



WEST WINDSOR TOWNSHIP

DEPARTMENT OF COMMUNITY DEVELOPMENT DIVISION OF ENGINEERING

MEMORANDUM

TO: West Windsor Township Technical Review Committee

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

DATE: January 20, 2022

SUBJECT: **Bridgepoint 8 Industrial Park**
Preliminary & Final Major Subdivision and Site Plan – Phase I
Preliminary Major Site Plan – Phase II
Block 8, Lots 1, 2, 3, 12, 16, 20, 28, 32.01, 39, 40, 41, 45, 46, 47, & 49
Block 15.14, Lots 18, 19, 20, 22 & 75
US Route 1, Quakerbridge Road (CR 533) & Clarksville Road (CR 638)
PB21-15

Documents Received/Reviewed:

The following documents have been submitted for review:

- A. Set of plans entitled “Preliminary and Final Site Plan Application for Bridge Point 8 Industrial Park - Block 8, Lots 1, 2, 3, 12, 16, 20, 28, 32.01, 39, 40, 41, 45, 46, 47, & 49 and Block 15.14, Lots 18, 19, 20, 22 & 75- West Windsor Township, Mercer County, New Jersey” prepared by Langan (Christian Roche, PE), consisting of one hundred fifty-two (152) sheets dated and revised through December 3, 2021;
- B. Set of architectural drawings entitled “Proposed Elevations” prepared by Cornerstone Architects, LTD, consisting of seven (7) sheets, dated November 12, 2021;
- C. Set of architectural drawings entitled “Proposed Floor Plan” prepared by Cornerstone Architects, LTD, consisting of seven (7) sheets, dated November 12, 2021;
- D. Set of plans entitled “Preliminary and Final Major Subdivision - Bridge Point 8 Industrial Park - Block 8, Lots 1, 2, 3, 12, 16, 20, 28, 32.01, 39, 40, 41, 45, 46, 47, & 49 and Block 15.14, Lots 18, 19, 20, 22 & 75- West Windsor Township, Mercer County, New Jersey” prepared by Langan (Joseph E. Romano, PLS), consisting of five (5) sheets dated November 12, 2021, revised through December 3, 2021;
- E. Set of plans entitled “ALTA/NSPS Land Title Survey - Bridge Point 8 Industrial Park - Block 8, Lots 1, 2, 3, 12, 16, 20, 28, 32.01, 39, 40, 41, 45, 46, 47, & 49 and Block 15.14, Lots 18, 19, 20, 22, 26 & 75- West Windsor Township, Mercer County, New Jersey” prepared by Langan (Joseph E. Romano, PLS), consisting of three (3) sheets dated November 12, 2021, revised through December 3, 2021;
- F. Report entitled “Environmental Impact Statement for Bridge Point 8 Industrial Park - Block 8, Lots 1, 2, 3, 12, 16, 20, 28, 32.01, 39, 40, 41, 45, 46, 47, & 49 and Block 15.14, Lots 18, 19, 20, 22 & 75- West Windsor

Township, Mercer County, New Jersey” prepared by Langan (unattributed), dated November 12, 2021; revised through December 3, 2021;

- G. Report entitled “Stormwater Management Report - Bridge Point 8 Industrial Park - West Windsor Township, Mercer County, New Jersey” prepared by Langan (William Boska, PE & Christian Roche, PE), dated November 12, 2021; revised through December 3, 2021;
- H. Report entitled “Traffic Impact Study - Bridge Point 8 Industrial Park - West Windsor Township, Mercer County, New Jersey” prepared by Langan (Karl A. Pehnke, PE, PTOE & Kerry A. Pehnke, PE), dated November 12, 2021; revised through December 3, 2021;
- I. Report entitled “Water System Engineer’s Report - Bridge Point 8 Industrial Park - Block 8, Lots 1, 2, 3, 12, 16, 20, 28, 32.01, 39, 40, 41, 45, 46, 47, & 49 and Block 15.14, Lots 18, 19, 20, 22 & 75- West Windsor Township, Mercer County, New Jersey” prepared by Langan (Dulce S. Miguel, PE & Christian Roche, PE), consisting of five (5) sheets dated November 12, 2021, revised through December 3, 2021;
- J. Report entitled “Sanitary Sewer Engineer’s Report - Bridge Point 8 Industrial Park - Block 8, Lots 1, 2, 3, 12, 16, 20, 28, 32.01, 39, 40, 41, 45, 46, 47, & 49 and Block 15.14, Lots 18, 19, 20, 22 & 75- West Windsor Township, Mercer County, New Jersey” prepared by Langan (Dulce S. Miguel, PE & Christian Roche, PE), consisting of five (5) sheets dated November 12, 2021, revised through December 3, 2021;
- K. Report entitled “Soil Logs and Permeability Test Results – Proposed Warehouse Development – Bridge Development Partners, LLC – West Windsor, Mercer County, New Jersey” prepared by Melick-Tully and Associates (Anthony G. DeZenzo, PE, Christopher P. Tansey, PE and Mark R. Denno, PE), dated November 11, 2021 (submitted as Appendix to Submission Item G);
- L. Document entitled “Stormwater Maintenance Plan - Bridge Point 8 Industrial Park - West Windsor Township, Mercer County, New Jersey” prepared by Langan (William Boska, PE & Christian Roche, PE), dated November 12, 2021; unrevised (submitted as Appendix to Submission Item G);
- M. Photo Report prepared by Langan, undated, consisting of 147 color photographs and a “Photo Map” showing the locations and view directions of the various photographs;
- N. Application documents, including:
 - Application form with Rider;
 - Site Plan and Subdivision Checklists;
 - Green Development Practices Checklist;
 - Ownership Certification;
 - Agreement to Pay for Professional Review and Inspections form and W-9;
 - Tax Collector’s Certification that taxes are current; and
 - Title Report

Narrative:

The subject property is a tract of numerous contiguous parcels located adjacent to the southeasterly interchange of Quakerbridge Road and US Route 1. Clarksville Road also bisects the tract in a generally north-south direction (similar orientation to US Route 1). The overall tract of approximately 645 acres comprises the entirety of the Planned Commercial Development (PCD) zoning district, and is the former American Cyanamid site.

The bulk of this project consists of seven (7) warehouse buildings ranging in size from 1,186,092 square feet to 334,032 square feet, with a total combined footprint of 5,563,117 square feet. These facilities are situated

behind frontage development of smaller retail uses along Quakerbridge Road and US-1. No information is provided for the retail development.

The project is now proposed to be completed in two (2) phases with Phase 1 consisting of Buildings D1, E1 and C1 and associated improvements. Phase 2 consists of Buildings B1, B2-1, B2-2 and A1 and associated improvements. The applicant is seeking Preliminary and Final Subdivision approval for the entire tract, Preliminary and Final Site Plan approval for Phase 1 and Preliminary Site Plan approval for Phase 2.

I have reviewed the documentation submitted and offer the following comments:

1.0 Subdivision

1.01 The following Subdivision checklist items have been deemed to be incomplete:

A. Section 200-47.A Common Requirements - Map Details

- a. Checklist Item 2 requires the name and address of the landowner and applicant on the subdivision plans, and when a corporation, the name of the President and Secretary. This information was not provided.
- b. Checklist item 6 requires the Township Subdivision Legend (checklist pages 10 and 11) to be shown on the subdivision plans. Only info from page 10 was shown.

B. Section 200-53.C Preliminary Plat Details

- a. Checklist Item 2 requires the tax map sheets depicting the subject property to be identified. This information has not been provided.
- b. Checklist Item 2)(a) requires the name and address of the record owner or owners. This information was not provided.
- c. Checklist Item 2)(b) requires the name and address of the subdivider, and if a partnership or corporation, names of all individuals holding more than 10% ownership. This information was not provided.
- d. Checklist Item 2)(d) requires the names of adjacent and facing owners. Owners of properties facing the tract opposite US-1 and Quakerbridge Road shall be shown on the plat.
- e. Checklist Item 4)(a) requires at least 2 permanent bench marks (“BMs”) to be established for each 50 acres of the tract to be subdivided. That would equate to 14 BMs for the Block 8 tract and 14 BMs for the Block 15.14 tract. None are provided for on the subdivision plat.
- f. Checklist Item 5 requires the location of all floodplains and NJ Flood Hazard Area (“FHA”) Design Flood Limit with elevation be shown on the Plat. This proposed information as submitted to NJDEP for Verification per the site plan documents shall be shown on the Plat and revised in the future, as may be necessary.
- g. Checklist Item 9 requires the proposed names of all new roadways be provided on the plat. A proposed name for the connector road from Avalon Way opposite Quakerbridge Road to Nassau Park Boulevard opposite US-1 has not been provided.
- h. Checklist Items 19 and 23 requires the submission of a Freshwater Wetlands Letter of Interpretation issued by NJDEP. None was located with the submission documents received.

C. Section 200-54.C Final Plat Details

- a. Checklist Item 1 requires the name of the owner be provided on the plat. This information was not provided.
- b. Checklist Item 2 requires right-of-way (ROW) lines of streets be shown with dimensions. The width of the connector road ROW from Quakerbridge Road to US-1 shall be identified on the plat. Also, its width appears to neck down at the US-1 intersection. Provide testimony as to why this is the case.
- c. Checklist Items 10), 11)(a), 12), 13)(a) and (b), 14), and 18)(a) and (b) all relate to the situation where preliminary and final approvals are sought separately. Although these items are technically “incomplete” at this time, I recommend the applicant request waivers for each, to which I will have no objection.

1.02 The applicant has requested waivers from the following Subdivision checklist items:

- A. Section 200-50.C Sketch Plat Details - the applicant has requested waivers for several items under this section. However, the submission is not a Sketch Plat, so the request is unnecessary.
- B. Section 200-53.C Preliminary Plat Details

- a. The applicant has requested a waiver from Checklist Item 1, which requires a Key Map at a scale not smaller than 1" = 1,000' showing the relationship of the entire tract to the neighborhood at least 1,000 feet beyond its boundaries. The justification provided was “Location Map provided is 1" = 2000' as compliant with the West Windsor Site Plan Checklist”. This is not exactly accurate.

The insets provided at 2000-scale are the subject tract only, existing and proposed. The “Project Location Map” is presented at a scale of 1" = 5,000' and is overlain on a street map rather than an aerial photograph. The street map does not convey any adjacent development information. I don’t object to the use of 2000-scale but require that the existing developments within 1,000 feet of the tract be clearly shown on same.

- b. The applicant has requested a partial waiver from Checklist Item 8, which requires plans and profiles of proposed roadways showing all proposed utility layouts with the justification presented as “utility profiles not provided at this time”.

I do not support this waiver request. Roadway plans/profiles and cross-sections for Clarksville Road and the Avalon Way connector road will be submitted for review, comment, and potential revisions before the application proceeds to the Planning Board. Profiles for all utilities outside of these two roadways are also required.

- c. The applicant has requested a partial waiver from providing a Traffic Signage Plan. I defer to the Township Traffic Consultant’s decision but believe such a large-scale project with significant traffic impacts should provide for a Traffic Signage Plan for both review purposes and future enforcement.

1.03 The subdivision plat should indicate the width of County ROW dedication along Quakerbridge Road and Clarksville Road measured from the centerline of roadway and also identify them via their County Route numbers.

1.04 The subdivision plat shows the Clarksville Road dedication tapering down to zero at the southeasterly corner of Block 8, Proposed Lot 2.03. While the actual pavement widening would taper, but typically dedications provide for the full width of right-of-way along the entire frontage length for future roadway purposes continuing from this applicant’s project.

- 1.05 Is additional dedication required on the south side of Clarksville Road? The applicant should discuss how much of what is shown on the subdivision plans has been negotiated and agreed to by Mercer County staff, and how much is preliminary assumption.
- 1.06 The plat should be revised to indicate a width for the private roadway identified as Block 15.14, Proposed Lot 18.05 south of Clarksville Road and Block 8, Proposed Lot 2.06 north of it. This roadway is identified in the application documents as a “Master Plan Road.” Procedurally, it should be discussed whether ROW Monumentation along its length is required, even if it is to remain private.
- 1.07 The applicant should discuss any input received from NJDOT regarding additional ROW dedication along the US-1 frontage, and the disposition of the Major with Planning Access Permit application.
- 1.08 Proposed Block and Lot numbers and street addresses/unit numbering shall be as approved by this office.
- 1.09 Metes and bounds descriptions of all parcels and proposed easements to be created shall be submitted for review and approval of this office. Deed and easement instruments shall be submitted to the Board Attorney for review and approval.
- 1.10 Complete the date of aerial topographic survey and aerial provider company name in Note #4 on CB101.

2.0 Site Plan

- 2.01 The following Site Plan checklist items have been deemed to be incomplete:

A. Section 200-11 A. Map Details

- a. Checklist Item 1) requires when either landowner or applicant are a corporation, the name of the President and Secretary shall be included.

B. Section 200-13 C. Preliminary Site Plan Details

- a. Checklist Item 3)(r) requires the locations of all signs, including identification signs, directional signs, etc. be shown on the plans. Wayfinding signage will be required as part of this development and the proposed locations of same are to be added to the site plan documents.
- b. Checklist Item 3)(s) requires the location and size of all proposed easements to be shown on the plans. The Township Greenbelt, at a minimum, will need to be placed within a conservation easement that shall be identified on the plans, with a detail for the standard Township monument. Additional easements that are subsequently identified shall be added to the plans, as applicable.
- c. Checklist Item 9 requires the submission of an LOI issued by NJDEP. The applicant's cover letter indicates one was submitted but was not found in the submission documents.

C. Section 200-14.C.1 Final Site Plan Details

- a. The Applicant should revise the application forms to request waivers from Final Site Plan Checklist Items 200-14.C.1.a), C.1.b)(1) & C.1.b)(5) in lieu of indicating them as complete or not applicable. These items all relate to the Applicant having obtained a preliminary approval prior to proceeding for final approval. Since the application is joint preliminary and final approval (for Phase 1) the waivers are warranted but need to be requested.

- 2.02 The following Site Development Stormwater Plan checklist items at §200-104.C are deficient or missing. Emphasis added via **bold** text on the missing information:

A. C(1) requires topographic base map of the site shall be submitted which extends a minimum of 200 feet beyond the limits of the proposed development. The map is to indicate the following, as appropriate: existing surface water drainage, **riparian zones** and steep slopes per § 200-149, soil types, perennial or intermittent streams, **greenbelt areas**, limits and normal water surface elevation of existing water bodies, wetlands and floodplains along with their appropriate buffer strips, vegetative and other pervious surfaces, existing man-made structures, roads, bearing and distances of project property lines, existing easements or property reservations, and significant natural and man-made features not otherwise shown.

B. C(5) Stormwater management facilities map The following information, illustrated on a map of the same scale as the topographic base map, shall be provided:

- (a) Total area to be disturbed by the project; proposed surface contours after construction; **drainage area to each stormwater BMP with breakdown of land area to be occupied by each stormwater BMP, total area to be paved or otherwise built upon, and total area to remain pervious; the location of each stormwater outfall and each stormwater BMP in NAD 1983 State Plane New Jersey FIPS 2900 US feet or latitude and longitude in decimal degrees; and written summary tables indicating required and achieved groundwater recharge, required and achieved stormwater quality control and required and achieved stormwater quantity control achieved, listing values for each BMP and for the project as a whole.**
- (b) Details of all stormwater management facility designs, both during and after construction, **including precautions and protections to be taken during construction**, discharge provisions, discharge capacity for each outlet at different levels of detention, and emergency spillway provisions with maximum discharge capacity of each spillway.

The SESC plans do not identify temporary sediment basins to be utilized during construction nor specific strategies to prevent the compaction of infiltration basin subsoils.

- 2.03 The site plans are missing relevant information from the proposed subdivision identifying existing and Proposed Lot numbering on the Overall Plan and on each site plan sheet.
- 2.04 To the north, adjacent Warbler Way, Osprey Way and the apartment buildings fronting thereon within the Princeton Terrace development are to be added to the existing conditions information. Minimum setback dimensions from the apartments to the closest trailer storage area, warehouse building, employee parking lot and loop driveway should be provided.
- 2.05 Provide a legend for the various environmental constraint delineations indicated on the plan sheets. Township Greenbelt, streams and riparian zones are also to be identified on all applicable sheets, not just the Existing Constraints Plan EX100. Request applicant discuss the nature and scope of environmental permitting that will be required to construct the project as currently shown.
- 2.06 Sheet Legends are to be added to each Overall Plan for the various design criteria sheets (Site, Grading, Utility, etc.).
- 2.07 Proposed right-of-way dedications along existing public roads should be called out, in width and area within. Proposed building setbacks are to be dimensioned off the proposed rights-of-way. Currently setbacks are dimensioned to existing property lines despite apparent road widenings and ROW dedications.
- 2.08 Lot 18 in Block 15.14 contains a CEA for groundwater contamination. The approximate location is vaguely identified on Sheet CD106 (Demolition Plan). Requested this information also be added to

Existing Constraints Plan EX100. Request applicant discuss how the location was identified and if the property remains subject to a Deed Notice or if a Remedial Action Workplan is proposed to be undertaken. This CEA should also be overlain on the Grading and Drainage Plan (both Overall and applicable enlarged sheet) to ensure that groundwater recharge isn't being proposed there.

- 2.09 Updated information should be provided regarding what features have been designed to account for the potential development of the retail facilities along the border roads, and potential timeframe for same.
- 2.10 Some FHA lines depicted on the plans do not follow the existing contour lines. The applicant to provide testimony on how these lines were established. If they were digitized from FEMA DFIRM mapping, they need to be adjusted at this time to reflect the established Base Flood Elevation (BFE) using existing topography on the property and labelled accordingly.
- 2.11 Applicant to address the existing dirt roads outside of the designated limits of disturbance. I recommend they be scarified, decompacted, topsoiled and revegetated wherever possible.
- 2.12 The plans show a stand-alone truck parking area to the northwest of Building D1 that can accommodate 66 trucks, which requires discussion. The intended use and users of the lot, security control and enforcement, litter control, bathroom facilities, etc.
- 2.13 Existing features that are slated for removal on the demolition plans are to be put on layers that are turned off on the development plans so that they don't obscure proposed design information. Also, site plan drafting appears incomplete on Sheets CS104, CS106-CS114.
- 2.14 The development is proposed to be completed in two phases with Phase 1 consisting of Buildings D1, E1, and C1 and associated improvements with Phase 2 comprising the remainder of Buildings B1, B2-1, B2-2 and A1. Phasing plans that definitively show the limits of all Phase 1 construction including grading, utility and stormwater installation, while greying out everything that is part of Phase 2 shall be provided. A Phase 1-specific Stormwater Management report will also need to be provided to demonstrate compliance with standards under Phase 1.
- 2.15 Applicant to discuss what site standards are being developed for items like directional signage, bicycle racks, exterior propane storage (for forklifts), benches, refuse bins, dumpster enclosures, etc.

Notes on the Site Plan sheets indicate that "Building Trash/Recycling Area to be provided in loading dock area – final location to be coordinated with owner/tenant." At a minimum, a "typical" solid waste storage area should be identified and detailed with respect to materials and appearance.

3.0 Access and Circulation

- 3.01 A Traffic Impact Study has been included in the current package as Submission Item H, above. I defer to the Township Traffic Consultant to comment on the merits of same. The applicant's Traffic Engineer should provide an overview regarding the impacts found and mitigation measures proposed to the TRC. Much of the site development issues revolve around the issues of understanding the truck traffic generated in comparison to typical employee/visitor passenger cars, understanding origin and destinations for the users of the facilities and their suppliers, truck traffic peak hour in relation to background traffic peak hour, etc.

Feasibility of the use of the adjacent rail line was requested to be assessed and documented as part of the project, due to the potential for a considerable reduction in truck traffic on the local and regional road network. Also requested to be discussed are means and methods of reduction of traffic generated through ride share, shuttles to/from the PJ Train Station and other public transportation opportunities. Applicant should also discuss what amenities will be provided to keep employees on campus or choosing to walk/bike (e.g. bike share, e-scooter share).

- 3.02 Parking calculations showing the required number of spaces per ordinance (where applicable) as well as the total number proposed by the project have been provided. Calculations/tables need to be provided for passenger vehicle parking, loading zones, trailer parking, EV parking and barrier free parking. The ability to “bank” any excess areas needs to be discussed. There are also Code requirements Section 200-27.B.1 that pervious surfaces be used for all office parking in excess of one space per 250 s.f. of floor area. The applicant to discuss where and how this will be achieved.
- 3.03 Was consideration given to constructing the intersection of the Avalon Way extension and the central road extension, west of B1, as a roundabout? If so, what prevents implementation at these locations for improved circulation and reduced conflicts?
- 3.04 The reason for use of 30-foot wide truck circulation drives needs to be indicated. The ability to reduce, even to 28 feet, will result in a significant decrease in the amount of pavement and impervious resulting from the project. Also, there is a 3-lane drive east of B2-2, the purpose of which is unclear.
- 3.05 The central road provides for a 10' bikeway and 5' sidewalk. Crossings of the central road and facilities up each driveway to employee parking and building entrances need to be added. Also, there should be consideration for one or more crossing signals, like an RRFB system, between Clarksville Road and US 1 so as to create gaps for crossings to occur. Refuge islands in the road should also be considered.
- 3.06 There needs to be provided sidewalk/bikeway extension north along the Avalon Way extension to A1. Both currently stop at the aforementioned intersection.
- 3.07 Bicycle and pedestrian crossing accommodations need to be provided for at Avalon Way extension and intersection with Quakerbridge Road, to work with the existing improvements on the Lawrence side.
- 3.08 Procedures for snow storage and removal should be discussed for the sites, Avalon Way extension and both sides of the central boulevard. Snow removal also applies to the sidewalks and bikeways.
- 3.09 Turnouts should be provided for in the central road for public transportation stops and bus shelters. Such facilities are to be located and designed in coordination with NJ Transit. Applicant to advise on progress of discussions with NJT.
- 3.10 Between the truck parking areas between Buildings B2-1 and B2-2, there is a third 30'-wide driveway whose necessity is questioned. The three 30'-wide driveways are within approximately 150' of each other and present strong possibilities of traffic conflicts, both at the west side as well as the east side.
- 3.11 Provide sufficient grade information at all barrier free ramps/parking spaces and accessible routes to building entrances to determine compliance with barrier free standards. 10-scale detailed enlargements of same should be used as necessary to provide legible information.
- 3.12 Additional traffic control measures need to be applied where two 30'-wide driveways merge, e.g. at north side of Building D2, south side of Building B1 and north and south sides of Building A1.
- 3.13 The interconnections between the Avalon Way extension and the truck and passenger car parking areas for Building C1 need to be reassessed. Perhaps the section of driveway between the passenger access and the truck access can be removed to eliminate potential conflicts?
- 3.14 Several of the passenger car parking area connections to site access drives are proposed to have 5' radius curb returns, which is tighter than typically provided. Provide a turning template that shows an SUV can make a right turn without encroaching into the opposing lane of traffic or increase the radius.
- 3.15 Crosswalks are to be 24" thermoplastic transverse to the direction of pedestrian travel rather than the 4" longitudinal striping shown.

- 3.16 The Avalon Way connector road will require wetlands general permits and is proposed to be constructed in as much as 10 feet of fill in places. A geotechnical engineer must monitor the construction to ensure that acceptable materials, at appropriate moisture content and required compacted density are being achieved per NJDOT standards.
- 3.17 Recommend the provision of an access easement to adjoining Lots 21 and 79 in Block 15.14 along Quakerbridge Road to the future retail along this roadway. Adjustment to the grading of the SWM berm in this area is required to accommodate a future connection.

4.0 Stormwater Management

- 4.01 The applicant is to discuss how the proposed stormwater design will comply with the Township “green infrastructure” (GI) standards and meet the maximum drainage area limitations in the standards.

Currently, two proposed underground extended detention basins are proposed. These are not accepted GI BMPs for water quantity management. A variance would be required for this type of BMP, but the Township has no mitigation plan in effect and cannot, therefore, grant any variances. The applicant is also requesting freshwater wetlands and possibly flood hazard area permits from the NJDEP. The applicant obtaining a variance from NJDEP to utilize this BMP type would have to be made a condition of approval, unless the applicant revises the design to utilize only GI BMPs.

- 4.02 A “GI-Compliance” table shall be added to the SWM report identifying each BMP by type, the GI requirements for each type, and the status of compliance for each.
- 4.03 Township Ordinance Section §200-101.L states that if there is more than one drainage area on site, the groundwater recharge, stormwater runoff quantity and stormwater runoff quality standards must be addressed for each drainage area. Both the Duck Pond Run and Shipetaukin Creek HUC 14s are present on-site. Quantity management has been addressed with respect to each (notwithstanding the GI non-compliance mentioned above). Separate water quality and groundwater recharge analyses within each HUC 14 must also be performed.
- 4.04 All BMPs shall be identified on the plans using the same identifiers as utilized in the SWM report. BMPs currently called out as “small-scale WQ basins” shall identify them as bio-retention, infiltration or sand filters.
- 4.05 The location of all test pits and associated seasonal high-water table and permeability test results shall be provided on the Grading and Drainage Plans.
- 4.06 I have reviewed the SWM Report and the Maintenance Manual and offer the following technical comments at this time:

1. In Table J, the total values for peak runoff rates to POA 2 do not equal the single sub-value listed.
2. A Major Development Stormwater Summary form must be completed.
3. The Groundwater Recharge (GWR) calculations assume one large bioretention basin with all of the site impervious draining to it. The GWR calculations must be revised to perform individual BMP-specific analysis based on the designs actually proposed.
4. The GWR calculations also assume that all impervious areas are tributary to the WQ basins when the building roof areas are not. These areas shall not be considered in those calculations.
5. In the GWR spreadsheet, the post-developed area does not equal the pre-developed area.
6. Hantush spreadsheets for groundwater mounding analyses must identify what BMP is being analyzed using the same identifiers in the report and on the site plans. Analysis of impacts to

adjoining Lots 21 and 79 in Block 15.14 along Quakerbridge Road is also required as these properties utilize septic tanks and disposal fields.

7. The BMP Maintenance Manual must be prepared in accordance with the current Maintenance Plan guidelines on the NJDEP's NJStormwater.org website
- 4.07 The applicant will be required to demonstrate that site runoff during the 100-year design storm required to reach the stormwater management facilities actually reaches said facilities, with minimal on-site flooding, and no overflow into bypass or off-site areas. The storm sewer system was sized only for the 25-year storm and a 100-year surcharge analysis of the system must be provided.
- 4.08 The applicant is advised that current Ordinance section 200-105.1 requires it to enter into an agreement with the Township, in form satisfactory to the Planning Board Attorney, requiring the installation and maintenance by the applicant and the applicant's successors in interest, all such stormwater management improvements proposed by the applicant, and approved by the Board, for this project.
- 4.09 In several locations behind truck parking areas, inlets are shown outside of the pavement within a curbed island, but pavement runoff is directed to that location. If it is intended for there to be flush curb cuts at these locations, they must be identified and a flush curb elevation provided.
- 4.10 Several water quality basins have grading depicted with square edges that must be rounded off, which will likely result in minor reductions to their storage volumes that must be addressed in the SWM design.
- 4.11 There is no defined separation between the two small-scale water quality basins at the south portion of the east side of building E1 on Sheet CG-108. The grade from the westerly basin rises to elevation 89 and then immediately descends into the easterly basin with no level area at all.
- 4.12 Maintenance access to all SWM BMPs must be addressed.
- 4.13 Applicant to review and refine proposed site grading designs:
 - a. Several proposed landscaping berms exceed 3:1 grading and in some cases exceed 2:1 (Sheet CG-105, south of B2-1 exit drive, for example). All computer-generated grading is to be reviewed and adjusted as necessary to meet maximum slope requirements and provide reasonable transitions to meet existing grades that can be achieved with conventional construction equipment.
 - b. Several storm sewer lines and numerous outfalls have insufficient cover over the top of pipe.
 - c. Refine grading west of adjoining Lots 21 and 79 in Block 15.14 along Quakerbridge Road as proposed SWM berm cuts off sheet flow into existing fields. A stabilized drainage swale or drainage collection system may be required.
 - d. Modify emergency spillway on Wetland Basin W-1A to avoid impacts to adjoining Lots 21 and 79 in Block 15.14.
- 4.14 Preliminary earthwork volumes should be provided. Environmental testing of soils imported to the site is a Township requirement.
- 5.0 Utilities**
- 5.01 The Utility Plans are to note that all utilities are to be installed underground as required by Township Code.
- 5.02 Sanitary Sewer profiles and Phase I-specific Sanitary Sewer (Utility) plans must be provided.
- 5.03 It is likely the extension of the sewer line along the north edge of the property will address the Township Master Plan requirement for extension of the South Branch of the Duck Pond Sewer Interceptor. As such, a minimum 20-foot wide easement should be proposed along it, as well as extending from MH6 to

the east property line with adjacent Lot 13. Also, the location of manholes MH-1 to MH-4 should be adjusted so that they are located outside of the most constrained areas, to the extent feasible. A stable access way to this portion of the system will be required with the installation, for future inspection and maintenance purposes.

- 5.04 A Sanitary Sewer Report has been submitted that calculates the proposed sanitary sewer demand based upon an assumption of 3% office use @ 0.10 gallons per square foot and 1 employee per 2,850 square feet of warehouse space @ 25 gpd per employee with 1,896 total employees expected. This yields a total sewer demand of 64,089 gallons per day for the industrial park development as a whole. The applicant shall justify the use of 3% office space and 2,850 sf of office space per employees assumed through testimony. It also questioned why retail use is not contemplated or addressed in the design. When and how is this to be provided?

Any proposed industrial user within any of the proposed buildings will require disclosure of proposed wastewater discharge components and means and methods of any required pretreatment to satisfy Township, SBRSA and NJDEP standards.

- 5.05 The proposed pump station to address wastewater conveyance for the area around Avalon Way extension shown straddling the match line between CU-115 and CU-116 will require the incorporation of measures to address and prevent hydrogen sulfide creation. Technically the proposed use of the pump station requires the consent of the Township Council.

- 5.06 The sewer pump station is currently depicted directly adjacent to an infiltration BMP with the force main discharge running under said BMP. The applicant should investigate alternate locations for the pump station that doesn't encroach on recharge BMPs. Otherwise the SWM assessments will have to exclude the footprint of construction of the forcemain from the effective area of groundwater recharge footprint.

- 5.07 A Treatment Works Approval will be required for the proposed redevelopment. Request to receive sewer allocation after any Board action on the project will need to go before Township Council and approved by Resolution. This will be made a condition of any Board action on this application.

- 5.08 The number and location of any required fire hydrants on site is subject to the review and approval of the fire official.

6.0 Lighting

- 6.01 The proposed lighting design consists of a total 444 Lithonia LED DSX2 lighting fixtures; 331 pole-mounted and 113 wall-mounted. Proposed mounting height is consistently at 25 feet. The Lighting Plan should note where the calculated point plots are made; at proposed grade or a certain distance above.

- 6.02 The applicant has provided calculations that indicate an average light intensity for the various parking areas that vary from 1.7 to 2.0 footcandles for passenger car parking and from 2.2 to 2.4 footcandles for truck parking. None of the values meet the 0.5 footcandle ordinance standard. Given these are relatively "static" parking areas (not serving high density residential nor high volume commercial), reductions to the 0.5-footcandle average should be strived for. Justifications for any remaining exceedances are required.

- 6.03 Light intensity calculations at intersections were not provided. The lighting plans shall be revised to provide this calculation and demonstrate compliance with the Township standard of 3.0 footcandles average.

- 6.04 The design indicates conformance with the maximum light spillage of 1 foot-candle at property lines, with a maximum of 0.3-footcandle indicated. Exceedance are found on sheets LL102 (1.2 fc), LL105 (2.1 fc), LL112 (2.6 fc). Revisions and/or waiver requests are required.

6.05 Assessment of visual impacts to adjoining Lots 21 and 79 in Block 15.14 is to be performed. Proposed grading and light mounting heights result in a proposed fixture elevation at 114 feet to 117 feet, while exterior grades on the adjoining lots are in the range of 72 feet to 73 feet.

7.0 General Comments

7.01 Township design standards require hairpin striping for parking spaces at 18" on center. A construction detail for same shall be provided and the accessible parking stall detail modified to comply.

7.02 Township sanitary sewer details shall be added to the plans.

7.03 A typical trash enclosure detail shall be added to the plans.

7.04 All concrete sidewalk and curb details shall specify 28-day compressive strength of 4,500 psi.

7.05 Crosswalk detail to be modified to reflect 24"-wide transverse thermoplastic stripes at 48" on center with a minimum width of 6 feet, to be increased at the direction of the Township Traffic Consultant.

7.06 A force main installation detail shall be provided.

7.07 An underground detention basin section detail shall be provided. It shall also show how a water-tight outlet structure connection is to be effected, given the hydraulic controls of the OCS are on the outside of the structure.

7.08 The applicant shall provide metes and bounds descriptions for each parcel to be created and all easements to be granted, with closure calculations, to the Township Engineer for review and approval. Deeds and easement instruments are subject to the review and approval of the Board Attorney.

7.09 The applicant shall provide **two** engineer's estimates of probable construction costs for this project. One will include all site improvements for the purpose of establishing the required construction inspection escrow fees, while the other will be used for the purpose of establishing the required performance guarantee amounts. The latter is to consist solely of those improvements in the Township right-of-way or improvements ultimately to be dedicated to the Township as well as any proposed buffer landscaping and berthing. This should be made a condition of any Board action on this application.

7.10 Other outside agency approvals will also be required. The following are approvals that are anticipated at this time:

- Mercer County Planning Board
- Mercer County Soil Conservation District
- Delaware and Raritan Canal Commission
- NJDEP (FHA Permit, Wetlands fill, TWA, construction discharge permit)
- NJ Transit (public transportation)

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

FG:IH

cc: Ian Hill, PE

Robert Byra, Applicant – rbyra@bridgeindustrial.com

MEMORANDUM

TO: TRC
West Windsor Township

FROM: Christopher B. Jepson, P.E. *J*
Environmental Consultant

DATE: January 13, 2022

SUBJECT: Bridgepoint 8 Industrial Park (PB 21-04)
P/F Major Site Plan & Subdivision (Phase 1)
Preliminary Major Site Plan (Phase 2)
Block 8, Lots 1,2,3,12,16,20,28,32,39,40,41,45,46,47,49
Block 15.14 Lots 18,19,20,22,75
VCEA Project No. 21-08-WW
PJ 21-15

As West Windsor Township's environmental consultant, Van Cleef Engineering Associates (VCEA), has reviewed the most recent submittal of site plans and accompanying information for the above referenced application for a preliminary and final site for Phase 1 and Phase 2 plan and offers the following comments for the Board's consideration:

I. Overview

The applicant is seeking a review of the preliminary and final site plan for construction of a major warehouse and distribution center. The site is located at the intersection of Quakerbridge Road, Clarksville Road and U.S. Route 1 and is approximately 645 acres in size. There is no residential development proposed for this site. It is located in the Planned Commercial District (PCD) zoning district for non-residential uses and that designation includes warehousing. There are seven warehouses proposed ranging in size from 1.186 million square feet to 334,000 square feet. Accessory office space will be three percent (3%) of the total floor area. There are 910 loading docks, 1072 trailer spaces and 2,435 parking spaces proposed. There are future commercial areas proposed along Route One and

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Lebanon, NJ 908-735-9500	Hamilton, NJ 609-689-1100	Toms River, NJ 732-573-0490	Freehold, NJ 732-303-8700	Bethlehem, PA 610-332-1772
Hillsborough, NJ 908-359-8291	Mt. Arlington, NJ 862-284-1100	Phillipsburg, NJ 908-454-3080	Doylestown, PA 215-345-1876	Leesport, PA 610-670-6630

Quakerbridge Road, however that part of the overall development is not part of this application. The Firetruck Movement Plan shows two sheets labeled XIII. There will also be two wastewater pumping stations to be constructed on site.

II. Comments/Recommendations on Pertinent Issues

A. Wetlands

Wetlands are present on the subject site and are located in several areas, primarily in the northern section. Several isolated wetland areas also exist on site. There is a wetland conflict with Building D1 in the northeastern quadrant. The applicant has provided NJDEP LOI documentation for the project. However, the extensions provided expire in March 2022 and an extension of these permits should be required and remain valid during the course of this proposed development. There are some isolated wetlands that appear to be filled during this proposed development. These areas will require NJDEP permits for filling them. A stormwater report was not issued to this office and it is difficult to review those issues at this time.

B. Greenbelt

There is a small area of proposed Greenbelt that coincides with the small area that is floodprone in the northeast section along the property line. No development is planned in that area. Please show the Greenbelt line in all future submissions. It appears that the Greenbelt area shown in the Environmental Impact Statement (EIS) is much larger than the Greenbelt line shown on the plans.

C. Water Quality

This site drains to the Duck Pond Run in the northern portion of the site and drains to the Assumpink basin in the southern portion of the site. This site is located in DRCC Zone B. A DRCC permit is required since more than 1 acre of impervious surfaces is proposed. There is preliminary storm water management proposed for this project with many basins shown. Since there is a huge amount of impervious surface proposed – all stormwater facilities must be robust and have water quality devices installed on discharge piping. Due to the recent rash of 100-year storms these stormwater facilities must be – to any extent possible – be overdesigned. The newly promulgated stormwater regulations must also be followed for design. A stormwater management report was not submitted to this office for review and therefore further comments may be coming in the future regarding these issues.

We are somewhat critical of the comment that a minimum of 95% removal of TSS will be accomplished. Please forward some design data showing this and especially some real data from stormwater basins in operation.

The FHA permit expired in 2018. Please consider obtaining an extension.

D. Environmentally Sensitive Areas

The proposed project site is underlain by both the Wissahicken Schist and Stockton Sandstone geological formations. Overall the site has moderate recharge potential. There is one small area of steep slopes on the site. There is a very small area of flood hazard and flood plains that are located on the site (northeast corner). There is no development planned for that area. This site has a low to moderate erosion hazard.

E. Historic Resources

The Dr. Clark House was located on the east side of Quakerbridge Road between Clarksville Road and Route 1. Archeological excavations there in 1985 uncovered the foundation of this eighteenth century farmhouse.

F. Other Environmental Concerns/Comments

The West Windsor Green Development Practices Checklist was completed and many of those design points are going to be utilized during the course of construction. There appears to be electric vehicle charging stations to be included. However, there will be no irrigation system installed and no solar energy with this project. The applicant has indicated that many trailer stalls "may" have pervious pavement. Please elaborate on this issue.

The applicant has indicated there will be no use of low flow bathroom or other fixtures for this project. Why not?

The applicant has indicated that a Threatened and Endangered habitat letter is forthcoming. It appears that there are some avian issues and potential owl habitat. Please forward that correspondence when it becomes available.

In the submitted EIS – 24c mentions wells. The response was 300 feet. Is that a proposed well or an existing well?

The wastewater treatment plant (WWTP) is located on site but not in use and needs to be decommissioned and that approval needs to be obtained from NJDEP and follow their closure requirements. There are many pieces of equipment and items (grating, control boxes, etc.) that can be recycled to other treatment facilities rather than being put in a dumpster for disposal. Sustainability in this case means repurposing these items where they can be reused. We have reached out to several local wastewater entities and there is not the interest in any recycling of those items at this time.

The previous owner had an incinerator on site and was in use for quite some time. Please provide the closure documentation for that unit and associated equipment. The Township is also concerned regarding any remedial activities associated with the incinerator. Please provide any documentation regarding that process.

III. ITEMS PROVIDED FOR REVIEW

- Preliminary and Final Site Plan Application (42 sheets), prepared by Langan Engineering, dated November 11, 2021.
- Development Application, Site Plan Checklist and Subdivision Checklist prepared by Bridge Point West Windsor, LLC, dated November, 11, 2021.
- Certificate of Ownership and ALTA owners policy.
- Response to 11/29/2021 letter, prepared by Langan Engineering, dated December 3, 2021.
- Photo Map Key, prepared by Langan Engineering, dated November 12, 2021.
- Sanitary Sewer Engineer's Report, prepared by Langan Engineering, dated November 12, 2021 and revised December 3, 2021.
- Water System Engineer's Report, prepared by Langan Engineering, dated November 12, 2021 and revised December 3, 2021.
- Environmental Impact Statement, prepared by Langan Engineering, dated November 12, 2021 and revised December 3, 2021.
- WWT Green Development Practices Checklist, prepared by Langan Engineering, dated November 12, 2021.
- Overall Landscape Plan (20 sheets), prepared by Langan Engineering, dated November 12, 2021.
- Overall Lighting Plan (16 sheets), prepared by Langan Engineering, dated November 12, 2021.
- Overall Soil and Sediment Control Plan and Details (17 sheets), prepared by Langan Engineering, dated November 12, 2021.
- Truck Movement Plan (15 sheets), prepared by Langan Engineering, dated November 12, 2021.



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- Fire Truck Movement Plan (14 sheets), prepared by Langan Engineering, dated November 12, 2021.
 - Site Details (5 sheets), prepared by Langan Engineering, dated November 12, 2021.
 - Proposed Floor Plans (7 sheets), prepared by Langan Engineering, dated November 30, 2021.

If you should have any questions or concerns regarding these comments please contact me at this office.

cc:	Applicant	TRC
	S. Surtees, WWT CD	Gerald Muller Esq., Gerald Muller Law
	D. Novak, Burgis Associates	J. L'Amoreaux, Traffic Consultant
	D. Dobromilsky, Landscape Architect	F. Guzik, Township Engineer



WEST WINDSOR TOWNSHIP

DEPARTMENT OF COMMUNITY DEVELOPMENT DIVISION OF ENGINEERING

MEMORANDUM

Date: January 18, 2022

To: West Windsor Township Technical Review Committee

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

DD

Subject: BRIDGEPOINTE 8, Industrial Park

PB 21-04 P/F Major Site Plan & Subdivision (Phase I), and Prelim. Major Site Plan (Phase II)

Landscape Architectural Review #2

PCD Zoning District; Block 8 and 15.14, Various Lots; US Rt. 1, Quakerbridge and Clarksville Roads

R3 21-15

A site visit has been conducted and the submitted plans (dated 12-3-21) for this application have been analyzed. The following comments regarding the landscape architectural aspects of this proposal are offered for consideration as this application is reviewed:

1. The Existing Conditions Constraints aerial photo, sheet EX100, is very helpful. Can this plan be amended to indicate any environmentally constrained areas that are proposed for disturbance or fill modification, including anticipated permits (type and agency), relative to the proposed development associated with this application?
2. The Subdivision Plans should be amended to depict the line of anticipated conservation easements related to the environmentally constrained lands. These areas should be subject to conservation / Greenbelt easements to the Township and appropriate delineation (monuments) should be specified to clearly define the line.
3. The Demolition Plans indicate existing trees and woodland to be removed but these plans do not offer the required tree survey information (200-13.C(3)(e)). An Existing Tree Exhibit, sheet LP 503, is also provided but the information offered is less than required by code and is incomplete. An existing tree survey that describes the location, quantity, size, and species of the existing trees and/or woodland that appear to exhibit uniform composition, should be provided. In particular all areas where tree removal is anticipated must be addressed by a survey of existing resources. The limits of proposed clearing with a quantity (actual or estimated) and range of sizes should be clearly described.
4. It appears that significant areas of woodland, beyond the limits of development associated with this project, are specified for removal with the Demolition Plans. Clearing of trees associated with the construction of this project should be clearly described on plan(s) in the set, as this document(s) will serve as the Township Tree Removal Permit and will aid the Board in their review of this proposal.
5. The Landscape and Grading Plans include proposed earth berms and planting to mitigate and enhance many of the conditions presented by site development pursuant to Township code standards. However, significant areas or conditions have not clearly been addressed with this submission. A conference call was conducted with the project Landscape Architect to review these deficiencies and areas of concern.

MEMORANDUM

To: W.W. TRC
Re: PB 21-04
Date: January 18, 2022

5.cont.

Due to the large scale of this project, it was suggested that a typical landscape plan be developed for one of the phase one buildings and its surrounding area, to forge a consensus on the level and type of landscape architectural development required to fully address code standards. This plan could then be used as a model to complete the landscape design and plans for other phase one building sites, and final site plan review. For the building sites that are subject of preliminary site plan review, this model plan could be utilized to create either schematic preliminary or final complete landscape plans.

6. The landscape buffer between the warehouse uses and the future commercial uses along Quakerbridge Road should be examined to offer windbreak buffering from the road since the commercial development is not known in terms of extent and time. Shrub plantings in these areas should be changed to evergreen trees, and the quantity and location in relative to earth grading should be considered to buffer views and help limit windborne debris.
7. The large size of this project presents the potential to develop a diverse species of landscape plantings to enhance the visual and environmental quality of the park. The current planting schedule is rather simplistic and general. An expanded palette of plant species should be planned for this park, following guidelines aimed at avoiding monoculture vulnerabilities (e.g. no greater than 20% of any species).
8. Standard specifications for project furnishings (e.g. benches, street lights, bollards, fencing, or picnic tables), as well as monument signs should be developed.
9. A few additional section drawings should be offered to illustrate the effectiveness of landscape buffers, and aid the Board review of this project, at the following locations:
 - a. From Clarksville Road looking south toward the north corner loading bays of building B2-1.
 - b. From Clarksville Road looking south toward the north corner loading bays of building C-1.
 - c. From Quakerbridge Road at the Route One North off ramp, and the secondary mall entrance, looking toward the western loading bays of building E-1.
 - d. From Quakerbridge Road at the Clarksville Road intersection, looking north toward the western loading bays of building E-1.
 - e. From Quakerbridge Road at the southern park entrance drive, looking north toward the western loading bays of building C-1.
10. Some internal road median landscape islands have been introduced for the new drive between Route One and Clarksville Road. Will median islands be added to other drives such as the south side link between Clarksville Road and Quakerbridge Road? It would seem to be helpful to create a visual hierarchy of roads via the streetscape design. A consistent street tree planting (informal layout of shade trees) and median island planting (informal groupings of smaller trees) would seem to be a sensible design for these drives.
11. The incorporation of green building design elements into the design and construction of this new industrial park should be discussed at the Planning Board hearing. The implementation of rooftop solar seems inevitable. The applicant should be prepared to review expectations and preparations for the introduction of solar energy generation for this park.
12. The Environmental Impact Statement is incomplete and insufficient regarding several resources as follows:
 - a. Much of the data requested on the Environmental Impact Statement Worksheet is blank. Data regarding these resources should be documented or the rationale for not included the information should be offered.

MEMORANDUM

To: W.W. TRC
Re: PB 21-04
Date: January 18, 2022

11.cont.

- b. The discussion regarding impacts upon vegetation and wildlife is insufficient. The loss of habitat and woodland that will occur with this project will have an impact upon these Township resources due to the significant size of this project. Measures that will be taken to mitigate impacts and possibly enhance some of these resources during construction, with development, and through management of the properties should be discussed. The potential to incorporate some wildlife shelter elements (e.g. bird or bat houses), to mitigate or enhance these resources should be considered.
 - c. The chart on sheet #10 regarding land use does not reflect the proposed areas of woodland and meadow landscape that will be developed with this project. This data should be coordinated with the landscape design.
 - d. The noise analysis and mitigation discussion does not review the noise associated with the warehouse operations. Warehouse uses produce significant early morning, late evening or overnight noise that will be present a nuisance potential for some nearby residential areas. The EIS should discuss this aspect of the new park.
 - e. Similar to noise, air quality impacts will occur with the introduction of truck and vehicle movements associated with the warehouse uses. The EIS should include a discussion of these impacts beyond the short construction period.
 - f. On-site solid waste storage and management should be discussed. Plans for typical refuse and recycling dumpsters or compactors should be developed and detailed.
 - g. The route of Revolutionary War troop movements along Quakerbridge Road is a historic/cultural resource that should be addressed with the EIS.
13. The applicant should indicate if the architectural façade elevations offer a conceptual or likely to be constructed design and color schemes. The range of variation and options in terms of materials and colors should be reviewed and some typical standards should be developed for the park.
14. The architectural plans should offer standards for proposed or potential wall mounted light fixtures, dock lights, and signs. Standards for the incorporation of accessory structures such as guard houses, emergency generators, sheds, and outdoor material storage should be addressed.

This review is based on the information received to date. Additional comments may be provided as new information is received or based upon the presentation of this application.

cc: Applicant
Professionals



SURINDER S. ARORA, PE
President

ARORA and ASSOCIATES, P.C.

Consulting Engineers

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MEMORANDUM

DATE: January 18, 2022

TO: West Windsor Township Technical Review Committee

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

SUBJECT: Bridgepoint 8 Industrial Park
Phase I-Preliminary/Final Major Site Plan and Subdivision
Phase II- Preliminary Major Site Plan
PB 21-04
US Route 1, Quakerbridge Road, Clarksville Road
Block 8; Lots 1, 2, 3, 12, 16, 20, 28, 32.01, 39, 40, 41, 45, 46, 47, 49
Block 15.14: Lots 18, 19, 20, 22, 75
West Windsor Township, Mercer County, New Jersey

We have received the following information electronically for review:

- One (1) copy of Development Application with accompanying Rider and transmittal letter from Faegre Drinker Biddle & Reath, LLP dated November 12, 2021 including Site Plan Checklist, Subdivision Checklist, Green Development Practices Checklist, Certificate of Ownership of Applicant, Agreement to Pay for Professional Review and Inspections, W-9 Forms, Tax Collector's Certification, and Insurance Certifications from Fidelity National Title Insurance Company
- One (1) copy of the Subdivision Plan Checklist
- One (1) copy of the Site Plan Checklist
- One (1) set of Architectural Plans prepared by Cornerstone Architects Ltd, dated November 12, 2021 (14 sheets, including 7 sheets of Floor Plans and 7 of Elevations)
- One (1) set of Cover Sheet (1 sheet), General Notes (1 sheet), Tax Plan Map (1 sheet), Site Plans (15 sheets), and Major Subdivision Plans (5 sheets) prepared by Langan Engineering and Environmental Services, Inc., dated December 3, 2021
- One (1) set of ALTA/NSPS Land Title Survey Plans (3 sheets) prepared by Langan Engineering and Environmental Services, Inc., dated November 12, 2021 and one (1) ALTA/NSPA Land Title Survey Plans Cover Sheet (1 sheet) prepared by Langan Engineering and Environmental Services, Inc. dated December 3, 2021
- One (1) set of Soil Erosion & Sediment Control Plans (17 sheets) prepared by Langan Engineering and Environmental Services, Inc, dated December 3, 2021
- One (1) set of Landscape Plans (18 sheets) and Landscape Sections (2 sheets) prepared by Langan Engineering and Environmental Services, Inc, dated December 3, 2021
- One (1) set of Construction Details (5 sheets) prepared by Langan Engineering and Environmental Services, Inc, dated December 3, 2021
- One (1) set of Demolition Plans (15 sheets), Lighting Plans (16 sheets), Truck Movement Plans (14 sheets), Fire Truck Movement Plans (14 sheets), Utility Plans (17 sheets), and Grading and Drainage Plans (15 sheets) prepared by Langan Engineering dated December 3, 2021.
- One (1) copy of the West Windsor Township Green Development Practices Checklist prepared by Langan Engineering and Environmental Services, Inc, dated November 12, 2021

- One (1) copy of the West Windsor Environmental Impact Statement prepared by Langan Engineering and Environmental Services, Inc, dated November 12, 2021, with latest revision date December 3, 2021
- One (1) copy of the Stormwater Management Report prepared by Langan Engineering and Environmental Services, Inc, dated November 12, 2021, with latest revision date December 3, 2021
- One (1) copy of the Traffic Impact Study (503 pages) prepared by Langan Engineering and Environmental Services, Inc, dated November 12, 2021, with latest revision date December 3, 2021
- One (1) copy of the Water System Engineer's Report prepared by Langan Engineering and Environmental Services, Inc, dated November 12, 2021, with latest revision date December 3, 2021
- One (1) copy of the Sanitary Sewer Engineer's Report prepared by Langan Engineering and Environmental Services, Inc, dated November 12, 2021, with latest revision date December 3, 2021
- One (1) Photo Map prepared by Langan Engineering and Environmental Services Inc. dated November 12, 2021
- One (1) set of Existing Site Photos, 74 pages, 147 photos prepared by Langan Engineering and Environmental Services undated
- One Completeness Response Letter prepared by Langan dated December 3, 2021
- One (1) copy of Ownership Disclosure Form
- One (1) copy of Agreement to Pay for Professional Review and Inspections
- One (1) copy of the Deed Covenants and Restrictions
- One (1) copy of the Tax Certifications
- One (1) copy of the W-9s

The project proposes to construct a 5,563,117 square feet (sf) Logistics Center (warehouse with supplemental office) consisting of seven (7) buildings, namely, A1 (334,032 sf), B1 (800,698 sf), B2-1 (695,274 sf), B2-2 (710,077 sf), C1 (1,023,309 sf), D1 (813,635 sf), and E1 (1,186,092 sf). Future developments on the site that will be designed and constructed by others have been preliminarily projected to consist of 209,450 sf retail space, 192,000 sf office space, a 6,000 s.f. convenience market with gasoline pumps, and two hotels providing 230 rooms.

The site is divided into two tracts bifurcated by Clarksville Road along the northeast/southwest direction. The northwest tract is bounded to the northeast by undeveloped land, to the northwest by US Route 1, to the southwest by Quakerbridge Road, and Clarksville Road (CR 638) to the southeast. The southeast tract is bounded by Clarksville Road to the northwest, undeveloped land to the northeast, Quakerbridge Road to the southwest, and to the southeast by the Amtrak/NJ Transit Northeast corridor railroad line. The site was previously used for a mixture of office, laboratory space, greenhouses and farming but is currently vacant, save the farming on the southeast side of Clarksville Road.

The applicant proposes to construct a new roadway from the northwest to connect Avalon Way at Quakerbridge Road to US Route 1 northbound through the southeast tract of the site, intersecting Clarksville Road at a new proposed traffic signal, and through the northwest tract of the site. Access to and from the warehouse buildings is currently proposed through multiple driveways along the proposed new roadway and Clarksville Road, respectively. A right-in/right-out only driveway is being proposed at the intersection of the proposed new roadway and US Route 1 northbound.

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

Traffic Impact Study

1. The latest edition (11th Edition) of the Institute of Transportation Engineers (ITE) Trip Generation Manual is the recommended version to be used in estimating the site-generated trips, whereas the consultant utilized the 10th Edition of the ITE Trip Generation publication. For the warehouse land use proposed during the Phase 1 and 2 developments, there is no significant difference between the trips estimated using either the 10th or 11th Editions of the ITE Trip Generation Manual. However, there are significant differences in the trip generated for the Phase 3 development using the 10th Edition compared to those derived from the 11th Edition, e.g., for the retail use during the PM peak, 960 trips are estimated using the 11th Edition versus 620 trips (10th Edition). Similar differences in the number of trips are to be expected for the Convenience Store/Gas Station land use.
2. For the Convenience Store with Gas station land use, the projected number of fueling positions for vehicles is to be provided during the Phase 3 development. This information in addition to the size (gross floor area) of the convenience store is needed for an accurate estimate of the trip generation using the 11th Edition of the ITE Trip Generation Manual.
3. On Table 2 in the Traffic Impact Study, it is indicated that during the Phase 1 construction, 1% of passenger vehicle traffic is anticipated to arrive from and depart to Meadow Road West (i.e., west of US Route 1). However, on Figure 7 (Arrival & Departure Distributions-Warehouse Passenger vehicles Phase 1), the arrival trip percentage along Meadow Road East is shown as 9%. Further, it is indicated in Table 2 that 12% of the passenger vehicle traffic will arrive from and depart to the north along US Route 1. Only 4% of trips are shown arriving from US Route 1 north along the site's US Route 1 frontage. This trip distribution seems to suggest that the remainder 8% arriving trips would divert to Clarksville through Meadow Road to the site.

The traffic that would divert to Clarksville Road from US Route 1 north accounts for three quarters of all the anticipated trips from the north, along US Route 1. Since this route via Meadow Road to Clarksville and to the site would be the preferred route for these vehicles, the applicant should discuss the traffic operations and/or impacts at the intersections along Meadow Road between US Route 1 and Clarksville Road.

4. The Phase 1 arrival and departure distributions shown for warehouse trucks on Figure 8 indicates that there is no truck traffic projected to turn left from Clarksville Road southbound onto Quakerbridge Road East. The truck trip distribution appears to indicate that all truck traffic from Building E1 that are destined to Quakerbridge Road East, would use the proposed new roadway connection (Site Driveway 1), crossing Clarksville Road and proceeding to turn left at the proposed Site Driveway 2/Avalon Way and Quakerbridge Road intersection.

During the Phase 1 construction, 10% of the truck trips are projected to arrive from Quakerbridge Road East, out of which 4% are destined to the northwest tract (Building E1 for Phase 1). Building E1 has two loading dock areas located on the north and south sides of the building, respectively. By

proportion of proposed loading docks, it seems reasonable to assume that half (2%) of these trips from Quakerbridge Road East would be destined to the southern loading docks of Building E1. For the trucks docked at the southern loading docks, it seems that using southbound Clarksville Road to turn left onto Quakerbridge Road East would be the shorter and more intuitive route choice. Explanation is to be provided to justify the trip distribution that excludes truck trips on the southbound Clarksville Road left turn at Quakerbridge Road.

5. The truck arrival distribution shown in Table 2 for Phase 1 indicates that 50% of the truck traffic are projected to arrive from the south while 40% would arrive from the north along US Route 1, respectively. Figure 8 shows 7% of the arriving truck traffic on the eastbound through movement at the intersection of the proposed new roadway connection (aka Site driveway 1) and Clarksville Road. This trip percentage should be 14% based on the relative number of truck trips to be generated by the buildings on both sides of Clarksville Road. The unaccounted 7% truck percentage on the eastbound lane movement at this intersection is either from the percentage of trucks arriving from the north or the south along US Route 1, respectively. The applicant's consultant should clarify the trip distribution at the intersection of the proposed Site Driveway 1 and Clarksville Road.
6. On Page 7 of the Traffic Impact Study (TIS), under 'Traffic Volumes', the consultant stated that it "arranged for turning movement traffic counts to be conducted during the morning and evening peak hours on a typical weekday at the study intersections. Specifically, turning movement counts were conducted on Tuesday, 3 May 2016,". The consultant is to clarify this statement. It should be noted that counts from 2016 would be 5 years old and are deemed less reliable for a study of this nature and magnitude.
7. On Page 7 of the TIS, the consultant indicated that several traffic counts conducted by different consultants between 2005 and 2018 were used to supplement the 2016 traffic data in the development of representative traffic volumes in the study area. It is further stated that a table was created that summarized the historical traffic data and the adjustments utilized to calculate the 2019 existing adjusted (balanced) traffic volumes. It appears that this exercise was done to establish a pre-COVID (2019) traffic condition. We were not able to locate the summary table within the documents submitted by the applicant for this review. The consultant is to provide information regarding the described summary table on Page 7 of the TIS.
8. It appears that 2021 existing traffic counts were not conducted at any of the study locations. He consultant may have assumed that any 2021 counts would not be representative of typical conditions due to the COVID pandemic. Instead, the consultant has estimated counts for 2019 existing condition by collating and developing traffic volumes from traffic counts conducted between 2005-2018 at different locations. The derived 2019 existing traffic volumes were then projected to the 2021 year.

However, without current (2021) traffic counts at the study locations, the rationale and extent of traffic volume adjustments to be made at each study location where necessary, could not be accurately established. Further, without the actual 2021 traffic counts, there is no data available to verify the reasonableness or reliability of the derived traffic volumes from previous counts 5-16 years old. It is recommended that current real time traffic counts are scheduled and conducted at the

study locations to establish baseline data from which any traffic volume adjustments could be justifiably made.

9. In developing the 2026 no-build traffic volumes, the consultant indicated that traffic from adjacent developments (typically, these are approved developments, yet to be constructed) were added to the 2026 base traffic volumes. The total derived adjacent development traffic volumes are illustrated in Figure 5 in the TIS. However, the traffic volumes associated with each adjacent development prior to collation have not been shown. A list of the adjacent developments incorporated in the analysis as well as separate graphical illustrations of the traffic volumes for each one should be provided.
10. The applicant's consultant indicated that the Phase 3 developments for the site would be accomplished by other developer(s) in the future. On this premise, it is assumed that the Phase 3 traffic analysis would not be a part of the current application. However, the consultant has included the traffic analyses pertaining to the Phase 3 development in the submitted TIS. Based on comments #1 and #2 above, the trip generation indicated for the Phase 3 developments is underestimated and would not be representative of the anticipated trips at the site. Accordingly, the trip generation for the site is to be revised using the 11th Edition of the ITE Trip Generation. Further, the capacity analyses provided for the Phase 3 developments are to be updated to reflect the revised trip generation.
11. The build years for both Phase 1 and Phase 2 developments are indicated as 2026 in the TIS. This appears to suggest that both phases are anticipated to be completed in the same year - 2026. The applicant should provide the anticipated timeframe for the construction of each development phase. It is understood that such a timeline would be preliminary and strict adherence to it could be limited by several factors that may be beyond the control of the developer.
12. The US Route 1 northbound traffic volumes used in the capacity analyses performed by the consultant at the US Route 1 northbound and Site Driveway 1 require further explanation. On Figure 12 (2026 Build Traffic Volumes Phase 1), 5219 vehicles (AM) and 3475 vehicles (PM) are shown for the US Route 1 northbound approach at the Site Driveway 1 intersection. However, in the capacity analysis for the 2026 Phase 1 build condition, 1740 vehicles (AM) and 1159 vehicles (PM) were assigned to the US Route 1 northbound approach at the site driveway intersection. Information regarding the traffic volumes used for the capacity analyses is requested.

Further, during the Phase 1 build with mitigation conditions, 838 vehicles (AM) and 900 vehicles (PM) were assigned to the US Route 1 northbound approach, respectively at the site driveway. These traffic volumes correspond to the traffic volumes indicated at the merge of the upstream auxiliary lane and the westbound Quakerbridge Road on-ramp to US Route 1 northbound. Similarly, the traffic volumes assigned to this location during the Phase 1 & 2 build, and Phase 1, 2 & 3 build conditions, respectively were also applied in the capacity analyses at the US Route 1 northbound and Site driveway 1 intersection. The application of these traffic volumes assumes that there would be no lane changes between the Quakerbridge Road interchange and the site driveway. In addition, it implies that no site-generated traffic is bound on the 'main line' US Route 1 travel lanes whereas, the traffic assignment depicts otherwise.

The consultant is asked to provide information to support the use of these traffic volumes and the reduction of the US Route 1 through traffic volumes at the site driveway from 1740 vehicles (build) to 838 vehicles (build with mitigation) during the AM peak hour and 1159 vehicles (build) to 900 vehicles (build with mitigation) during the PM peak hour. Any anticipated diversion or reduction in traffic should be supported with the appropriate documentation.

13. US Route 1 northbound approach carries three through lanes at the location of the proposed Site Driveway 1. However, in the TIS, the US Route 1 approach has been assigned a single through lane in the capacity analyses conducted at its intersection with the proposed Site Driveway 1. The consultant is to provide the basis for assigning a single lane to the US Route 1 through movement at the proposed site driveway.
14. The proposed mitigation of the site-generated traffic impact at the signalized intersection of Clarksville Road and Meadow Road are deemed insufficient. It is noted that no roadway improvements have been proposed by the applicant at this intersection. Aside from the modification of the signal cycle length and green time adjustments proposed during the Phases 2 and 3 build with mitigation conditions, no mitigation was proposed for the Phase 1 build condition. However, during the Phase 1 build condition, the delay on the southbound Clarksville Road through movement would increase from 48.8 sec/veh (no-build) to 69.5 sec/veh (build), which represents a 42% increase in delay.

Further, the vehicle queue length that is projected to reach 647 feet on the SB approach through lane during the no-build condition would exceed 707 feet during the build condition. It is noted that the existing SB right turn storage length is approximately 125 feet. The net effect of this condition is that majority of the Clarksville Road southbound right turn vehicles would be unable to enter the right turn bay during the SB approach green interval. This leads to a ‘starvation’ condition, when for multiple signal cycles, there would be little or no vehicles in the right turn bay to utilize the allotted green time. This would exacerbate the current delay experienced by the SB motorists. This operating condition is also noted during the Phases 2 and 3 build with mitigation conditions and would be deemed unacceptable to most drivers. The applicant is to provide additional measures to address the delay and queueing issues.

15. The latest Circulation Element of West Windsor Township’s Master Plan envisages a modern roundabout in place of the existing signalized intersection at Clarksville Road and Meadow Road. To align with the Township’s vision, it is recommended that a modern roundabout be evaluated and analyzed as part of any improvements or mitigation of traffic impact at this intersection.
16. There are concerns with the anticipated traffic operation at the signalized intersection of Quakerbridge Road and Village Road/Lawrence Square Blvd. During the 2026 no-build condition, it is projected that the Quakerbridge Road eastbound left turn queue length would exceed 719 feet. Since the available left turn storage length is approximately 250 feet, left turn traffic would continue to back into the through traffic lanes thereby increasing the through traffic delays. This condition would be exacerbated during the Phases 1 & 2 build condition with Phase 1 mitigation, as the queue length would exceed 811 feet. Further mitigation is required at this intersection to ensure that the Quakerbridge Road eastbound through traffic is not severely impacted to the extent that the through

movement queue backs up to the upstream Lawrence Station Road intersection.

17. As a means of reducing the through traffic queues along Quakerbridge Road especially at the intersections with Village Road West/Lawrence Square Blvd and the proposed Lawrence Station Road, respectively, the applicant should consider providing coordination between the traffic signals within the study area along Quakerbridge Road. A signal progression analysis is recommended.
18. As noted previously, the trip generation for the Phase 3 developments is to be revised to align with the trip rates reflected in the latest edition (11th Edition) of the ITE Trip Generation Manual. Accordingly, the capacity analyses and the proposed mitigations for the Phase 3 traffic impact may be redundant and need to be updated. Based on the foregoing, the review of the Phase 3 traffic analysis is pending the applicant's resubmission of the revised and updated analysis.
19. There are concerns with the proposed signalization of the Quakerbridge Road and Lawrence Station Road during the build with mitigation condition for all phases of development due to its proximity to the signalized intersection of Quakerbridge Road and Village Road West/Lawrence Square Blvd and the vertical crest separating both intersections. Adequate coordination of both signals would be required. Further, the proposed signal at Lawrence Station Road would require a review from Lawrence Township and the approval of Mercer County. In case, if the approval of the signal is not granted, another alternative improvement measure should be evaluated.

It is noted that the deterioration in the levels of service (LOS) at this unsignalized intersection would be mainly due to the left turns out of Lawrence Station Road. Consideration should be given to the reconfiguration of the Lawrence Station Road approach to eliminate left turns out of it. Provisions to divert these left turns to the modified signalized intersection of Avalon Way and Quakerbridge Road should be considered.

20. The capacity analysis provided for the proposed right-in/right-out site driveway along US Route 1 northbound would not be representative of the anticipated traffic operations. The use of the critical gap default value in the capacity analysis does not consider that trucks would accept longer gaps than passenger vehicles. In addition, the follow-up headway for trucks queued on the site driveway would be higher than for smaller cars. Further, trucks would also turn at much lower speeds than passenger cars. Due to the high volume of truck traffic at the proposed access driveway, all these critical parameters should be accounted for in capacity analysis. More realistic critical gap and follow-up headway values are to be used in the analysis of this location. To capture a more representative traffic operation at the proposed driveway, microsimulation analysis would be desirable and is recommended.
21. The Township's Circulation Element of the Master Plan shows a bridge over US Route 1 at the location of the through roadway bisecting the site. Based on other types of uses in New Jersey (Raritan Center at County Route 514 in Edison, the nearby Quakerbridge Mall bridge over US Route 1) it may be to the applicant's advantage to grade separate, and may be needed from a capacity standpoint, as further revisions to the traffic impact study may reveal. We would like to explore the possibility of using a diverging-diamond interchange as an extension of Nassau Park Boulevard. Many agencies' cooperation will be needed, we recognize. However, we believe it would have

merit to allow for a future interchange at an absolute minimum.

Site Plan

22. As currently proposed, the right-in/right-out Site Driveway 1 along US Route 1 northbound may not be desirable. It is anticipated that high volumes of truck traffic would enter and exit the site at this location. Due to low turning speeds associated with truck traffic, acceleration and deceleration lanes would be needed for the anticipated trucks turning off/on the main through lanes (US Route 1 northbound) to minimize the delays/disruptions to the major roadway (US Route 1 northbound) traffic. We recognize this matter will be under NJDOT jurisdiction.
23. On Sheet CS100, the Signage Legend in the upper right corner need to be corrected. R7-8 is the “Reserved Parking Sign” and should be labeled as 12” wide x 18” tall, the “Van Accessible Plaque” should be labeled R7-8P and is 18” wide x 9” tall and the “New Jersey Penalty Plate” should be labeled R(NJ)7-8A and be shown as 10” wide x 12” tall. They should also be shown proportionally with one another (i.e. they are not a uniform width). They are also shown and labeled incorrectly in the Site Details on Sheet CSS01.
24. On Sheet CS100, consider eliminating both driveways along Clarksville Road between Buildings D1 and B2-1 and also both driveways along Clarksville Road between Buildings E1 and C1. The left and right turns at both can be accommodated at the proposed signalized intersection.
25. On Sheet CS100, the driveway connecting Building C1 to the roadway between C1 and B1 should be either eliminated or moved more to the northeast.
26. On Sheet CS113, the shoulder along the northeast side of Quakerbridge Road is mislabeled as Shared Path, please correct.
27. On Truck Movement Plan X, Sheet CP110, the southwest bound right turning truck movement clips the stop bar for the southbound approach. Consider setting the stop bar back a few feet. This same issue appears on Fire Truck Movement Plan X, Sheet KT110 with the northeast bound left turning fire truck movement clipping the stop bar.
28. The “Fire Truck Movement” Plans KT101-KT114 are mislabeled on the Index Sheet as “Emergency Vehicle Movement” Plans. Please pick a name for them and be consistent.
29. Site Details Sheet CSS02, please make all crosswalks a minimum of 10’ in width. Also, the Township prefers “Continental Crosswalks” to the Parallel Lines shown. Please correct.
30. Site Details Sheets CSS01 and CSS02, the Sign Detail and the Sign Post Detail seem a bit redundant. The Sign Post Detail also has an error in that it shows the sign mounted not 7’ maximum above finished grade but rather 7’ maximum above the 6” above finished grade breakaway point. Please correct. Please also clarify which posts are proposed to be used as we noted there are subtle differences between the two details. If both are to be present, differentiate between them with labeling.

31. Site Details Sheet CSS02 has a typical section for the Bicycle Path. Will the same section apply to the "Shared Paths shown on the Site Plans (CS101, CS105, CS108, CS109, CS112)? They are also labeled as "10' Wide Concrete Path". Please clarify. If sidewalk, the sidewalk detail should indicate that it applies to the Shared Paths as well.
32. Comprehensive Pedestrian and Bicycle Circulation Plans should be prepared.
33. Electric Vehicle Charging Stations (signs, and symbol markings) may be required per NJ PL.2019 Chapter 362.
34. Please revise the parking stall markings to use West Windsor Township standard double line "hairpin" parking lines per §200-29.M.(4).
35. We do not see a Truck Turning Movement Plan for Trash Vehicles, nor do we see any designated dumpster areas for trash collection.
36. Further east along Quakerbridge Road is an intersection with Village Road just across the Northeast Corridor tracks. This intersection may need to be revised to provide larger left turn queue storage areas, please analyze.
37. The number of employees anticipated at the site is to be provided and the times of operations, including shift changes are to be indicated.
38. Is there a gap in the match lines between sheets CS108 & CS109?
39. The Sheet Index on the Cover Sheet CS 001 indicates that there is a sheet titled Existing Constraints which was not included in this submission.
40. The number of Tractor Trailer Parking Spaces on the north side of Building B1 may be misrepresented as 105, we only found 101 when we counted them.
41. In the Parking Table on Sheet CS100, the number of Required Parking Spaces for Building C1 is misrepresented as 321, adding 123 and 199 together yields 322 (probably a rounding issue). The total number shown around Building C1 we counted as 345, but the number shown in the silhouette of the Building says 353. Please address.
42. In the Parking Table on /Sheet CS100, the number of Required Parking Spaces for Building D1 may be misrepresented as 255, $98+158 = 256$ (again, probably a rounding issue).
43. For Building E1, we counted 187 Tractor Trailer Parking Spaces, the Building silhouette and the Parking Table both cite this number as 186. The circled numbers in the last spaces indicate $63+124$ which matches our count of 187. If we to count them as on Sheet CS100, we would get 186 as the west row is only 123 spaces on Sheet CS100, not 124 as on sheets CS111-CS112.

Bridgepoint 8 Development, Inc
Preliminary/Final Site Plan Review 1
West Windsor Township
Mercer County, New Jersey
January 18, 2022
Page 10 of 10

ARORA and ASSOCIATES, P.C.
Consulting Engineers

44. The Right-In/Right-Out Connection to US Route 1 shows a left turn pocket lane to a future pad site on sheet CS103. Can we show the pad sites on these plans in some way?
45. The Truck Backing Maneuver demonstrated on sheet CP-111 appears to have both blindside and normal backing together in one maneuver and appears to conflict with the adjacent loading dock space, i.e. if another truck is already parked in the adjacent dock, this may not work. Same maneuver is shown on sheets CP-102, CP-105 & CP-106.
46. The Fire Truck Turning Maneuvers shown on sheet KT-102 at the east end of Building A1 and on sheet KT-106 at the west end of Building A1 have some conflicts. We defer to Chief Lynch to determine if they are acceptable.

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

Lisa Komjati
Francis Guzik, P.E., CME
Gerald Muller, Esq.
Tim Lynch
David Novak, PP, AICP

Sam Surtees
Dan Dobromilsky, LLA/PP/CTE
Joseph Burgis, PP, AICP
Christopher DeGrezia, Esq.

West Windsor Township Fire & Emergency Services

Memorandum

DATE: January 18, 2022

TO: West Windsor Technical Review Committee

FROM: Chief Timothy M. Lynch

REGARDING: PB 21-15 Bridgepoint 8 Industrial Park

OVERVIEW

The proposed application is for a complete redevelopment of the former American Cyanamid site located along Clarksville Road between US route 1, Quakerbridge Road, and the Northeast Corridor Train Tracks. The prosed application would include the development of nearly 5.7million square feet of warehouse space, a new roadway, unidentified commercial spaces on Quakerbridge Road, and unidentified commercial spaces along the new roadway adjacent to US Route 1.

ACCESS

- Applicant has provided drawings showing compliance with Township fire apparatus turning radius.

WATER SUPPLY FOR FIRE PROTECTION

- Buildings must be equipped with full automatic fire sprinklers.
- Utility plans show placement of hydrant that appears in compliance with Township Fire Prevention Ordinance.
- Applicant should ensure that a fire hydrant is placed within 100' of fire department connections once their locations are determined.

MISCELLANEOUS

- A lock box to allow immediate access by the Fire Department shall be installed at the front of the building.
- The position of the fire department connection that supports the fire sprinkler system shall be at the front of the building.
 - Remote Fire department connections would be preferred, at the front of the building within 100' of a fire hydrant.
 - Fire department connections should be labeled with a sign and illuminated. Fire department would prefer lighting that would help the FDC to stand out such as a red or blue light to mark the location.



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- Any remote FDC's must be identified, signed, and illuminated as well.
- Applicant should be aware that under N.J.A.C. 5:70, 510.1 *Emergency Responder Radio Coverage* – “*All new buildings shall have approved radio coverage for emergency responders within the building based upon existing coverage levels of the public safety communications systems of the jurisdiction at the exterior of the building.*”
- The applicant will be required by the construction official to conduct a radio signal strength survey of the building while under construction, and if deemed necessary a radio signal amplification system would need to be installed.
- Applicant should be aware of Township fire prevention requirements for before and during construction:

F-10005.3 Access: *Temporary all-weather surface access roads, gravel or equivalent, capable of supporting a 30-ton emergency vehicle, shall be provided at all times for Fire Department vehicular access to all structures under construction and to all structures used for the storage of combustible construction materials. Access of 125 unobstructed feet shall be provided to all such locations at all times.*

Temporary all-weather surface access roads shall be approved by the Fire Marshal's office prior to construction commencing.

F-10005.4 Water supply: *The fire protection water supply system, including fire hydrants shown on the approved site plan, shall be installed and in service prior to placing combustible building materials on the project site or utilizing them in the construction of building structures. If phased construction is approved, coordinated phased installation of the fire protection water system shall be permitted as approved by the Fire Marshal.*



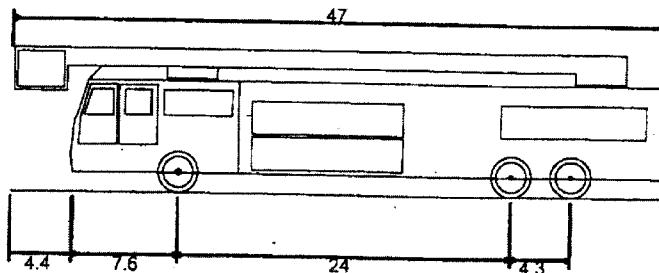
Honor ~ Integrity ~ Loyalty

West Windsor Township Fire & Emergency Services

Phone 609-799-8735 Fax 609-799-8926

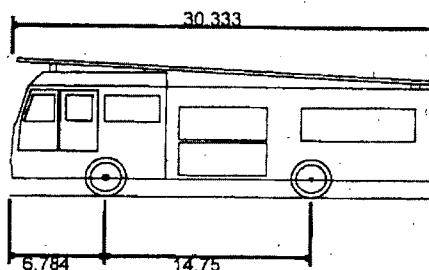
Fire Apparatus Dimensions for Turning Radii

The illustrations below of West Windsor Township fire apparatus may be used for determining the needed turning radii required for access to proposed applications for land development.



AERIAL 100' LADDER

Overall Length	47.000ft
Overall Width	8.333ft
Overall Body Height	10.000ft
Min Body Ground Clearance	1.393ft
Track Width	8.333ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	36.250ft



PUMPER

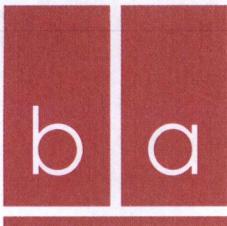
Overall Length	30.333ft
Overall Width	8.333ft
Overall Body Height	10.000ft
Min Body Ground Clearance	1.393ft
Track Width	8.333ft
Lock-to-lock time	6.00s
Max Wheel Angle	45.00°



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COMMUNITY PLANNING
LAND DEVELOPMENT AND DESIGN
LANDSCAPE ARCHITECTURE

Principals:
Joseph H. Burgis PP, AICP
Edward Snieckus, Jr. PP, LLA, ASLA
David Novak PP, AICP

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

MEMORANDUM

To: West Windsor TRC
West Windsor Division of Land Use

From: David Novak PP, AICP

Subject: Bridge Point West Windsor LLC
Preliminary and Final Major Site Plan and Subdivision (Phase I)
Preliminary Major Site Plan (Phase II)
Block 8 Lots 1, 2, 3, 12, 16, 20, 28, 32.01, 39, 40, 41, 45, 46, 47, and 49
Block 15.14 Lots 18, 19, 20, 22, 26, and 75
US Route 1, Quakerbridge Road, and Clarksville Road

Date: January 18, 2022

BA#: 3789.11

WWT#: ~~PB-21-04~~ PB-21-15

Introduction

The applicant, Bridge Point West Windsor LLC, has submitted an application seeking preliminary and final major site plan and subdivision approval for the development of a warehouse distribution and commercial center on the former Howard Hughes tract. The site is identified by municipal tax records as Block 8 Lots 1, 2, 3, 12, 16, 20, 28, 32.01, 39, 40, 41, 45, 46, 47, and 49, and Block 15.14 Lots 18, 19, 20, 22, 26, and 75. It is located at the corner of US Route 1, Quakerbridge Road, and Clarksville Road in the PCD Planned Commercial District.

The following has been submitted for review:

1. Preliminary and Final Site Plan prepared by Langan Engineering and Environmental Services, Inc., dated December 3, 2021 (last revised December 3, 2021).
2. Site photographs and accompanying key map prepared by Langan Engineer and Environmental Services, Inc., dated November 12, 2021 (no revision date).
3. Environmental Impact Statement prepared by Langan Engineering and Environmental Services, Inc., dated November 12, 2021 (last revised December 3, 2021).
4. Traffic Impact Study prepared by Langan Engineering and Environmental Services, Inc., dated November 12, 2021 (last revised December 3, 2021).
5. Water System Engineer's Report prepared by Langan Engineering and Environmental Services, Inc., dated November 12, 2021 (last revised December 3, 2021).
6. Sanitary Sewer Engineer's Report prepared by Langan Engineering and Environmental Services, Inc., dated November 12, 2021 (last revised December 3, 2021).
7. Proposed Elevations prepared by Cornerstone Architects Ltd., dated November 12, 2021.
8. Proposed Floor Plans prepared by Cornerstone Architects Ltd., dated November 12, 2021.
9. Deed covenants and restrictions.
10. Tax collector's certification.
11. W-9 Request for Taxpayer Identification Number and Certification Forms

Property Description

The subject site is located in the westerly portion of the Township, near the intersections of US Route 1, Quakerbridge Road, and Clarksville Road. The site has a total area of approximately 461 acres and is irregular in shape.

A portion of the site contains the former buildings and structures of the American Cyanamid property, which established the West Windsor Agricultural Research Facility in 1950. The facility, which ultimately consisted of several buildings and structures, was eventually completely vacated in 2004. The remainder of the site is relatively undeveloped and contains a number of environmental constraints, including: wetlands and associated buffers; streams and stream buffers; flood hazard areas; and the Township's Greenbelt.

Surrounding land uses consist of: the US Route 1 corridor as well as the Nassau Park and Nassau Pavilion shopping centers to the north; undeveloped lands, open space, and the Princeton Terrace multifamily development to the east; undeveloped lands, the Windsor Ponds multifamily development, and single-family developments to the south; and the Quakerbridge Mall and other commercial developments to the west. See the aerial at the end of this memorandum for an overview of the subject site and its surrounding environs.

Proposed Improvements

The applicant has submitted an application seeking preliminary and final major site plan and subdivision approval for the development of a warehouse distribution and commercial center on the former Howard Hughes tract. The future commercial areas are to be predominantly located along Quakerbridge Road and US Route 1, while the warehouse distribution areas are located within the interior of the site.

In regard to the latter, the applicant has proposed seven (7) warehouse buildings which are summarized in the accompanying table.

Table 1: Warehouse Distribution Summary

Building	Size (sf)	Proposed Standard Parking	Proposed Trailer Parking	Proposed Loading Docks
A-1	334,032	153	62	52
B-1	800,698	288	180	135
B2-1	695,274	265	182	134
B2-2	710,077	314	173	137
C-1	1,023,309	353	145	154
D-1	813,635	348	147	126
E-1	1,186,092	531	186	172
Totals	5,563,117	2,252	1,075	910

As shown, the applicant proposes a total of 5,563,117 square feet of warehouse space. Warehouse sizes will range from 334,032 square feet to 1,186,092 square feet. The façades of the buildings will be architecturally consistent, and will typically be comprised of precast materials with grey and blue colorings. A total of 2,252 standard parking spaces, 1,075 trailer parking spaces, and 910 loading docks are also proposed.

The applicant proposes to construct these improvements in 2 separate phases:

1. Phase 1 will consist of: a subdivision; the construction of a new roadway which will extend from Avalon Way in the Township of Lawrence to the intersection of US Route 1 and Nassau Park Boulevard; and the construction of approximately 3,023,036 square feet of warehouse space.
2. Phase 2 will consist of the construction of approximately 2,540,081 square feet of warehouse space.

The applicant notes that the commercial uses to be located along Quakerbridge Road and US Route 1 will be constructed by others at a later date.

Master Plan

The following is noted regarding the Township's planning documents.

2020 Land Use Plan of the Master Plan

As per the 2020 Land Use Plan, the subject site is located in the PCD land use category and corresponding zoning district. The 2020 Land Use Plan establishes that the intent of this land use category and corresponding zoning district is to support a wide variety of nonresidential uses to encourage the redevelopment of the tract, while also ensuring that any such development be complementary to the surrounding area, protect existing environmental constraints, minimize undue strain on the Township's community facilities, and avoid any substantial impacts to the existing traffic and circulation patterns of Clarksville Road, Quakerbridge Road, and the US Route 1 corridor.

Accordingly, the 2020 Plan recommends that this district permit a variety of land uses, including: research, testing, analytical, and product development laboratories and pilot plant facilities; general, corporate, administrative, and professional offices; data processing and computer centers; limited manufacturing; warehousing; distribution centers; conference centers; hotels; business support uses; banks with or without drive-throughs; limited retail establishments; health clubs, fitness centers, and indoor-outdoor recreation centers; veterinary offices; urgent care and out-patient surgical facilities; breweries, limited breweries, brew pubs, taverns, and wineries; and gas stations with convenience stores.

The plan further notes that this land use category and corresponding district are also intended to promote an attractive unified design while also encouraging a high level of investment. It recommends that warehousing and distribution uses be limited to the south of Clarksville Road, and that no more than 150,000 square feet of retail space be permitted on the tract. Big-box retail and strip retail developments are strongly discouraged in this district.

Finally, the plan establishes that the development of this tract should incorporate a public roadway extending from Quakerbridge Road at its intersection with Avalon Way to US Route 1 at its intersection with Nassau Park Boulevard. It encourages that the tract also incorporate a bicycle and pedestrian path that could be part of a connector link between Mercer County Park to the south and the D&R Canal to the north.

2021 Circulation Plan Element of the Master Plan

The Township adopted its most recently Circulation Plan Element on December 15, 2021. The 2021 Circulation Plan reiterates the language of the 2020 Land Use Plan by identifying a new roadway through the subject site. Specifically, the 2021 Circulation Plan notes the following:

"A new roadway (identified as the Planned Commercial District or "PCD" Road on Map 01) is proposed through the Atlantic Realty site. While the specific path of this roadway has not yet been determined, it is anticipated that it will extend from Quakerbridge Road at its intersection with Avalon Way in Lawrence Township to US Route 1 at its intersection with Nassau Park Boulevard. Access to US Route 1 should be robust to accommodate future traffic demands. The roadway should be designed with consideration for the Township's future Bus Rapid Transit (BRT) routes. Bicycle and pedestrian accommodations should be designed in a way to maximize safety from any of the traffic generated by the adjoining warehouse and distribution centers."

In addition to the aforementioned, the 2021 Circulation Plan also advocates for the development of a multi-use path which would extend from Clarksville Road, through the subject site, and ultimately extending through the adjoining Garden Homes (Duck Pond) multifamily and to the Carnegie Center office development.

Zoning

The site is located in the PCD Planned Commercial District, which was adopted by Ordinance No. 2020-25 on December 14, 2020. As noted in Section 200-207.2A., the intent of this district is to:

“...support a wide variety of nonresidential uses to facilitate the redevelopment of the tract, while also ensuring that any such development will be complementary to the surrounding area, protect existing environmental constraints, minimize undue strain on the Township's community facilities, and avoid any substantial adverse impacts to the existing traffic and circulation patterns of Clarksville Road, Quakerbridge Road, and the US Route 1 corridor. Retail, service commercial, entertainment and hospitality uses are to be located along Quakerbridge Road and US Route 1 in order to maintain the commercial character of those corridors. Warehouse and distribution uses are encouraged within the remainder of the district. The PCD is also intended to promote an attractive comprehensive integrated design and encourage a high level of investment.”

The following table summarizes the bulk standards of the district:

Table 2: PCD District Standards

Regulations	Required	Proposed Lot 18.01	Proposed Lot 18.02	Proposed Lot 2.03	Proposed Lot 2.04	Code
Min. Lot Area (ac)	None	225.48	56.83	188.99	67.99	200-207.4A.
Min. Lot Frontage (ft)	300	> 300.00	> 300.00	> 300.00	> 300.00	200-207.4B.
Min. Lot Width (ft)	300	> 300.00	> 300.00	> 300.00	> 300.00	200-207.4C.
Min. Lot Depth (ft)	None	N/A	N/A	N/A	N/A	200-207.4D.
Min. Yards (ft)						200-207.4E.
Quakerbridge Rd.	300	N/A	N/A	N/A	304.00	200-207.4I
Clarksville Rd.	100	243.00	236.00	263.00	234.00	200-207.4E.(2)
US Route 1	300	N/A	N/A	N/A	300.00	200-207.4I
Master Plan Roads	100	159.00	174.00	175.00	209.00	200-207.4E.(4)
All Other Roads	50	N/A	N/A	N/A	N/A	200-207.4E.(5)
Min. Rear Yard (ft)	40	91.00	273.00	N/A	N/A	200-207.4F
Min. Side Yard (ft)	40	155.00	N/A	913.00	229.00	200-207.4G.(2)
Abutting Res. Yards (ft)	+25	155.00	N/A	N/A	N/A	200-207.4H.
Min. Dist. Between Buildings (ft)	25	328.00	N/A	N/A	N/A	200-207.4J.
Max. Imp. Cov. (%)	70	51.00	69.00	18.00	70.00	200-207.4K.
Max. Bldg. Height (st/ft)	2/60	N/S	N/S	N/S	N/S	200-207.4L.

N/S: Not Specified; N/A: Not Applicable; TBD: To Be Discussed.

Planning Review

We offer the following comments on the proposed development:

1. Zoning Table

We offer the following comments regarding the applicant's zoning table.

- a. Recommended Subdivision and Setback Exhibit. To assist in the review of this application and its zoning compliance, we recommend the applicant provide an exhibit showing the proposed buildings and roadway improvements with the proposed subdivision lines. Front, side, and rear yard setback measurements, as well as building-to-building measurements, should be delineated. Such an exhibit could be a single sheet at a scale similar to the one provided in Sheet CS100 of the site plan.
- b. Building Heights. Section 200-207.4L establishes a maximum building height of 2 stories and 60 feet for warehouse and distribution facilities. The applicant should provide the heights of the proposed buildings to the plans.

The façade plans suggest that the buildings will typically have heights that will typically not exceed 48 feet. The applicant should ensure that building height calculations conform with the definition set forth in Section 200-4 which establishes that is shall be:

"The vertical distance between the average level of grade along all exterior foundation walls of a building, which grade shall be substantially unchanged from the natural grade existing at the time of a development application submission, and...the highest parapet or cornice level, in the case of a flat roof."

Furthermore, the floor plans suggest that only one story is proposed for each warehouse. This should be confirmed.

2. Warehouse and Distribution Proposed Uses

At the prior TRC meeting on September 14, 2021, the applicant and the TRC discussed the proposed uses of the warehouse and distribution facilities. Specifically, the following items were discussed. The applicant should provide any relevant updates.

- a. Prospective Tenants. The applicant previously indicated that no prospective tenants had yet been identified, and that the buildings are to be constructed on spec. Testimony should be provided as to whether any prospective tenants have since been identified.
- b. Hours of Operation. Testimony should be provided regarding the envisioned hours of operation for the development.

- c. Staff. Testimony should be provided regarding the typical number of staff members to be located in a facility during a shift.
- d. Deliveries. Testimony should be provided as to the expected daily and/or weekly deliveries for the facilities and its offices. The applicant should also identify what types of delivery trucks are expected to frequent the buildings, as well as where those vehicles will park.
- e. Refuse and Recycling. The applicant should discuss the anticipated refuse and recycling operations of the site. The plans note that the building/trash/recycling areas are to be provided in the loading dock area, and that the final location of such will be coordinated with future owners and tenants.

The Township generally reviews the design of refuse areas, including their enclosures, gating, and landscaping. At a minimum, typical details of these enclosures and their landscaping should be provided.

3. Warehouse and Distribution Facility Layout and Design

The following is noted regarding the proposed warehouse and distribution facility layout and design:

- a. Sections. The applicant and the TRC should continue to discuss the overall layout of the warehouse and distribution facilities. Our prior memorandum dated September 1, 2021 discussed the potential visual impacts of the development along Quakerbridge Road, and encouraged the applicant to provide section designs along this corridor to better understand the visual impact of these buildings.

The applicant has subsequently provided section details; however, these sections were provided for Clarksville Road and an internal roadway. The applicant and the TRC should discuss the propriety of preparing sections along Clarksville Road, particularly in consideration of the phased construction of the commercial buildings along Quakerbridge Road and the scope of landscaping proposed to the west of Buildings B1, C1, and E1.

- b. Architectural Design. Moreover, as previously noted, both the 2020 Land Use Plan and the intent of the PCD District promote an attractive unified design while also encouraging a high level of investment. Thus far, the proposed architectural façade plans indicate that the designs of the buildings will match one another. Consistent design themes should also be reflected in signage, including both identification and wayfinding.

- c. Rooftop Solar. Finally, the applicant and the TRC should discuss the propriety of installing rooftop solar photovoltaic canopies. Specifically, the applicant should take into consideration P.L.2021, c.290, (ACS for A-3352/S-3504) which was approved on November 8, 2021. This new legislation requires that any newly constructed warehouse for which an application for a construction permit has not been deemed complete by the enforcing agency before July 1, 2022 shall be a solar-ready building.

A "solar-ready building" is defined as a "building that includes a solar-ready zone." In turn, a "solar-ready zone" is a section of a:

"Roof or building overhang designated and reserved for the future installation of a solar photovoltaic or solar thermal system, which is at less 40 percent of the roof area calculated as the horizontally projected areas minus the area covered by skylights, occupied roof decks, vegetative roof areas, and mandatory access or set back areas required by the State Uniform Construction Code, or as otherwise provided in the 2018 International Energy Conservation Code, Appendix CA, and any successor model code, concerning solar-ready zones."

This legislation applies to any building, room, structure, or facility of at least 100,000 square feet used primarily for the storage of goods intended for sale.

4. Commercial Development

As previously noted, the applicant indicates that the commercial uses to be located along Quakerbridge Road and US Route 1 will be constructed by others at a later phase. Testimony should be provided on this matter, including information on the prospective timing of this phasing as well as whether any prospective tenants and/or developers have been approached.

We reiterate that one of the intents of the PCD District is to place commercial uses along Quakerbridge Road and US Route 1 in order to maintain the commercial character of those corridors.

The PCD District also seeks to limit the size of the commercial uses along those aforementioned corridors. Big box retail and strip retail developments are strongly discouraged by the 2020 Land Use Plan. This is reflected in Sections 200-207.4M(1) and (2), which respectively limit the maximum size of a retail building to 25,000 square feet and limits the total combined retail area of the district to 150,000 square feet, not including restaurants and/or shops associated with any hotel use.

5. Traffic, Parking, and Circulation

While we defer to the Township's traffic consultant regarding parking and circulation, we nevertheless offer the following general comments.

- a. Anticipated Traffic Generation. The applicant has provided a Traffic Impact Study which references "approved and constructed developments in the study area" (pg. 9). We recommend the applicant provide a list of those approved but not yet constructed developments which were incorporated into the anticipated traffic generation.
- b. Required and Proposed Parking. The applicant has proposed a total of 2,252 vehicular parking spaces and 1,075 trailer spaces. A breakdown of the parking calculations and proposed parking has been provided for building, and is summarized on the following table.

Table 3: Parking Summary

Proposed Lot	Building	Spaces Required	Spaces Proposed	Proposed Trailer Spaces
18.01	A1	105	153	62
	B-1	251	288	180
	B2-1	218	265	182
	B2-2	223	314	173
18.02	C-1	321	353	145
2.03	D-1	255	348	147
2.04	E-1	372	531	186
Total		1,745	2,252	1,075

We note the following:

- i. Section 200-28A. establishes that when the application of a unit of measurement for a parking space or loading space to a particular use or structure results in a fractional space, a space shall be required for each such fraction. Based on our calculations, the applied parking standards resulted in several fractions which were not rounded up. While this will not result in a substantial change, this should nevertheless be corrected.
- ii. The applicant estimated that 3% of the floor area of each building would be devoted to office space. The rationale behind this assumption should be provided.

- iii. Every building will be provided more parking spaces than what is otherwise required by code. Thus, the applicant will require waiver relief from Section 200-28D.(2)(b) for exceeding the minimum off-street parking requirements. Testimony should be provided as to the need for these additional spaces. Testimony should also be proposed as to whether any of these spaces are to be banked.
- c. Required and Proposed Loading. Section 200-27D. establishes the required number of loading berths for warehouse uses. Based upon the provided information, our office has estimated the required number of loading spaces for each building. As shown, waiver relief will be required from Section 200-27D.(2)(b) for exceeding the minimum off-street loading requirements.

Table 4: Loading Calculations

Proposed Lot	Building	Loading Spaces Required	Loading Spaces Proposed
18.01	A1	12	52
	B-1	21	135
	B2-1	19	134
	B2-2	19	137
18.02	C-1	26	154
2.03	D-1	21	126
2.04	E-1	29	172
Total		147	910

- d. Electric Vehicle (EV) Parking Spaces. In consideration of the signing of Senate Bill S3223, the applicant should identify the location of EV parking spaces. As established by that legislation:
 - i. One (1) Make-ready space if the garage or lot has fifty (50) or fewer spaces;
 - ii. Two (2) Make-Ready spaces if the garage or lot has between fifty-one (51) and seventy-five (75) spaces;
 - iii. Three (3) Make-Ready spaces if the garage or lot has between seventy-six (76) and one hundred (100) spaces;
 - iv. Four (4) Make-Ready spaces if the garage or lot has between one hundred and one (101) and one hundred and fifty (150) spaces (at least one of which must be accessible for people with disabilities).
 - v. At least 4% of the total parking spaces if the garage or lot has over one hundred and fifty (150) spaces (at least 5% of which must be accessible for people with disabilities).

In consideration of the aforementioned, the following Make-Ready Spaces would be required.

Table 5: Required Make-Ready Spaces

Proposed Lot	Building	Spaces Proposed	Total Make-Ready Spaces	ADA Make-Ready Spaces
18.01	A1	153	7	1
	B-1	288	12	1
	B2-1	265	11	1
	B2-2	314	13	1
18.02	C-1	353	15	1
2.03	D-1	348	14	1
2.04	E-1	531	22	2
Total		2,252	94	8

- e. Bicycle and Pedestrian Circulation. The 2020 Land Use Plan encourages that the tract incorporate a bicycle and pedestrian path that could be part of a connector link between Mercer County Park to the south and the D&R Canal to the north. A bicycle lane and a sidewalk are shown along the proposed master plan road. Testimony should be provided as to the ultimately destinations and connectivity of these lanes.

In addition to the above, the applicant and the TRC should discuss the aforementioned bicycle and pedestrian connection discussed in the 2021 Circulation Plan Element of the Master Plan.

- f. Landscape Islands. It appears that there are several landscape islands near Building A1 (on Sheet CS106) and near Building E1 (on Sheet CS111) that do not connect to lawn areas. This should be discussed.

6. Performance Standards

Section 200-207.4P. establishes several modifications of the performance standards for the PCD District. These are summarized below.

- a. Section 200-207.4P.(1). *The provisions of § 200-36.1 shall not apply to warehouse and distribution facilities. The provisions of § 200-36.1 shall apply to all other uses, except that sidewalks in the PCD District may be constructed of impervious materials.*

Comment. Section 200-36.1 pertains to the use of pervious surfaces. While not required, the applicant should discuss whether any pervious surfaces have been contemplated.

- b. Section 200-207.4P.(2). The provisions of § 200-28D(1) shall not apply.

Comment. Section 200-28D.(1) pertain to shared parking calculations. We have no additional comment on this matter.

- c. Section 200-207.4P.(3). *Parking and loading is permitted between the fronts of buildings and the street line. No parking is permitted within any landscaped buffer as required herein.*

Comment. Parking and loading is proposed between the fronts of buildings and the street line. The applicant should confirm that no parking will be located within the required landscaped buffer areas.

- d. Section 200-207.4P.(4). *Aisles for the movement and circulation of vehicles shall be permitted in all yard setback areas. No aisle, except those required for access into and out of the site, shall be permitted within any landscaped buffer as required herein.*

Comment. Aisles are proposed in setback areas. The applicant should confirm that no aisle, except those for access into and out of the site, is proposed within a required buffer area.

- e. Section 200-207.4P.(5). *Trailer parking spaces and loading docks shall be permitted within building yard setbacks for warehouse and distribution facilities.*

Comment. Trailer parking spaces and loading docks are located within the building yard setbacks. As the plans are finalized, we encourage the submission of façade drawings and sections to help demonstrate the visual impact of these loading areas.

- f. Section 200-207.4P.(6). *Acceleration and deceleration lanes shall not be required at warehouse and distribution facility entrances along the master plan road located between US Route 1 and Quakerbridge Road.*

Comment. Such lanes are not proposed.

- g. Section 200-207.4P.(7). *Impervious cover, including but not limited to buildings, sidewalks, or other constructed surface, shall be permitted within 200 feet of the centerline of any stream, ditch, or watercourse not identified on Attachment A. The construction of any such impervious cover shall be in accordance with all outside agency regulations as applicable.*

Comment. This information was provided on the Existing Constraints Page.

- h. Section 200-207.4P.(8). *Existing trees may be removed in accordance with all outside agency regulations and pursuant to site plan approval.*

Comment. We defer to the Township Landscape Architect regarding this matter.

- i. *Section 200-207.4P.(9). Bicycle parking shall not be required for warehouse distribution facilities.*

Comment. It does not appear that bicycle parking has been provided. This should be confirmed.

7. Landscaping

While we defer to the Township's landscape architect regarding the proposed landscaping, we note the following landscaping requirements which are established in Section 200-207.4U. of the Township's zoning regulations.

- a. *Section 200-207.4U.(1). A landscape transition buffer of not less than 25 feet in width shall be provided and maintained by the owner or lessee of a property between any nonresidential use and contiguous residentially zoned districts.*

Comment. It does not appear as though this transition buffer has been identified on the site plans. The applicant should delineate this buffer in relationship to the adjoining R-5C District, R-4B District, and RR/C District.

For reference, Sheet CS102 contains the portion of the site plan adjacent to the R-4B District while Sheets CS106, CS110, and CS114 contain the portions of the site plan adjacent to the RR/C District. No sheet detail contains those portions of the site adjacent to the R-5C District, as no development is proposed in that immediate vicinity.

- b. *Section 200-207.4U.(2). A landscape buffer of 50 feet in width shall be provided along US Route 1 and Quakerbridge Road.*

Comment. While these areas aren't included in Phase I and Phase II of this development, these buffers should nevertheless be identified on the plans.

- c. *Section 200-207.4U.(3). A landscape buffer of 75 feet shall be provided along Clarksville Road.*

Comment. This buffer is provided on the site plans.

- d. *Section 200-207.4U.(4). A landscape buffer of 25 feet shall be provided along the master plan road located between US Route 1 and Quakerbridge Road.*

Comment. This buffer is identified on the site plan.

- e. Section 200-207.4U.(5). No parking or loading shall be permitted in a landscape buffer.

Comment. The applicant should provide testimony ensuring that no parking or loading area is to be located in a landscape buffer.

- f. Section 200-207.4U.(6). Yard requirements shall be deemed to be counted as part of the landscape buffer area. Where yard areas are less than the required buffer area, they shall be increased accordingly.

Comment. Testimony should be provided as to whether any of the yard requirements are less than the required buffer area.

- g. Section 200-207.4U.(7). Suitably landscaped and bermed stormwater basins in the PCD may be located within any yard setbacks or landscaped buffers required by this chapter, provided that a maximum of 50% of the basin may be located within the buffer area.

Comment. It appears that several stormwater quality basins are located either mostly or entirely within buffer areas. These include:

- i. Six (6) basins located between Buildings D-1 and B2-1;
- ii. Potentially four (4) basins located between Buildings C1 and E1.

We defer to the Township Landscape Architect about the proposed landscaping of these basins and how their presence will impact the visual environment of Clarksville Road. We note that landscape sections have been prepared for these areas. These should be discussed, and the heights of proposed berms should be identified.

In addition, we recommend the applicant provide a table identifying the proposed basins and their percentages within required buffer areas.

8. Signage

A signage package has not yet been provided. The applicant should provide a status update for this matter.

9. Phasing Plan

We recommend a phasing plan be provided.

Map 1: Subject Site (scale: 1" = 1,600')



[https://burgis.sharepoint.com/sites/BurgisData/Shared%20Documents/W-DOCS/PUBLIC/Pb-3700series/Pb-3789.11/TRC - Concept Plan/3789.11 Bridgepoint 8 Industrial Park Concept Plan \(PB 21-04\) - TRC Review 01.docx](https://burgis.sharepoint.com/sites/BurgisData/Shared%20Documents/W-DOCS/PUBLIC/Pb-3700series/Pb-3789.11/TRC - Concept Plan/3789.11%20Bridgepoint%208%20Industrial%20Park%20Concept%20Plan%20(PB%2021-04)%20-%20TRC%20Review%2001.docx)

MEMORANDUM

TO: TRC
West Windsor Township

FROM: Christopher B. Jepson, P.E. *(Signature)*
Environmental Consultant

DATE: March 8, 2022

SUBJECT: Bridgepoint 8 Industrial Park (PB 21-~~14~~)
P/F Major Site Plan & Subdivision (Phase 1)
Preliminary Major Site Plan (Phase 2)
Block 8, Lots 1,2,3,12,16,20,28,32,39,40,41,45,46,47,49
Block 15.14 Lots 18,19,20,22,75
VCEA Project No. 21-08-WW

As West Windsor Township's environmental consultant, Van Cleef Engineering Associates (VCEA), has reviewed the most recent submittal of site plans and accompanying information for the above referenced application for a preliminary and final site for Phase 1 and Phase 2 plan and offers the following comments for the Board's consideration:

I. Overview

The applicant is seeking a review of the preliminary and final site plan for construction of a major warehouse and distribution center. The site is located at the intersection of Quakerbridge Road, Clarksville Road and U.S. Route 1 and is approximately 645 acres in size. There is no residential development proposed for this site. It is located in the Planned Commercial District (PCD) zoning district for non-residential uses and that designation includes warehousing. There are seven warehouses proposed ranging in size from 1.186 million square feet to 334,000 square feet. Accessory office space will be three percent (3%) of the total floor area. There are 910 loading docks, 1072 trailer spaces and 2,435 parking spaces proposed. There are future commercial areas proposed along Route One and

OFFICE LOCATIONS

www.vancleefengineering.com

Lebanon, NJ 908-735-9500	Hamilton, NJ 609-689-1100	Toms River, NJ 732-573-0490	Freehold, NJ 732-303-8700	Bethlehem, PA 610-332-1772
Hillsborough, NJ 908-359-8291	Mt. Arlington, NJ 862-284-1100	Phillipsburg, NJ 908-454-3080	Doylestown, PA 215-345-1876	Leesport, PA 610-670-6630

Quakerbridge Road, however that part of the overall development is not part of this application. There will also be two wastewater pumping stations to be constructed on site.

II. Comments/Recommendations on Pertinent Issues

A. Wetlands

Wetlands are present on the subject site and are located in several areas, primarily in the northern section. Several isolated wetland areas also exist on site. There is a wetland conflict with Building D1 in the northeastern quadrant. The applicant has provided NJDEP LOI documentation for the project. However, the extensions provided expire in March 2022 and an extension of these permits should be required and remain valid during the course of this proposed development. There are some isolated wetlands that appear to be filled during this proposed development. These areas will require NJDEP permits for filling them. The applicant has indicated that wetland and flood hazard permits will be submitted to the Township when they are received.

B. Greenbelt

There is a small area of proposed Greenbelt that coincides with the small area that is floodprone in the northeast section along the property line. No development is planned in that area. The applicant is showing all of the Greenbelt in future submissions. The Greenbelt area discrepancy previously shown in the EIS has been corrected.

C. Water Quality

This site drains to the Duck Pond Run in the northern portion of the site and drains to the Assumpink basin in the southern portion of the site. This site is located in DRCC Zone B. A DRCC permit is required since more than 1 acre of impervious surfaces is proposed. There is preliminary storm water management proposed for this project with many basins shown. Since there is a huge amount of impervious surface proposed – all stormwater facilities must be robust and have water quality devices installed on discharge piping. Due to the recent rash of 100-year storms these stormwater facilities must be – to any extent possible – be overdesigned. The newly promulgated stormwater regulations must also be followed for design. The Stormwater Report was robust and covers the stormwater issues that face this project with its huge amount of impervious surfaces. The project must comply with

the newest DEP regulations and the Township's standards. We defer further comment to the Township Engineer.

We are somewhat critical of the comment that a minimum of 95% removal of TSS will be accomplished. Please forward some design data showing this and especially some real data from stormwater basins in operation.

The applicant has indicated that flood hazard area permits from DEP and the DRCC approval will be forwarded when received.

D. Environmentally Sensitive Areas

The proposed project site is underlain by both the Wissahicken Schist and Stockton Sandstone geological formations. Overall the site has moderate recharge potential. There is one small area of steep slopes on the site. There is a very small area of flood hazard and flood plains that are located on the site (northeast corner). There is no development planned for that area. This site has a low to moderate erosion hazard.

E. Historic Resources

The Dr. Clark House was located on the east side of Quakerbridge Road between Clarksville Road and Route 1. Archeological excavations there in 1985 uncovered the foundation of this eighteenth century farmhouse. The applicant has retained Richard Grubb & Associates to prepare a Phase 1A cultural assessment as part of the NJDEP application process. Please forward that report when it becomes available.

F. Other Environmental Concerns/Comments

The West Windsor Green Development Practices Checklist was completed and many of those design points are going to be utilized during the course of construction. There appears to be electric vehicle charging stations to be included. However, there will be no irrigation system installed and no solar energy with this project. The applicant has shown pervious pavement areas in the truck courts. The applicant should assess other areas that will be conducive to installing pervious to assist in stormwater management for the project.

The applicant has now indicated that low flow bathroom or other fixtures for this project will be considered.

The applicant has submitted documentation for threatened and endangered species from both the NJDEP and USFWS. They identified Coopers Hawk and Great Blue Heron as two species of concern. I have seen both species – multiple times in the project area. There are a pair of bald eagles that could use this site for foraging and they also utilize car-struck deer as another food source at times. Several other species are mentioned that are also of concern – Barred Owl and Red-headed Woodpecker. Decades ago none of these species except the Bald eagle were of concern.

There is one documented vernal habitat and another potential one located on the site. They are utilized by local amphibian populations. Please show them in future plans. There are several other potential vernal habitats within one mile of the project site.

In the submitted EIS – 24c mentions wells. The applicant has indicated that no wells are proposed as part of this project. Please provide proper NJDEP closure/decommissioning on those wells not in use.

The wastewater treatment plant (WWTP) is located on site but not in use and needs to be decommissioned and that approval needs to be obtained from NJDEP and follow their closure requirements. There are many pieces of equipment and items (grating, control boxes, etc.) that can be recycled to other treatment facilities rather than being put in a dumpster for disposal. Sustainability in this case means repurposing these items where they can be reused. We have reached out to several local wastewater entities and there is no interest in any recycling of those items at this time. The WWTP is being demolished by the current property owner.

The previous owner had an incinerator on site and was in use for quite some time. The incinerator is being demolished and removed by the current property owner. Please provide the closure documentation for that unit and associated equipment. The Township is also concerned regarding any remedial activities associated with the incinerator. Please provide any documentation regarding that process.

III. ITEMS PROVIDED FOR REVIEW

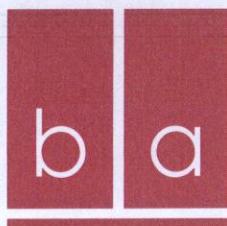
- Preliminary and Final Site Plan Application (42 sheets), prepared by Langan Engineering, dated November 11, 2021.
- Development Application, Site Plan Checklist and Subdivision Checklist prepared by Bridge Point West Windsor, LLC, dated November, 11, 2021.
- Certificate of Ownership and ALTA owners policy.

- Response to 11/29/2021 letter, prepared by Langan Engineering, dated December 3, 2021.
- Photo Map Key, prepared by Langan Engineering, dated November 12, 2021.
- Sanitary Sewer Engineer's Report, prepared by Langan Engineering, dated November 12, 2021 and revised December 3, 2021.
- Water System Engineer's Report, prepared by Langan Engineering, dated November 12, 2021 and revised December 3, 2021.
- Environmental Impact Statement, prepared by Langan Engineering, dated November 12, 2021, December 3, 2021 and February 15, 2022.
- WWT Green Development Practices Checklist, prepared by Langan Engineering, dated November 12, 2021.
- Overall Landscape Plan (20 sheets), prepared by Langan Engineering, dated November 12, 2021 and revised December 3, 2022..
- Overall Lighting Plan (16 sheets), prepared by Langan Engineering, dated November 12, 2022 and revised December 3, 2022 and revised December 3, 2022.
- Overall Soil and Sediment Control Plan and Details (17 sheets), prepared by Langan Engineering, dated November 12, 2021 and revised December 3, 2022.
- Truck Movement Plan (15 sheets), prepared by Langan Engineering, dated November 12, 2021 and revised December 3, 2022.
- Fire Truck Movement Plan (14 sheets), prepared by Langan Engineering, dated November 12, 2021 and revised December 3, 2022.
- Site Details (5 sheets), prepared by Langan Engineering, dated November 12, 2021 and revised December 3, 2022..
- Proposed Floor Plans (7 sheets), prepared by Langan Engineering, dated November 30, 2021.
- Cover Letter (Environmental), prepared by Langan Engineering, dated February 15, 2022.
- Stormwater Management Report, prepared by Langan Engineering, dated February 15, 2022.
- Overall Utility Plan (16 sheets), prepared by Langan Engineering, dated December 3, 2022.
- Overall Grading & Drainage Plan (16 sheets), prepared by Langan Engineering, dated December 3, 2022.
- Subdivision and Demolition Plans, prepared by Langan Engineering, dated December 3, 2022.



If you should have any questions or concerns regarding these comments please contact me at this office.

cc:	Applicant	TRC
	S. Surtees, WWT CD	Gerald Muller Esq., Gerald Muller Law
	D. Novak, Burgis Associates	J. L'Amoreaux, Traffic Consultant
	D. Dobromilsky, Landscape Architect	F. Guzik, Township Engineer



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 TRC
West Windsor Division of Land Use

From: David Novak PP, AICP

Subject: Bridge Point West Windsor LLC
Preliminary and Final Major Site Plan and Subdivision (Phase I)
Preliminary Major Site Plan (Phase II)
Block 8 Lots 1, 2, 3, 12, 16, 20, 28, 32.01, 39, 40, 41, 45, 46, 47, and 49
Block 15.14 Lots 18, 19, 20, 22, 26, and 75
US Route 1, Quakerbridge Road, and Clarksville Road

Date: January 18, 2022

BA#: 3789.11

WWT#: PB 21-15

Introduction

The applicant, Bridge Point West Windsor LLC, has submitted an application seeking preliminary and final major site plan and subdivision approval for the development of a warehouse distribution and commercial center on the former Howard Hughes tract. The site is identified by municipal tax records as Block 8 Lots 1, 2, 3, 12, 16, 20, 28, 32.01, 39, 40, 41, 45, 46, 47, and 49, and Block 15.14 Lots 18, 19, 20, 22, 26, and 75. It is located at the corner of US Route 1, Quakerbridge Road, and Clarksville Road in the PCD Planned Commercial District.

The following has been submitted for review:

1. Preliminary and Final Site Plan prepared by Langan Engineering and Environmental Services, Inc., dated December 3, 2021 (last revised February 15, 2022).
2. Preliminary and Final Major Subdivision Plan prepared by Langan Engineering and Environmental Services, Inc., dated November 12, 2021 (last revised February 11, 2022).
3. Survey prepared by Langan Engineering and Environmental Services, Inc., dated November 12, 2021 (last revised December 3, 2021).
4. Environmental Impact Statement prepared by Langan Engineering and Environmental Services, Inc., dated February 15, 2022 (no revision date).
5. Stormwater Management Report prepared by Langan Engineering and Environmental Services, Inc., dated November 12, 2021 (last revised February 15, 2022).
6. Traffic Impact Study prepared by Langan Engineering and Environmental Services, Inc., dated November 12, 2021 (last revised December 3, 2021).
7. Water System Engineer's Report prepared by Langan Engineering and Environmental Services, Inc., dated November 12, 2021 (last revised February 15, 2022).
8. Sanitary Sewer Engineer's Report prepared by Langan Engineering and Environmental Services, Inc., dated November 12, 2021 (last revised December 3, 2021).
9. Cost estimates.
10. LOI letters and extensions.
11. Response letters.

Zoning

The site is located in the PCD Planned Commercial District, which was adopted by Ordinance No. 2020-25 on December 14, 2020. As noted in Section 200-207.2A., the intent of this district is to:

"...support a wide variety of nonresidential uses to facilitate the redevelopment of the tract, while also ensuring that any such development will be complementary to the surrounding area, protect existing environmental constraints, minimize undue strain on the Township's community facilities, and avoid any substantial adverse impacts to the existing traffic and circulation patterns of Clarksville Road, Quakerbridge Road, and the US Route 1 corridor. Retail, service commercial, entertainment and hospitality uses are to be located along Quakerbridge Road and US Route 1 in order to maintain the commercial character of those corridors. Warehouse and distribution uses are encouraged within the remainder of the district. The PCD is also intended to promote an attractive comprehensive integrated design and encourage a high level of investment."

The following table summarizes the bulk standards of the district:

Table 1: PCD District Standards

Regulations	Required	Proposed Lot 18.01	Proposed Lot 18.02	Proposed Lot 2.03	Proposed Lot 2.04	Code
Min. Lot Area (ac)	None	225.48	56.83	188.99	67.99	200-207.4A.
Min. Lot Frontage (ft)	300	> 300.00	> 300.00	> 300.00	> 300.00	200-207.4B.
Min. Lot Width (ft)	300	> 300.00	> 300.00	> 300.00	> 300.00	200-207.4C.
Min. Lot Depth (ft)	None	N/A	N/A	N/A	N/A	200-207.4D.
Min. Yards (ft)						200-207.4E.
Quakerbridge Rd.	300	N/A	N/A	N/A	304.00	200-207.4I
Clarksville Rd.	100	243.00	236.00	263.00	234.00	200-207.4E.(2)
US Route 1	300	N/A	N/A	N/A	300.00	200-207.4I
Master Plan Roads	100	159.00	174.00	175.00	209.00	200-207.4E.(4)
All Other Roads	50	N/A	N/A	N/A	N/A	200-207.4E.(5)
Min. Rear Yard (ft)	40	91.00	273.00	N/A	N/A	200-207.4F
Min. Side Yard (ft)	40	155.00	N/A	913.00	229.00	200-207.4G.(2)
Abutting Res. Yards (ft)	+25	155.00	N/A	N/A	N/A	200-207.4H.
Min. Dist. Between Buildings (ft)	25	328.00	N/A	N/A	N/A	200-207.4J.
Max. Imp. Cov. (%)	70	51.00	69.00	18.00	70.00	200-207.4K.
Max. Bldg. Height (st/ft)	2/60	N/S	N/S	N/S	N/S	200-207.4L.

N/S: Not Specified; N/A: Not Applicable; TBD: To Be Discussed.

Planning Review

We offer the following comments on the proposed development:

1. Zoning Table

We offer the following comments regarding the applicant's zoning table.

- a. Recommended Subdivision and Setback Exhibit. Our prior memorandum dated January 18, 2022, requested a subdivision and setback exhibit. The applicant has subsequently provided such a sheet in the site plan. We find this satisfactory.
- b. Building Heights. The applicant has provided height calculations for each warehouse building. We also recommend that the applicant specify the number of stories for each building.

2. Warehouse and Distribution Proposed Uses

At the prior TRC meeting on January 25, 2022, the applicant and the TRC discussed the proposed uses of the warehouse and distribution facilities. Specifically, the following items were discussed. The applicant should provide any relevant updates.

- a. Prospective Tenants. The applicant previously indicated that no prospective tenants had yet been identified, and that the buildings are to be constructed on spec. Testimony should be provided as to whether any prospective tenants have since been identified.
- b. Hours of Operation. The applicant previously indicated that hours of operation will depend on the prospective tenant. However, it's anticipated that the facilities will generally operate six to seven days a week and will typically begin at 7:00 am.
- c. Staff. The applicant previously noted that the anticipated number of staff members is relatively commensurate to the required parking ratios.
- d. Deliveries. The applicant has indicated that the frequency of deliveries will be based on the requirements of the future tenants. The applicant also notes that the site layout is designed to accommodate NJ Title 39 Trucks.
- e. Refuse and Recycling. The applicant should discuss the anticipated refuse and recycling operations of the site. The plans note that the building/trash/recycling areas are to be provided in the loading dock area, and that the final location of such will be coordinated with future owners and tenants.

Pursuant to the request of our prior memorandum dated January 18, 2022, the applicant has provided a detail of the dumpster enclosures.

3. Warehouse and Distribution Facility Layout and Design

The following is noted regarding the proposed warehouse and distribution facility layout and design:

- a. Sections. The applicant and the TRC should continue to discuss the overall layout of the warehouse and distribution facilities. The applicant has provided section details for Clarksville Road, an internal roadway, and Quakerbridge Road.
- b. Architectural Design. Both the 2020 Land Use Plan and the intent of the PCD District promote an attractive unified design while also encouraging a high level of investment. Thus far, the proposed architectural façade plans indicate that the designs of the buildings will match one another. Consistent design themes are also reflected in signage, including both identification and wayfinding. Signage is discussed in greater detail later in this memorandum.
- c. Rooftop Solar. The applicant has provided a note indicating that all of the proposed warehouses will be "solar-ready." This is consistent with P.L.2021, c.290, (ACS for A-3352/S-3504) which was approved on November 8, 2021. This new legislation requires that any newly constructed warehouse for which an application for a construction permit has not been deemed complete by the enforcing agency before July 1, 2022 shall be a solar-ready building. A "solar-ready building" is defined as a "building that includes a solar-ready zone." In turn, a "solar-ready zone" is a section of a:

"Roof or building overhang designated and reserved for the future installation of a solar photovoltaic or solar thermal system, which is at less 40 percent of the roof area calculated as the horizontally projected areas minus the area covered by skylights, occupied roof decks, vegetative roof areas, and mandatory access or set back areas required by the State Uniform Construction Code, or as otherwise provided in the 2018 International Energy Conservation Code, Appendix CA, and any successor model code, concerning solar-ready zones."

This legislation applies to any building, room, structure, or facility of at least 100,000 square feet used primarily for the storage of goods intended for sale.

4. Commercial Development

The applicant indicates that the commercial uses to be located along Quakerbridge Road and US Route 1 will be constructed by others at a later phase. Testimony should be provided on this matter, including information on the prospective timing of this phasing as well as whether any prospective tenants and/or developers have been approached. At the prior TRC meeting on January 25, 2022, the applicant noted that preliminary conceptual ideas and plans had been commenced, but that nothing has been finalized as of yet.

We reiterate that one of the intents of the PCD District is to place commercial uses along Quakerbridge Road and US Route 1 in order to maintain the commercial character of those corridors. The PCD District also seeks to limit the size of the commercial uses along those aforementioned corridors. Big box retail and strip retail developments are strongly discouraged by the 2020 Land Use Plan. This is reflected in Sections 200-207.4M(1) and (2), which respectively limit the maximum size of a retail building to 25,000 square feet and limits the total combined retail area of the district to 150,000 square feet, not including restaurants and/or shops associated with any hotel use.

5. Traffic, Parking, and Circulation

While we defer to the Township's traffic consultant regarding parking and circulation, we nevertheless offer the following general comments.

- a. *Anticipated Traffic Generation*. Our prior memorandum dated January 18, 2022 recommended the applicant provide a list of those approved but not yet constructed developments which were incorporated into the anticipated traffic generation in the Traffic Impact Study. The applicant has subsequently indicated that "the traffic associated with the development of the Costco Tract in Lawrence which includes future retail space that has not yet been constructed."

We question whether the various multifamily developments which have been approved in the Township within the vicinity of the subject site be included in this analysis. However, we defer to the Township traffic consultant regarding this matter.

- b. *Required and Proposed Parking*. The applicant has proposed a total of 2,228 vehicular parking spaces and 912 loading docks. A breakdown of the parking calculations and proposed parking has been provided for building, and is summarized on the following table. Every building will be provided more parking spaces than what is otherwise required by code. Thus, the applicant will require waiver relief from Section 200-28D.(2)(b) for exceeding the minimum off-street parking requirements. Testimony should be provided as to the need for these additional spaces.

Table 2: Parking Summary

Proposed Lot	Building	Parking Spaces Required	Initial Parking Spaces Proposed	Banked Parking Spaces Proposed	Total Parking Spaces	Proposed Loading Docks
18.01	A1	105	124	29	153	52
	B-1	251	288	0	288	135
	B2-1	218	258	7	265	134
	B2-2	223	263	51	314	137
18.02	C-1	322	353	0	353	154
2.03	D-1	256	302	46	348	128
2.04	E-1	372	440	67	507	172
Total		1,747	2,028	200	2,228	912

- c. Required and Proposed Loading. Section 200-27D. establishes the required number of loading berths for warehouse uses. Based upon the provided information, our office has estimated the required number of loading spaces for each building. As shown, waiver relief will be required from Section 200-27D.(2)(b) for exceeding the minimum off-street loading requirements.

Table 3: Loading Calculations

Proposed Lot	Building	Loading Spaces Required	Loading Spaces Proposed
18.01	A1	12	62
	B-1	21	292
	B2-1	19	265
	B2-2	19	314
18.02	C-1	26	145
2.03	D-1	21	352
2.04	E-1	29	186
Total		147	910

- d. Electric Vehicle (EV) Parking Spaces. The following table identifies the Make-Ready space requirements for each building. As shown, the applicant is deficient for Buildings A-1, B2-2, D-1, and E-1. This is likely because the applicant is applying the 4% requirement to the initial number of parking spaces proposed, and not to the total number of parking spaces (inclusive of banked spaces). This should be discussed by the applicant and the TRC.

The applicant should also provide the proposed number of ADA Make-Ready parking spaces in its table. The locations of Make-Ready spaces should also be clearly delineated on the site plan.

Table 4: Make-Ready Spaces

Proposed Lot	Building	Proposed Parking Spaces	Required Make-Ready Spaces	Required ADA Make-Ready Spaces	Proposed Make-Ready Spaces
18.01	A1	153	7	1	4
	B-1	288	12	1	12
	B2-1	265	11	1	11
	B2-2	314	13	1	11
18.02	C-1	353	15	1	15
2.03	D-1	348	14	1	13
2.04	E-1	507	21	2	18

e. Bicycle and Pedestrian Circulation. The 2020 Land Use Plan encourages that the tract incorporate a bicycle and pedestrian path that could be part of a connector link between Mercer County Park to the south and the D&R Canal to the north. A bicycle lane and a sidewalk are shown along the proposed master plan road. Testimony should be provided as to the ultimately destinations and connectivity of these lanes.

In addition to the above, the applicant and the TRC should discuss the bicycle and pedestrian connection discussed in the 2021 Circulation Plan Element of the Master Plan.

6. Performance Standards

Section 200-207.4P. establishes several modifications of the performance standards for the PCD District. These are summarized below.

a. Section 200-207.4P.(1). *The provisions of § 200-36.1 shall not apply to warehouse and distribution facilities. The provisions of § 200-36.1 shall apply to all other uses, except that sidewalks in the PCD District may be constructed of impervious materials.*

Comment. While not required, the applicant has proposed pervious pavement in certain parking areas.

b. Section 200-207.4P.(2). *The provisions of § 200-28D(1) shall not apply.*

Comment. Section 200-28D.(1) pertain to shared parking calculations. We have no additional comment on this matter.

c. Section 200-207.4P.(3). *Parking and loading is permitted between the fronts of buildings and the street line. No parking is permitted within any landscaped buffer as required herein.*

Comment. Parking and loading is proposed between the fronts of buildings and the street line. No parking is located within any landscaped buffer.

d. Section 200-207.4P.(4). *Aisles for the movement and circulation of vehicles shall be permitted in all yard setback areas. No aisle, except those required for access into and out of the site, shall be permitted within any landscaped buffer as required herein.*

Comment. Aisles are proposed in setback areas. No aisle, except those required for access, are proposed within the landscape buffers.

- e. Section 200-207.4P.(5). *Trailer parking spaces and loading docks shall be permitted within building yard setbacks for warehouse and distribution facilities.*

Comment. Trailer parking spaces and loading docks are located within the building yard setbacks.

- f. Section 200-207.4P.(6). *Acceleration and deceleration lanes shall not be required at warehouse and distribution facility entrances along the master plan road located between US Route 1 and Quakerbridge Road.*

Comment. Such lanes are not proposed.

- g. Section 200-207.4P.(7). *Impervious cover, including but not limited to buildings, sidewalks, or other constructed surface, shall be permitted within 200 feet of the centerline of any stream, ditch, or watercourse not identified on Attachment A. The construction of any such impervious cover shall be in accordance with all outside agency regulations as applicable.*

Comment. This information was provided on the Existing Constraints Page.

- h. Section 200-207.4P.(8). *Existing trees may be removed in accordance with all outside agency regulations and pursuant to site plan approval.*

Comment. We defer to the Township Landscape Architect regarding this matter.

- i. Section 200-207.4P.(9). *Bicycle parking shall not be required for warehouse distribution facilities.*

Comment. Bicycle parking is proposed.

7. Landscaping

While we defer to the Township's landscape architect regarding the proposed landscaping, we note the following landscaping requirements which are established in Section 200-207.4U. of the Township's zoning regulations.

- a. Section 200-207.4U.(1). *A landscape transition buffer of not less than 25 feet in width shall be provided and maintained by the owner or lessee of a property between any nonresidential use and contiguous residentially zoned districts.*

Comment. The applicant has identified these landscape buffers for those portions of the subject site adjacent to the adjoining R-5C District, R-4B District, and RR/C District.

- b. Section 200-207.4U.(2). *A landscape buffer of 50 feet in width shall be provided along US Route 1 and Quakerbridge Road.*

Comment. The applicant has identified this landscape buffer.

- c. Section 200-207.4U.(3). A landscape buffer of 75 feet shall be provided along Clarksville Road.

Comment. The applicant has identified this landscape buffer.

- d. Section 200-207.4U.(4). A landscape buffer of 25 feet shall be provided along the master plan road located between US Route 1 and Quakerbridge Road.

Comment. The applicant has identified this landscape buffer.

- e. Section 200-207.4U.(5). No parking or loading shall be permitted in a landscape buffer.

Comment. No parking or loading is located within a landscape buffer.

- f. Section 200-207.4U.(6). Yard requirements shall be deemed to be counted as part of the landscape buffer area. Where yard areas are less than the required buffer area, they shall be increased accordingly.

Comment. No yard requirements are less than the landscape buffer.

- g. Section 200-207.4U.(7). Suitably landscaped and bermed stormwater basins in the PCD may be located within any yard setbacks or landscaped buffers required by this chapter, provided that a maximum of 50% of the basin may be located within the buffer area.

Comment. The applicant has provided a table identifying the proposed basins and their percentages within the required buffer areas. Seven basins are located entirely within a buffer area. The applicant notes that these are required for the proposed roadway widening. These buffers will require waiver relief.

8. Signage

The applicant has provided an initial sign package. The following is noted.

- a. Wall Signage. The applicant has provided a generic wall sign template. Once tenants have been identified, their specific signage will need to be provided in order to ensure compliance with Section 200-32B.(2).
- b. Monument Signage. Additional clarification is required regarding the proposed monument signs. While the signage table notes they will have an area of 48 square feet and a height of 4 feet (both of which conform to the standards of section 200-32B.(3)), the detail suggests that they will actually have an area of 60 square feet and a height of 12 feet. Testimony should also be provided as to how the areas were calculated.
- c. Instructional Signage. The applicant requires waiver relief for the proposed size of the instructional signage, wherein 2 feet is permitted and 12 feet is proposed.
- d. Address Signs. The applicant requires waiver relief for the proposed size of the address signage, wherein 8 inches is permitted and 24 inches are proposed.

Map 1: Subject Site (scale: 1" = 1,600')



[https://burgis.sharepoint.com/sites/BurgisData/Shared Documents/W-DOCS/PUBLIC/Pb-3700series/Pb-3789.11/TRC - Site Plan/TRC 02/3789.11 Bridgepoint 8 Industrial Park Concept Plan \(PB 21-15\) - TRC Review 01.docx](https://burgis.sharepoint.com/sites/BurgisData/Shared%20Documents/W-DOCS/PUBLIC/Pb-3700series/Pb-3789.11/TRC - Site Plan/TRC%2002/3789.11%20Bridgepoint%208%20Industrial%20Park%20Concept%20Plan%20(PB%2021-15)%20-%20TRC%20Review%2001.docx)