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August 13, 2020  
Via FedEx 2-Day

Township of West Windsor  
271 Clarksville Road  
PO Box 38  
West Windsor, New Jersey 08550

Attn: Barbara Watson  
Zoning Board Secretary

**RE: Windsor 1 Developers, LLC  
Proposed Wawa Food Market &  
Fueling Station  
Block 7, Lot 59  
Township of West Windsor  
Union County, NJ  
DEC # 1478-99-043  
ZB # 19-06**

Dear Ms. Watson,

On behalf of our client, Windsor 1 Developers, LLC, enclosed please find the following documents for your review towards issuance of Preliminary and Final Major Site Plan approval and variance relief for the above referenced project:

- Eleven (11) signed and sealed copies of the Preliminary and Final Site Plan & Minor Subdivision drawings, prepared by our office, dated January 6, 2020, last revised August 5, 2020;
- Eleven (11) copies of the Hyatt House Hotel front entrance rendering, prepared by Horten Architecture & Design, dated August 4, 2020;
- Eleven (11) copies of the Stormwater Management, Groundwater Recharge and Water Quality Analysis, prepared by our office, dated January 2020, last revised April 2020;
- Eleven (11) copies of the Operation & Maintenance Plan, prepared by our office, dated January 2020, last revised April 2020;
- Eleven (11) copies of the Water and Sanitary Sewer Engineer's Report, prepared by our office, dated February 2020, last revised August 2020;
- Eleven (11) copies of the Traffic Volume Figures, prepared by Dynamic Traffic, LLC;
- Eleven (11) copies of the Traffic Counts, prepared by Dynamic Traffic, LLC, dated September 18, 2019;

- Eleven (11) copies of the Traffic Capacity Analysis, prepared by Dynamic Traffic, LLC;
- Eleven (11) copies of the Traffic Crash Reports;
- Eleven (11) copies of the Mercer County Planning Board Approval Letters, dated April 3, 2020;
- Eleven (11) copies of the Delaware and Raritan Canal Commission Staff Report, dated June 11, 2020; and
- Eleven (11) copies of the Mercer County Soil Conservation District Certification, dated June 4, 2020.

The enclosed documents have been revised to reflect the amended zoning ordinance, as well as satisfy the project review comments identified in the following Memorandums:

- Memorandum, prepared by Ian L. Hill, PE of Van Cleef Engineering Associates, LLC, dated May 21, 2020;
- Memorandum, prepared by David Novak, PP, AICP of Burgis Associates, Inc., dated May 20, 2020;
- Memorandum, prepared by James L. Kochenour, PE, PP and Jeffrey A. L'Amoreaux, PE of Arora and Associates, PC, dated May 26, 2020;
- Memorandum, prepared by Dan Dobromilsky, LLA, PP, LTE, dated May 21, 2020; and
- Memorandum, prepared by Christopher B. Jepson, PE of Van Cleef Engineering Associates, LLC, dated May 20, 2020.

In order to facilitate the review of the revised drawings and reports, we have provided the following itemized responses of the outstanding comments:

**Memorandum, prepared by Ian L. Hill, PE of Van Cleef Engineering Associates, LLC, dated May 21, 2020:**

**1.0 Minor Subdivision**

- 1.01 Informational. No response required.
- 1.02 Legal descriptions will be provided as a condition of approval.
- 1.03 New block and lot numbers will be obtained through coordination with the Township as a condition of approval.
- 1.04 Informational. No response required.

1.05 The B-2 zoning ordinance has been recently amended to include hotels as a permitted use. Therefore, this comment is no longer applicable.

**2.0 Site Plan**

2.01 Township Site Plan Checklist Waivers:

- a. Informational. No response required.
- b. Informational. No response required.

2.02 Retaining wall design plans will be submitted as a condition of approval. In addition, NJDEP approval of the transition area waiver will be submitted upon receipt.

2.03 Demolition Note # 19 has been added to the Demolition Plan (Sheet 4) regarding the removal/re-use of existing improvements.

**3.0 Access and Circulation:**

3.01 Testimony will be provided.

3.02 A Traffic Impact Study dated 2/20/20 was submitted. Testimony will be provided.

3.03 Testimony will be provided.

3.04 Informational. No response required.

3.05 Off-street Parking Requirements:

- a. Testimony will be provided.
- b. Informational. No response required.

3.06 The Site Plan (Sheet 5) has been revised to provide a seven (7) bicycle parking rack for the hotel to comply with the requirement.

3.07 Waiver relief requested. Testimony will be provided.

3.08 Waiver relief requested. Testimony will be provided.

3.09 Waiver relief requested. Testimony will be provided.

3.10 Waiver relief requested. Testimony will be provided.

3.11 Waiver relief requested. Testimony will be provided.

3.12 Waiver relief requested. Testimony will be provided.

3.13 Informational. No response required.

**4.0 Stormwater Management:**

- 4.01 Please see enclosed, updated Stormwater Management, Groundwater Recharge and Water Quality Analysis for review. The analysis has been updated to include information regarding proposed manufactured treatment devices that have been added to comply with Delaware and Raritan Canal Commission requirements.
- 4.02 Informational. No response required.
- 4.03 Waiver relief requested. Testimony will be provided.
- 4.04 Please see enclosed, updated Operation & Maintenance Plan for review. The Operation & Maintenance Plan has been updated to include inspection and maintenance information for the proposed manufactured treatment devices.
- 4.05 The periodic pool discharge will typically happen a few times a year or when repairs or maintenance is required to draw down or empty the pool. When the discharge occurs, the PH levels will be lowered and then the water will be discharged to the lawn or landscaping to the rear of the hotel.

**5.0 Utilities**

- 5.01 Please see enclosed, Water and Sanitary Sewer Engineer's Report for review.
- 5.02 The Drainage & Utility Plan (Sheet 7) has been revised to include a grease monitoring pit downstream of the external grease trap, as requested.
- 5.03 An internal grease interceptor will be proposed inside the hotel.
- 5.04 Acknowledged. Investigation into the integrity of the existing sewer line will be provided as a condition of approval.
- 5.05 Informational. No response required.
- 5.06 Informational. No response required.

**6.0 Lighting**

- 6.01 Both uses are 24-hour uses, therefore, all lighting will remain on past 11 PM.
- 6.02 The Lighting Details (Sheet 2 of 3) has been revised to provide the average footcandles for both the Wawa and hotel sites. Furthermore, the Lighting Plan (Sheet 1 of 3) has been revised to meet the standard for average footcandles within the entrances and exits areas.
- 6.03 The Lighting Plan (Sheet 1 of 3) has been revised to reduce the average footcandles within the canopy and porte cochere areas. Testimony will be provided regarding glare impacts.

**7.0 General Comments**

- 7.01 As indicated above, legal descriptions will be provided as a condition of approval.

- 7.02 The Construction Details (Sheets 12-14) and the Wawa Construction Details (Sheet 15-16) have been revised to indicate 4,500 psi concrete for all concrete curb and sidewalk, as well as include the applicable Township sanitary sewer details.
- 7.03 Construction cost estimate will be provided as a condition of approval.
- 7.04 Requested information will be provided as a condition of approval and completion of construction.
- 7.05 Please see enclosed, approvals from the Mercer County Planning Board and Mercer County Soil Conservation District. In addition, please see enclosed Delaware and Raritan Canal Commission Staff Report in which approval of technical comments is indicated. All remaining applicable outside agency approvals will be submitted upon receipt including NJDEP and NJDOT.

**Memorandum, prepared by David Novak, PP, AICP of Burgis Associates, Inc., dated May 20, 2020:**

**Planning Review:**

**1. Proposed Use**

- a. Testimony will be provided regarding the hours of operation.
- b. Testimony will be provided regarding staff members.
- c. Testimony will be provided regarding diesel fueling stations.
- d. Testimony will be provided regarding deliveries.

**2. Parking and Circulation**

- a. The Site Plan (Sheet 5) has been revised to provide fifty (50) parking spaces for the proposed Wawa site.
- b. ADA Accessibility:
  - i. As indicated above, the Site Plan (Sheet 5) has been revised to provide fifty (50) parking spaces for the Wawa site, therefore, the two (2) proposed ADA accessible spaces complies with the requirement.
  - ii. Informational. No response required.
  - iii. The main parking area and rear parking area for the hotel provide one-hundred and twenty-six (126) parking spaces for the hotel use, which requires six (6) ADA accessible spaces. The hotel use provides the required six (6) ADA accessible spaces within the main parking area to provide the shortest ADA accessible route to the main entrance.
- c. Testimony will be provided.

- d. Testimony will be provided.
- e. Testimony will be provided.
- f. Testimony will be provided.
- g. Testimony will be provided.

**3. Landscaping**

- a. The Landscape Plan (Sheet 8) has been revised to include additional landscape islands.
- b. Testimony will be provided.

**4. Wetland Buffer**

Testimony will be provided and NJDEP approval will be submitted upon receipt.

**5. Trash Enclosure**

Testimony will be provided.

**6. Unified Design**

Testimony will be provided.

**7. Signage**

Testimony will be provided.

**Memorandum, prepared by James L. Kochenour, PE, PP and Jeffrey A. L'Amoreaux, PE of Arora and Associates, PC, dated May 26, 2020:**

**General Comments**

1. The Ordinance requires a spacing of 200' between adjacent driveways which serve the same site. Note that the property in question is proposed to be subdivided into two separate lots for the Wawa and hotel respectively. Therefore, the proposed Wawa driveway along Emmons Drive and the proposed easternmost hotel driveway will serve uses on separate lots.

The hotel is proposed to be served by two driveways separated by approximately 73'. However, it should be noted that the westernmost driveway is anticipated to serve only a small rear parking lot consisting of 22 spaces. It is anticipated that this driveway will experience minimal traffic volumes compared to the primary easternmost driveway. Therefore, no negative interaction between the two driveways is anticipated from a traffic perspective.

Lastly, while Emmons Drive is under the Township's jurisdiction, it should be noted that NJDOT's minimum edge clearance design standard of 24' between adjacent driveways is

satisfied in all locations. The spacing between the Wawa driveway and the easternmost hotel driveway is approximately 57' and the spacing between the two hotel driveways is approximately 73'. Therefore, it is anticipated that the proposed driveways will operate safely.

The General Notes (Sheet 3) have been revised to indicate a waiver for the two hotel lot driveways.

2. It is understood that the curb lane is an auxiliary lane that begins at the ramp from Meadow Road westbound and allows both through and right turn movements. The combined right turn and up weave striping is there to identify that right turn movement.
3. At many similar Wawa sites, landscaping vehicles often patron the store while their vehicles are fueling at the pump islands.

There is some overlap of peaking traffic conditions between the proposed uses and the Windsor Green shopping center, specifically during the weekday evening peak hour.

A connection to the Windsor Green shopping center as described would result in a substantial increase in traffic from the shopping center traveling through the proposed aisle behind the Wawa. This aisle includes a public entrance to the rear of the building; therefore, this could potentially create an issue of additional conflict between pedestrians and cut-through traffic.

Note that the Wawa is proposed to provide low flow fueling nozzles only. Additionally, Wawa attendants are directed to turn away tractor trailers wishing to fuel.

4. The proposed Route 1 driveway is anticipated to be the primary access for the proposed Wawa. The Emmons Drive driveway is anticipated to experience moderate use and congestion is not anticipated. The nearest parking space to Emmons Drive is approximately two car lengths from the curbline which allows for vehicles entering the site to wait wholly within the site if another vehicle were to be exiting a parking space concurrently. Additionally, parking spaces in all drive aisles is common in many Wawa sites, and is in keeping with driver expectation for visiting a Wawa establishment.
5. As requested, the intersection of Canal Pointe Boulevard and Meadow Road has been analyzed. Note that the Windsor Green Shopping Center driveway is a private driveway which serves an unrelated private development, and is therefore not within the scope of this project. Manual turning movement (MTM) counts conducted on Wednesday, September 18, 2019 from 7:00 to 9:00 AM and from 4:30 to 6:30 PM and on Saturday, September 21, 2019 from 11:00 AM – 2:00 PM were utilized to establish existing peak hour traffic volumes at the intersection of Canal Pointe Boulevard and Meadow Road. The traffic counts are appended.

Through consultation with the West Windsor Township Planning Board staff, our office received a copy of the *Updated Traffic Engineering Assessment*, prepared by Shropshire Associates, LLC, and dated February 23, 2018 which illustrated the traffic volumes associated with the development. Figure 6 and 7, appended, illustrate the anticipated traffic volumes that will be rerouted as part of the roadway modification proposed by that development as well as the site generated volumes which will affect the subject intersection. Note that only the weekday AM and PM peak hours were analyzed as part of the Woodstone project; therefore,

Saturday traffic volumes associated with the Woodstone development were projected utilizing Institute of Transportation Engineers (ITE) trip generation rates found under Land Use Code 220 - Apartments consistent with the traffic assessment. Additionally, traffic associated with the existing Charlotte Rachel Wilson Apartments along Farber Road in the Saturday midday peak hour was estimated proportionally utilizing the ITE data for LUC 221 - Multifamily Housing Mid-Rise and the existing weekday AM and PM traffic volumes for Farber Road detailed in the Woodstone traffic assessment.

The capacity analysis results at the intersection are shown under the response to comment #6 below. In summary, overall levels of service "B" are provided for the intersection with each movement operating at level of service "D" or better. Note that the future intersection geometry and traffic signal timing for the intersection of Canal Pointe Boulevard and Meadow Road / Loetscher Place detailed in the Woodstone development traffic assessment was utilized.

6. The traffic volumes associated with the Woodstone residential development have been added to the No Build traffic volumes in addition to the background traffic growth as requested as per the *Updated Traffic Engineering Assessment*, prepared by Shropshire Associates, LLC, and dated February 23, 2018. Operational conditions at all study intersections were analyzed under the No Build and Build conditions and are summarized in Table I. As shown, the study intersections are projected to operate at equivalent or similar levels of service as compared to the No Build condition with minimal increases in delay. All capacity analysis worksheets are appended.



**Table I**  
**Future Levels of Service**

Intersection	Direction/ Movement		AM PSH		PM PSH		SAT PSH	
			No Build	Build	No Build	Build	No Build	Build
Route 1 SB & Emmons Drive	EB	R	b (10)	b (10)	c (19)	c (20)	b (12)	b (13)
Route 1 SB & Site Driveway	EB	R	a (10)	b (13)	c (16)	d (30)	b (12)	b (15)
Emmons Drive & Site Driveways	WB	L	a (8)	a (8)	a (8)	a (8)	a (8)	a (8)
	NB	LR	b (10)	b (11)	b (11)	b (12)	b (11)	b (12)
Emmons Drive & Wheeler Way	EB	L	a (8)	a (8)	a (8)	a (8)	a (8)	a (8)
	WB	L	a (7)	a (7)	a (7)	a (7)	a (7)	a (7)
	NB	LTR	b (11)	b (11)	b (11)	b (11)	a (10)	a (10)
	SB	LTR	b (12)	b (13)	d (28)	d (30)	b (15)	c (15)
Canal Pointe Boulevard & Meadow Road/ Loetscher Place	EB	LTR	D (50)	D (50)	C (29)	C (29)	D (45)	D (45)
	WB	LT	D (39)	D (39)	D (49)	D (49)	D (50)	D (50)
		R	A (5)	A (5)	A (3)	A (3)	A (4)	A (4)
	NB	LT	B (11)	B (11)	B (16)	B (16)	B (12)	B (12)
		R	A (2)	A (2)	A (4)	A (4)	A (3)	A (3)
	SB	L	A (5)	A (5)	A (8)	A (8)	A (6)	A (6)
		TR	A (6)	A (6)	A (8)	A (8)	A (6)	A (6)
<b>Overall</b>			<b>B (17)</b>	<b>B (16)</b>	<b>B (15)</b>	<b>B (15)</b>	<b>C (21)</b>	<b>B (20)</b>

a (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicle)

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

7. The traffic control configuration at the intersection of Emmons Drive and Wheeler Way was reviewed as requested. Specifically, the following two-way stop control (TWSC) and (AWSC) scenarios were considered. Table II summarizes the capacity analysis results utilizing each scenario:
  - I. TWSC - Wheeler Way under stop control (*Existing*)
  - II. TWSC - Emmons Drive under stop control with westbound right turn under channelized yield control (*Recommended in Woodstone Traffic Assessment*)
  - III. AWSC - All approaches under stop control

**Table II**  
**Emmons Drive & Wheeler Way**  
**Traffic Control Alternatives Review**

Direction/ Movement		AM PSH			PM PSH			SAT PSH						
		No Build	Build		No Build	Build		No Build	Build					
			I	II		III	I		II	III	I	II	III	
EB	L	a (8)	a (8)	c (16)	a (9)	a (8)	a (8)	e (44)	b (10)	a (8)	a (8)	c (20)	a (9)	
	T	-	-			-	-			-	-			-
	R	-	-			-	-			-	-			-
WB	L	a (7)	a (7)	a (9)	a (8)	a (7)	a (7)	b (10)	b (15)	a (7)	a (7)	a (10)	b (11)	
	T	-	-			-	-			-	-			-
	R	-	-			-	-			-	-			-
NB	L	b (11)	b (11)	a (7)	a (8)	b (11)	b (11)	a (7)	a (9)	a (10)	a (10)	a (7)	a (8)	
	T			-				-				-		-
	R			-				-				-		-
SB	L	b (12)	b (13)	a (8)	a (9)	d (28)	d (30)	a (8)	c (18)	b (15)	c (15)	a (8)	b (12)	
	T			-				-				-		-
	R			-				-				-		-

a (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicle)

As shown in the table above, all-way stop control (Alternative III) appears to provide the best levels of service for the intersection overall, with a maximum LOS on any movement of “A,” “C,” and “B” in the three peak hours respectively. The existing configuration with stop signs on Wheeler Way (Alternative I) only appears to be second best, with max. LOS of “B,” “D,” and “C” in the three peak hours respectively. The scenario in which the stop signs are relocated to Emmons Drive (Alternative II) appears to yield the least favorable levels of service, with max. LOS “C,” “E,” and “C” in the three peak hours respectively. It should also be noted that while the traffic volumes along both roadways are similar, the volumes along Emmons Drive are higher than Wheeler Way in all three peak hours in the Build condition.

A preliminary review of the all-way stop control warrants outlined in the Manual on Uniform Traffic Control Devices (MUTCD) was conducted in order to determine if all-way stop control could be appropriate at the subject intersection. The results of the analysis are as summarized in the table below.

**Table III**  
**Multi-Way Stop Criteria**

Multi-Way Stop Criteria (MUTCD Section 2B.07 Par. 04)		Satisfied?	Description
A		No	Based upon a review of the collected traffic data, the peak hour volumes at the intersection were not found to satisfy traffic signal warrants.
B		No	Crashes occurring at the intersection were reviewed for the past three and a half years (January 2017 - July 2020). It was determined that two crashes occurred in that period which could be considered correctable via installation of an All-Way Stop Control; whereas five crashes within a 12-month period are required.
C	1	<i>Unlikely</i>	Based upon a review of the peak hour volumes, neither the weekday or Saturday midday PSH volumes satisfy Criteria C. Note that while eight hours were not analyzed, it is understood that if the AM peak hour does not satisfy the warrants it is unlikely that eight weekday hours do so, and that if the Saturday peak hour does not satisfy the warrants it is highly unlikely that eight Saturday hours do so.
	2	<i>Unlikely</i>	
	3	N/A	Criteria N/A because speed limit is less than 40 mph.
D		No	Criteria B is not satisfied to 80% of the minimum value.

In conclusion, the analyses contained herein indicate that all-way stop control would yield the best levels of service results for the intersection. However, based on our preliminary review of the MUTCD warrants, it is unlikely that the AWSC warrants would be satisfied. As such, our recommendation would be to maintain the existing traffic control at the intersection with stop signs for the Wheeler Way approaches only. However, the decision to change the traffic control at the intersection is ultimately the Township's prerogative.

8. NJDOT has also reviewed the gravity model and trip distribution calculated in the Traffic Impact Study and has provided contradictory feedback. The Department recommended that some traffic currently routed via Emmons Drive/Wheeler Way be rerouted to access the site via Route 1. Due to the contradictory feedback between the two agencies, it is our professional opinion that the original distribution is appropriate and therefore no adjustments were made.
9. Acknowledged.

**Site Plan Comments**

10. The Site Plan (Sheet 5) has been revised to provide seven (7) bicycle parking spaces for the hotel use.
11. Waiver relief requested. Testimony will be provided.

**Sheet 5 – Site Plan**

12. The Site Plan (Sheet 5) has been revised to provide notes indicating the types of proposed ADA curb ramps, as requested.

13. NJDOT has requested that the curb ramp and detectable warning surface at the southwest corner of the intersection be reconstructed, which is shown on the enclosed plans.
14. The Demolition Plan (Sheet 4) provides a note indicating that the existing No Parking Sign along Emmons Drive will remain.
15. The Site Plan (Sheet 5) and Wawa Construction Details (Sheet 16) have been revised to include notation regarding the loading zone striping.
16. The Parking Stall Striping Detail and the Painted Ladder Crosswalk Striping Detail on the Construction Details (Sheet 12) have been revised to indicate that striping will be thermoplastic on asphalt and epoxy on concrete.
17. The Site Plan (Sheet 5) has been revised to indicate a proposed No Parking Loading Zone sign on the Wawa building. In addition, a detail has been added to Wawa Construction Details (Sheet 16).
18. The Site Plan (Sheet 5) has been revised to remove internal stop bars, as requested.
19. The Site Plan (Sheet 5) has been revised to include a note regarding the proposed striping for the air pump area.
20. The proposed island has been designed with an area of 83 square feet which satisfies NJDOT's minimum requirement of 75 square feet as per the NJ State Highway Access Management Code.
21. The Site Plan (Sheet 5) has been revised to provide fifty (50) parking spaces for the Wawa site, therefore, the two (2) proposed ADA accessible spaces meet the requirement.
22. A One Way sign on the Route 1 median has not been requested by NJDOT. Note that One Way signs are not provided on the median opposite the other existing private driveways along Route 1 southbound in the vicinity of the site.
23. The Site Plan (Sheet 5) has been revised to remove internal stop signs, as requested.
24. The Site Plan (Sheet 5) has been revised to remove internal pavement arrows, as requested.
25. Waiver is requested. Testimony will be provided.
26. The Landscape Plan (Sheet 8) has been revised to include the requested note.
27. A note has been added to the Landscape Plan (Sheet 8) regarding tree plantings near traffic signage.
28. A note has been added to the Landscape Plan (Sheet 8) regarding tree plantings within sight triangles.

29. The Vehicle Circulation Plan (Fire Truck) (Sheet 20) has been added to the site plan drawings for review.
30. Testimony will be provided.
31. Testimony will be provided.
32. The Construction Details (Sheet 13) has been revised, as requested.
33. The ADA Parking Sign on Bollard Detail provided on the Construction Details (Sheet 12) has been revised, as requested.
34. The Accessible Parking Sign Detail provided on the Wawa Construction Details (Sheet 15) has been revised, as requested.
35. The yield sign detail has been removed from the Wawa Construction Details (Sheet 16).

**Memorandum, prepared by Dan Dobromilsky, LLA, PP, LTE, dated May 21, 2020:**

1. Testimony to be provided.
2. Testimony to be provided.
3. The Landscape Plan (Sheet 8) has been revised to increase the trash enclosure landscape islands to ten feet wide.
4. The Landscape Plan (Sheet 8) has been revised to include landscape islands at the ends of the southern parking row.
5. The Trash Enclosure Detail on the Construction Details (Sheet 15) has been revised to indicate the height of the enclosure, as well as indicate that the enclosure will consist of concrete masonry units that match the proposed Wawa architectural façade elements, as shown on the Wawa Gas Canopy and Trash Compound renderings provided with the initial submission. Furthermore, the details for chain link fence and vinyl fence have been removed and replaced with an Aluminum Picket Fence Detail on the Construction Details (Sheet 12) to be utilized on top of the proposed retaining wall.
6.
  - a. The Demolition Plan (Sheet 4) has been revised to indicate preservation of an additional four existing trees along Emmons Drive.
  - b. Due to site ID sign visibility concerns, overhead wires and the stormwater conveyance system, additional tree plantings along the Route 1 frontage is not feasible.
  - c. The Landscape Plan (Sheet 8) has been revised to include additional tree plantings within the wetland buffer area.
  - d. The Drainage & Utility Plan (Sheet 7) has been revised to remove the oil/water separators and provide a manufactured treatment device within the proposed doghouse manhole prior to discharge to the Route 1 conveyance system, therefore, further reduction to the landscape buffer area is not anticipated.

- e. A note has been added to the Demolition Plan (Sheet 4) indicating that the existing hedges along the frontage should be examined to determine if they can be preserved.
  - f. The Landscape Plan (Sheet 8) has been revised to include additional shrub plantings along the southern property line, as well as include tree protection fencing to preserve the existing landscaping where possible.
  - g. The Landscape Plan (Sheet 8) has been revised to include an additional six shade trees.
  - h. The Landscape Plan (Sheet 8) has been revised to include six shade trees at a larger caliper (6”).
  - i. Testimony to be provided.
  - j. Please see enclosed, Hyatt House Hotel renderings.
  - k. The Landscape Plan (Sheet 8) has been revised to indicate mulch lines, planting sizes within the Landscape Schedule and a note stating that all landscaped areas not mulched shall be sodded. In addition, the Irrigation Note on the Landscape Notes & Details (Sheet 9) indicates that an automatic system will be installed.
  - l. Testimony will be provided.
7. The proposed development will utilize energy efficient LED site and building lighting, energy efficient HVAC and mechanical elements, energy efficient windows and doors, and electric vehicle charging stations (hotel only). In addition, incorporation of building materials supplied from local sources will be provided to the greatest extent possible.

**Memorandum, prepared by Christopher B. Jepson of Van Cleef Engineering Associates, LLC, dated May 20, 2020:**

**I. Overview**

Informational. No response required.

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

**A. Wetlands**

NJDEP LOI/Transition Area Waiver will be submitted upon receipt.

**B. Greenbelt**

Informational. No response required.

**C. Water Quality**

Pursuant to Delaware and Raritan Canal Commission review, two (2) manufactured treatment devices were added to the proposed development (one at each discharge point). In addition, see enclosed, Delaware and Raritan Canal Commission Staff Report in which approval of technical comments is indicated.

**D. Environmentally Sensitive Areas**

Informational. No response required.

**E. Historic Resources**

Informational. No response required.

**F. Other Environmental Concerns/Comments**

Informational. A waiver is requested from providing pervious pavers.

Should you have any questions or require additional information, please do not hesitate to contact the undersigned.

Sincerely,

**DYNAMIC ENGINEERING CONSULTANTS, PC**



Matthew Sharo, PE, PP



Ryan MacNeill

Enclosures

cc: Joseph Mizrahi (via email)  
Stephen R. Nehmad, Esq. (via email)  
Michael J. Lario, Jr, Esq. (via email)  
John McDonough, LA, PP, AICP (via email)  
Benjamin J. Horten, AIA (via email)  
Sunil Nayak (via email)