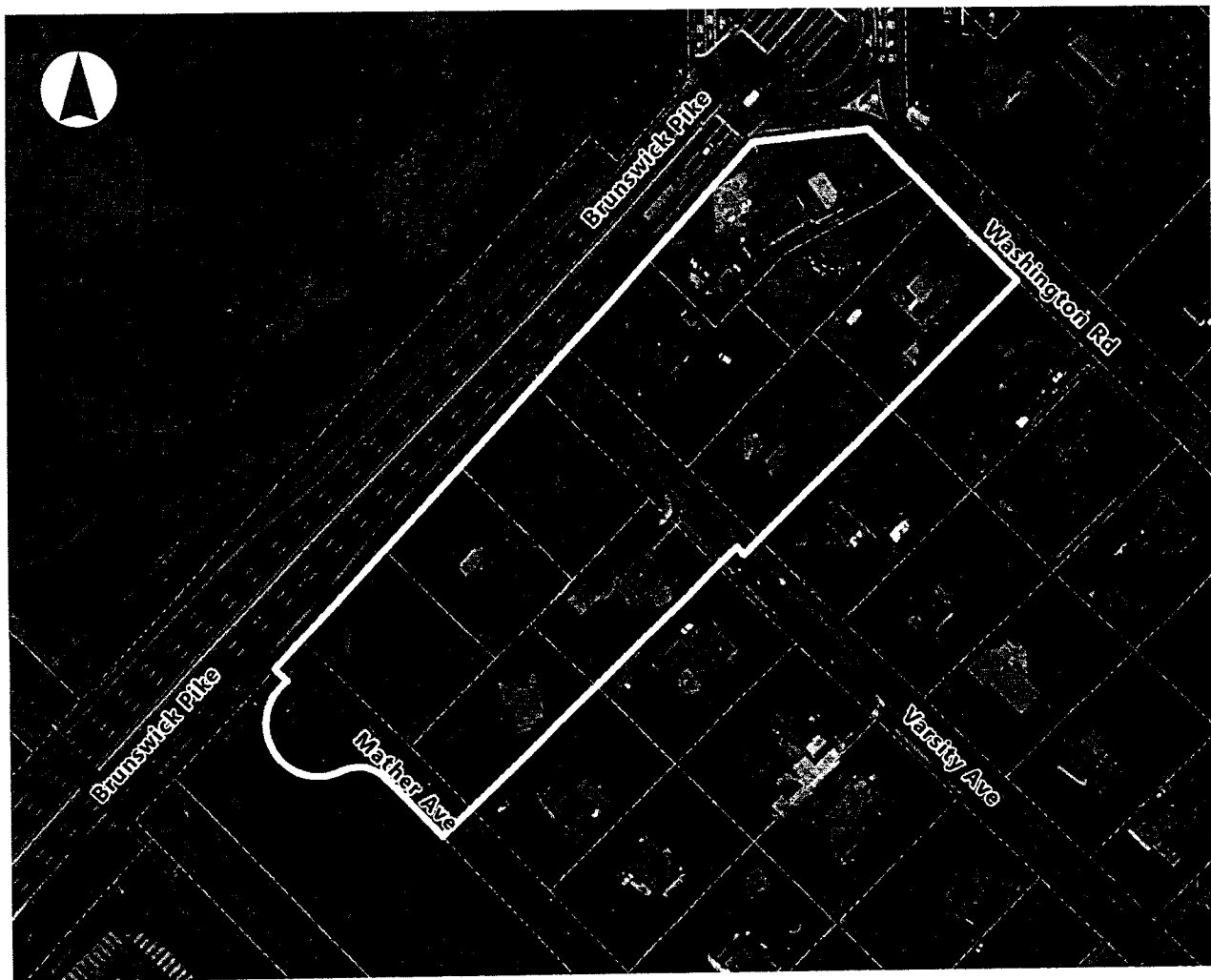
22. Landscaping Plan. Details regarding landscaping, both within buffer areas and internal to the site, will need to be provided.

23. Varsity Avenue Screening. The applicant proposes a six-foot vinyl fence and landscaping adjacent to the drive-through for the centrally located café building.

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/3789.15 Penns Neck Plaza \(PB 20-08\) - Concept Plan Review 01.docx](https://burgis.sharepoint.com/sites/BurgisData/Shared Documents/W-DOCS/PUBLIC/Pb-3700series/Pb-3789.15/Planning Board Concept Plan/3789.15 Penns Neck Plaza (PB 20-08) - Concept Plan Review 01.docx)




WEST WINDSOR TOWNSHIP

DEPARTMENT OF COMMUNITY DEVELOPMENT DIVISION OF ENGINEERING

MEMORANDUM

Date: October 31, 2022

To: West Windsor Township Planning Board

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

Subject: **PENNS NECK PLAZA – Concept Plan**
Landscape Architectural Plan Review
(B-38 and 39, numerous lots) SE Corner of Washington Rd and US Route One
PB 20-08 RP-1 zone

The submitted plans (dated last revised 10-14-22) have been analyzed and the following questions and comments are offered for consideration as this application is reviewed:

SITE CONDITIONS

1. The Township Master Plan Greenbelt is not present on, or close by to the property.
2. An existing tree inventory and removal information or a plan must be developed for the site plan application submission. It seems likely that none of the existing trees present on this property can be preserved.
3. Property ownership, road vacation, demolition, re-use, and landscape development of the Mather Ave. street and right of way should be reviewed.

LANDSCAPE ARCHITECTURE, ARCHITECTURE, & GREEN DESIGN

4. A conceptual landscape design is presented with the "Plan Rendering" sheet with this submission. This plan does not depict fully code compliant landscape development for this project. It is not clear that sufficient area is provided for landscape improvements to achieve conformance with Township code standard for landscape architectural development. In particular the following areas present concern in this regard:
 - Street trees are not depicted along the road frontages. Due to the presence of overhead wires along both streets it is not practical to plant street trees in a typical manner for this site.
 - Landscape is not depicted for the stormwater management areas (basins). The graded form and planting should be designed to blend into the overall landscape and create a visually pleasing feature. If the basins are designed with sand bottom infiltration areas, then the setback of the basins may present an additional code non-conformity. Implementing a fully planted design, including trees along the perimeter, is encouraged.

MEMORANDUM

To: W.W. Planning Board
From: Dan Dobromilsky, LLA/PP/LTE
Re: PB 20-08
Date: October 31, 2022

4.cont.

- The commercial to residential zone boundary landscape buffer (non-conforming use buffer) is consistent with previous recommendations for this project. It is designed to minimize and screen adverse or nuisance impacts. Specific details for the landscape associated with the proposed berm and fence, including erosion control, must be reviewed as the plans are refined.
 - The plans appear to depict a row of shrubs to address code requirements for filtered buffering between parking lots and streets or internal drives. A double row of evergreen shrubs and some shade trees must be strategically added to these areas, relative to signs and sight distance views, to achieve conformance with code standards.
 - Trees must be planted at a rate of one tree for every five parking stalls to create shade. Additional trees (including the filtered buffer planting noted above) will be required to achieve conformance.
 - The dimension for pedestrian space between parking stalls and the building is tight at some locations with this layout. Township code standards request 12' offset between the building and parking to accommodate walks, seating, etc., and planting.
 - Full size landscape peninsulas are lacking at the four corners of the parking stalls around the convenience store. It is understood that flush concrete surfacing, and bollards are typical for this type of store. However, the aesthetics of the pedestrian spaces around this store must be addressed. Options that address the Township code intentions for aesthetics and function (seating or outdoor dining) as well as the retailers concerns for safety and maintenance should be considered. Incorporation of decorative pavements such as scoring or imprinting colored concrete and some planting in the rear corners are options to consider.
5. This submission did not include architectural plans and elevations. The aesthetic finish of all four building facades and screening of mechanical elements are typical concerns that should be considered and discussed at the conceptual level if these points cannot be addressed for a given building or tenant.
6. The potential for this project to incorporate “green” construction elements should be discussed. The applicant should indicate if they can incorporate initiatives for this site such as:
- Utilization of porous pavements, recharge swales and/or rain gardens.
 - Specification of energy efficient building systems, windows, doors, HVAC and mechanical elements.
 - Incorporation of solar PV panels on the buildings and/or gas canopy.
 - Incorporation of building materials primarily supplied from local sources.
 - Interaction with alternative transportation modes such as busses.

This review is based on the information received to date, additional comments may be provided if new information is received.

C: Board Secretary
Board Plan Review Professionals
Applicant



SURINDER S. ARORA, PE
President

ARORA and ASSOCIATES, P.C.
Consulting Engineers

Princeton Pike Corporate Center
1200 Lenox Drive, Suite 200, Lawrenceville, NJ 08648
(609) 844-1111 • Fax (609) 844-9799
www.arorapc.com

MEMORANDUM

DATE: October 27, 2022

TO: West Windsor Township Technical Review Committee

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 #1
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) copy of a Plan Rendering (1 sheet) prepared by Langan Engineering and Environmental Services, Inc dated November 9, 2022 (odd, we're that far along in the calendar yet)
- One (1) copy of a Landscape Berm Rendering (1 sheet) prepared by Langan Engineering and Environmental Services, Inc. dated October 14, 2022
- One (1) copy of a Traffic Circulation Plan (2 sheets) prepared by Langan Engineering and Environmental Services, Inc. dated October 14, 2022
- One (1) copy of a Conceptual Plan (1 sheet) prepared by Langan Engineering and Environmental Services, Inc dated October 14, 2022
- 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 a West Windsor Township Planning Board Transmittal Letter prepared by Sam Surtees dated October 19, 2022 with reports due November 1, 2022
- One (1) copy of NJDOT briefing paper on Route 1, Alexander Road to Mapleton Road, dated February 15, 2022

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, a driveway to Washington Road (full access) and one-way entrances from Varsity

Avenue and Mather Avenue, respectively. 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 with one-way egress onto the access driveway to Washington Avenue.

Review Comments

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

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).
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.
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 to 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.
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.
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.
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.
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 face of 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.

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.
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 show wheel paths to swing onto the adjacent travel lane along US 1 to make right turning movements, which must be revised.
 - b. The garbage truck template should include the wheel path to/from all buildings to/from the ingress/egress points, like other two templates.

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.

Karl Pehnke, P.E., PTOE