



WEST WINDSOR TOWNSHIP

DEPARTMENT OF COMMUNITY DEVELOPMENT
DIVISION OF ENGINEERING

MEMORANDUM

TO: West Windsor Township Planning Board

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

DATE: September 15, 2020

SUBJECT: **Heritage Village @ West Windsor**
Preliminary/Final Major Site Plan and Subdivision
Block 28, Lots 15 & 21
#2044 Old Trenton Road (CR 535) and Princeton-Hightstown Road (CR 571)
PB 19-08

Documents Received/Reviewed:

The following documents have been submitted for review:

- A. Set of plans entitled "Preliminary/Final Major Site Plan and Subdivision – Heritage at West Windsor – Block 28, Lots 15 & 21 - Township of West Windsor, Mercer County, New Jersey" prepared by MidAtlantic Engineering Partners, LLC, (William J. Parkhill, II, PE) dated March 5, 2020, revised through August 31, 2020, consisting of thirty-eight (38) sheets;
- B. Set of architectural plans entitled "Heritage at West Windsor – New Townhouse Project – West Windsor Township, Mercer County, New Jersey" prepared by Chester, Ploussas, Lisowsky Partnership, LLC (Robert S. Larsen, RA) dated February 28, 2020, revised through August 26, 2020, consisting of eleven (11) sheets;
- C. Set of survey plans entitled "Wetlands Survey Prepared for American Properties Realty Situated in the Lots 15 & 21 in Block 28 in the Township of West Windsor, Mercer County, New Jersey" prepared by Ensurplan, Inc., (Nancy J. Scott, PLS) dated January 23, 2019, revised through July 7, 2020, consisting of five (5) sheets;
- D. Plan entitled "Clubhouse & Amenity Plan" prepared by Melillo + Bauer Associates (Thomas B. Bauer, RLA) dated August 31, 2020, unrevised, consisting of one (1) sheet;
- E. Set of plans entitled "Turning Template – Block 28, Lots 15 & 21 – Heritage at West Windsor – Situated in Township of West Windsor, Mercer County, New Jersey" prepared by MidAtlantic Engineering Partners, LLC, (William J. Parkhill, II, PE) dated March 5, 2020, revised through July 10, 2020, consisting of four (4) sheets;

- F. Plan entitled “Preliminary/Final Major Site Plan and Subdivision – Block 28, Lots 15 & 21 – Heritage at West Windsor – Construction Phasing Plan – Situated in Township of West Windsor, Mercer County, New Jersey” prepared by MidAtlantic Engineering Partners, LLC, (unattributed and unsigned) dated March 24, 2020, revised through July 10, 2020, consisting of one (1) sheet;
- G. Plan entitled “Preliminary/Final Major Site Plan and Subdivision – Block 28, Lots 15 & 21 – Heritage at West Windsor – Snow Storage Plan – Situated in Township of West Windsor, Mercer County, New Jersey” prepared by MidAtlantic Engineering Partners, LLC, (unattributed and unsigned) dated March 5, 2020, revised through August 31, 2020, consisting of one (1) sheet;
- H. Plan entitled “Major Subdivision Plat – Block 28, Lots 15 & 21 – Heritage at West Windsor – Situated in Township of West Windsor, Mercer County, New Jersey” prepared by MidAtlantic Engineering Partners, LLC, (Suzanne E. Warren, PLS) dated March 5, 2020, revised through August 31, 2020, consisting of one (1) sheet;
- I. Report entitled “Stormwater Management Report for American Properties – Block 28, Lot 15 & 21 – West Windsor Township, Mercer County, New Jersey” prepared by MidAtlantic Engineering Partners, LLC, (William J. Parkhill, II, PE) dated March 5, 2020, revised through August 31, 2020;
- J. Document entitled “Operation & Maintenance Manual for Stormwater Management Facilities for Heritage at West Windsor – Block 28, Lots 15 & 21 – Township of West Windsor, Mercer County, New Jersey” prepared by MidAtlantic Engineering Partners (unattributed) dated June 12, 2020, revised through August 24, 2020;
- K. Report entitled “Sanitary Sewer Report for Heritage at West Windsor - Block 28, Lots 15 & 21 - West Windsor Township, Mercer County, New Jersey” prepared by MidAtlantic Engineering Partners, LLC, (Michael V. Weseloski, PE) dated March 5, 2020, revised through August 31, 2020;
- L. Report entitled “Report of Geotechnical Engineering Assessment – Heritage at West Windsor – Township of West Windsor, Mercer County, New Jersey” prepared by French & Parello Associates (Joseph M. Tierney, PE) dated June 18, 2019, revised through January 30, 2020;
- M. Report entitled “Traffic Engineering Assessment – Heritage at West Windsor – Block 28, Lots 15 and 21 – Od Trenton Road (CR 535) and Princeton Hightstown Road (CR 571) – West Windsor Township, Mercer County, NJ” prepared by Shropshire Associates, LLC (Nathan B. Mosley, PE, CME) dated August 21, 2020;
- N. Freshwater Wetlands Letter of Interpretation: Line Verification, File and Activity No.: 1113-04-0011.3 FWW190001 for Block 28, Lots 15 & 21 issued on October 30, 2019; and
- O. Legal descriptions prepared by MidAtlantic Engineering Partners (Suzanne E. Warren, PLS), all dated August 31, 2020, unrevised, including:
 - Princeton Hightstown Road (CR 571) ROW Dedication to Mercer County (two locations);
 - Edinburg Road (CR 535) ROW Dedication to Mercer County;
 - 15’-Wide Drainage Easement;
 - 20’-Wide Drainage Easement;
 - 35’-Wide Sidewalk and Landscape Easement (two locations); and
 - 50’-Wide Landscape Easement
- P. Development Application Package, including the following:

- Development Application;
- Site Plan Checklist;
- Subdivision Checklist;
- Owner’s affidavit prepared by Thompson Realty Co. of Princeton, Inc.; and
- A list of checklist submission waivers requested prepared by MidAtlantic Engineering Partners, LLC, dated March 9, 2020.

In addition to the above documentation included in the current submission, the following documents were submitted as part of the applicant’s TRC process and should also be considered part of the project record:

- Q. Report entitled “Environmental Impact Statement – Prepared according to Township of West Windsor Land Use Regulations Chapter 200-23 (Environmental Considerations) - Document for Heritage at West Windsor - Block 28, Lots 15 & 21 - Township of West Windsor, Mercer County, New Jersey” prepared by MidAtlantic Engineering Partners, LLC, (William J. Parkhill, II, PE) dated March 5, 2020, unrevised;
- R. Report entitled “Capacity Analysis Report – Sewer Evaluation – Heritage at West Windsor – Township of West Windsor, County of Mercer, State of New Jersey” prepared by Suburban Consulting Engineers, Inc., (Michael K. McAloon, PE) dated March 6, 2020, unrevised;
- S. Earthwork calculation spreadsheet with color exhibit showing areas and degrees of cut/fill requirements, dated April 14, 2020;

Narrative:

The subject property is a tract of two contiguous parcels (Lots 15 and 21 in Block 28) in West Windsor on the north side of Old Trenton Road (CR 535) totaling 66.74 acres. The tract also has frontage on Princeton Hightstown Road (CR 571) and is located within the R-5D residential zoning district. The applicant proposes to construct 254 total units: 194 3-bedroom townhouse units, 60 affordable apartment units (twelve 1-bedroom, thirty-six 2-bedroom and twelve 3-bedroom) and a 4-bedroom Group Home (indicated as “by others”) on the property. A total of 44 residential buildings (nineteen 4-unit buildings, three 5-unit buildings, seven 6-unit buildings and fifteen 4-unit buildings with 4-affordable apartment units attached) are proposed in addition to the Group Home.

In addition to the residential units, the development will include standard appurtenant features, such as roads, curb, sidewalks, on-street and off-street parking, landscaping, street lighting, stormwater management facilities and other utility infrastructure. Active recreation elements identified on the plans include a Clubhouse with swimming pool and patio, poolside cabanas, a dog park, two playgrounds (one 6 months – 5years, one 5-12 years), a tennis court, a grilling/dining area, a “movie wall”, a yoga/exercise lawn, a meditation garden and a community garden. All of the active recreation amenities are clustered together near the development entrance from Old Trenton Road (CR 535).

The property is bordered by the Institute of Islamic Studies and Elements at West Windsor 55+ residential development to the southwest, Old Trenton Road to the southeast, East Windsor Township and Princeton Hightstown Road to the northeast, and vacant land to the northwest. The property is subject to several environmental constraints, including a pond, wetlands, transition areas and also Township Greenbelt, whose limits have been depicted on the applicant’s plans. The property is currently vacant farmland per available tax records and aerial photos, with one dwelling and farm outbuildings.

The subject property drains to the Bear Brook (Below Trenton Road) HUC 14 subwatershed and is part of the larger Millstone River (Above Carnegie Lake) HUC 11 watershed. The property is also located within the Stony Brook Regional Sewerage Authority (SBRSA) River Road Sewer Treatment Plant sewer service area. Domestic water supply will be provided by New Jersey American Water.

Upon review of the documentation submitted, I offer the following comments.

1.0 **General**

1.01 The applicant is requesting submission waivers for the following checklist items:

- a. Final Site Plan Checklist Section 200-14.C.1.a., which requires the submission of the approved preliminary site plans with the resolution of approval; and
- b. Final Major Subdivision Checklist Sections 200-54.C.13, C.14 and C.18 which all relate to either as-built grading or the submission of the preliminary subdivision resolution of approval.

I have no objection to granting any of these four waivers because all of the items apply to projects where preliminary and final approvals are sought separately, while the subject application seeks them concurrently.

1.02 The plans indicate a substantial area of wetlands in the northern part of the property as well as numerous existing drainage pipes and ditches located therein. The wetlands delineation is based upon a Letter of Interpretation (LOI) issued by NJDEP on October 30, 2019. The current proposal requires permits to fill in pockets of isolated wetlands, as well as disturbances to transition area buffers in order to construct portions of Roads A & G, Buildings 11-14, 17 and 18, and the stormwater retention basin. The applicant has indicated that required permitting will be limited to filling/disturbing ~1/2-acre (26,257 square feet) of wetlands and transition areas under General Permits 6 and 11. In addition, a buffer averaging transition area waiver will be obtained to reduce/compensate existing transition area buffers in the amount of ~23,000 square feet. Obtaining these approvals from NJDEP should be made a condition of any Board action on this application.

1.03 Disposition of ownership of the proposed development should be addressed in testimony to the Board. The applicant has indicated that all units will be marketed for sale but that he wishes to reserve the right to rent out units as market conditions warrant. Each unit will be under condominium ownership, with certain improvements owned and maintained by an HOA, with the developer a member under a rentals scenario.

1.04 Should the Board approve this project, proposed street names, addresses and unit numbering will need to be worked out with the Director of Fire and Emergency Services and the Postmaster, through the Engineering Division, should be made a condition of any Board action on this application. Proposed means of identifying buildings for emergency services should be presented.

2.0 **Access and Circulation**

2.01 The property fronts on both County Routes 535 and 571. Mercer County approval of this project will be required, and any frontage improvements and/or additional right-of-way dedications shall be per their requirements. The plans currently indicate a dedication of 58 feet from centerline along each frontage.

2.02 The applicant is providing a 50'-wide main boulevard driveway intersection with Old Trenton Road consisting of a 20'-wide ingress, a 20'-wide egress with a 10'-wide landscaped island in between. A secondary 30'-wide access drive (Road "B") connecting to Princeton Hightstown Road is also proposed.

The group home will have its own 25'-wide access driveway from Road B. These access points are subject to the review and approval of Mercer County.

2.03 The applicant has provided parking calculations that indicate that a total of 586 spaces are required per Residential Site Improvement Standards (RSIS), broken down as follows:

- 1-Bedroom Apartments – 12 units x 1.8 spaces/unit = 22 spaces
 - 2-Bedroom Apartments – 36 units x 2.0 spaces/unit = 72 spaces
 - 3-Bedroom Apartments – 12 units x 2.1 spaces/unit = 25 spaces
 - 3-Bedroom Townhouses – 194 units x 2.4 spaces/unit = 466 spaces
 - 4-Bedroom Group Home – *1 unit x 2.1 spaces/unit = 3 spaces (* “by others”)
- 585 spaces required w/out home

Of the 466 parking spaces required for the townhouse units, 97 of them (0.5 space per unit) must be provided on-street or in a common parking area for “guest parking” per RSIS standards (irrespective of the parking count achieved by the townhouse driveway/garage combination) thus the applicant is adding this 97 to the 585, for a total requirement of 682 spaces.

The applicant proposes to provide 699 parking spaces (including garages). Because of the guest parking being the applicant has identified 23 of the proposed common parking spaces to be “banked” for future use, if necessary. This banking of stalls creates the paradoxical condition where the applicant requires a design waiver from Ordinance Section 200-28.D.(2)(b) for providing too much parking (699 vs. 682) and a *de minimis* exception from RSIS standards for providing too little parking (676 vs. 682). The applicant should provide testimony to the Board in support of the required relief, but I have no objection to the Board granting them both, if the Board Attorney agrees a *de minimis* exception is required.

2.04 The applicant indicates that 74 spaces are allocated for guest parking (97 minus 23 banked). The applicant will be required to provide testimony on the total number of on-street/common parking spaces and the breakdown between those required for affordable unit residents and guest spaces.

2.05 The site circulation design includes “speed tables” in four locations crossing Roads A and B, at or near their intersections with Roads C and E. A standard detail for these features has been provided, but it doesn’t appear to adequately integrate the 4’-wide bicycle lanes. The detail shows a 12.5% (1:8) cross-slope across the bikeway, which is non-traversable. Is the bicyclist expected to vacate the bicycle lane and enter the vehicular travel lane at these locations? Also, three of the four speed tables are right in the middle of the intersections at A-C, B-C and A-E, although the grading plans for these intersections have not been revised to reflect this. It appears a “raised intersection” traffic calming device would be more appropriate in these locations and should be commented on by the applicant’s professionals.

2.06 As part of their passive recreation proposal, the applicant has provided a 6’-wide cinder path connecting the Road A cul-de-sac with existing historical farm roads in the regulated portion of the property. Sheet 8 of the plan set (Zaitz Trail System Connectivity Exhibit) depicts a potential future connection of these trails with nature trails on properties to the west. Comments are deferred to the Township Landscape Architect.

It is noted that this will include clearing of vegetation and construction of some type of bridge or boardwalk system to navigate the wetlands and streams in the area. This is presumably to be left to others as it is not on the applicant’s property. The applicant should discuss the extent and adequacy of the “passive recreation” portion of the proposed development.

- 2.07 A single solid waste enclosure with two 35-cubic yard trash compactors is proposed along Road B at the extreme northeasterly portion of the site, near the group home and Building 8, about 350 feet south of Princeton-Hightstown Road. The applicant's previous testimony to the Board indicated that affordable housing residents would need to walk/drive their refuse to the trash enclosure but the townhouse residents would have curbside pickup. The applicant should provide testimony to the Board as to whether this still represents the proposed solid waste management plan or if alternative measures have been developed in the interim.
- 2.08 The applicant has submitted a construction phasing plan with the application (Submission item F, above). Phase 1 is to consist of the following:
- Boulevard entrance and Active Recreation facilities;
 - Nine residential buildings, as follows in proposed order of construction:
 1. Building 43 (Model Unit – Type D)
 2. Building 42 (Model Unit – Type A)
 3. Building 27 (Type E)*
 4. Building 26 (Type B)
 5. Building 41 (Type E)*
 6. Building 44 (Type D)
 7. Building 40 (Type E)*
 8. Building 2 (Type A), and
 9. Building 3 (Type B)
- * - Affordable housing unit components;
- Stormwater Basin and associated piping to Phase 1 improvements;
 - All of Road B;
 - All of Road C;
 - Portion of Road A;
 - Portion of Road E;

The remainder of the site improvements are indicated to be within Phase 2 of construction.

A more detailed phasing plan will need to be submitted showing how the interim condition will be functionally complete and safe for vehicles and pedestrians should construction cease or be suspended for an extended period. § 200-109.A requires that stormwater control improvements shall be completely installed and stabilized, except for final landscaping, prior to issuance of any building permit for the development. This is required to be reflected in the schedule and construction sequence.

- 2.09 Further comment on the access and circulation aspects of the design are deferred to the Board's Traffic Consultant.

3.0 Stormwater Management

- 3.01 The project will ultimately disturb more than one acre of land and result in the addition of more than one quarter acre of new impervious surfaces. As such, all aspects of the stormwater management ordinance must be met, including water quality.

- 3.02 The applicant has provided a geotechnical report that concludes that, “(t)he test pits performed at the proposed stormwater basin and infiltration trench locations encountered predominantly surficial cohesive soils.” Additional permeability test results from test pits dug around the site indicate existing infiltration rates of 0.04 inches per hour or less, which is indicative of HSG D soils. As a result, there is no groundwater recharge occurring in the existing condition and no deficit for the applicant to make up through the use of infiltration BMPs.
- 3.03 The minimum 20-acre tributary area design standard for retention basins has been met. The combination of a 2.94:1 permanent pool to WQ storm volume ratio and a detention time in excess of 24 hours yields a calculated TSS reduction rate in excess of the NJDEP water quality standard of 80%. This aspect of the design has been addressed.
- 3.04 The proposed design is in compliance with the peak flow reduction requirements of the stormwater management regulations.
- 3.05 Ordinance Section 200-63.C(1) (Drainage and Conservation Easements) states that the Planning Board may require a stormwater and drainage easement and right-of-way along a property which is bordered by a watercourse of any kind. A drainage easement to the Township along the northern border with adjacent Lot 3 and to Lot 106.53, following and along the existing watercourse that begins at Route 571, is recommended. Further requirements of said easement and its language are specified in the Code section. Legal descriptions for these easements have been provided for review and comments on any issues with same shall be provided to the applicant’s surveyor directly.
- 3.06 A Stormwater BMP Operation and Maintenance Manual for the proposed stormwater controls has been submitted for review. I have reviewed same and there are some relatively minor revisions/additions that are required, but these technical comments will be provided to the applicant’s engineer directly, rather than listing them here.

4.0 Utilities

- 4.01 The project is located within the Southfield Road Pump Station wastewater service area, where capacity issues exist and have been previously discussed with the applicant. The applicant submitted a Sewer Capacity Analysis prepared by Suburban Consulting Engineers (Submission Item R, above), which was based on the immediate projects needs only. Iterative revisions to same have been submitted since, but as of September 11, 2020, the issue and analysis performed still have not been fully resolved. Additional comments on the report, including findings and recommendations for the Board’s consideration, are expected to be issued separately and prior to the Planning Board meeting. Resolution of the wastewater issues to the satisfaction of this office, should be made a condition of any Board action on this application.
- 4.02 The proposed development will require a Treatment Works approval by NJDEP and Sanitary Sewer Allocation from the Township Council. The Sanitary Sewer Report prepared by MidAtlantic indicates that the proposed development will have an average daily demand of 71,700 gallons per day.
- 4.03 The applicant should provide testimony on the availability and location of other public utilities, water, gas, electric, cable, etc.

5.0 Lighting

- 5.01 The applicant is proposing to install a total of 119 street lights (Holophane 68W LED “acorn” fixtures) for the development. I have the following comments on the information provided.

- Point plotting of the light intensities has been provided along with calculations of the average intensity for the overall property with respect to the “residential” standard of 0.6 footcandles. The proposed design complies.
- Calculations of the average light intensities at the site’s intersections with CR 571 and 535 have also been provided. The average intensity at CR 571 is 3.0 footcandles, which complies; the average at CR 535 is 3.4 footcandles, which is a slight exceedance and I would be in support of a design waiver for exceeding the standard of 3.0 footcandles will be required.
- The intersections of the interior site roadways were not individually provided and must also be analyzed for compliance with the 3.0 footcandle standard. Looking at the point intensity values within these intersections, it appears they currently do not and would fall below that level. The applicant should advise whether they intend to revise the design or seek design waivers for these areas as well.

6.0 General Comments

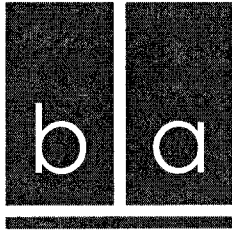
- 6.01 Other outside agency approvals will also be required. The following are approvals are anticipated at this time:
- Mercer County Planning Board
 - Mercer County Soil Conservation District and NJDEP Construction Discharge Permit
 - Delaware and Raritan Canal Commission
 - NJDEP (TWA Permit)
 - NJDEP (LOI – FWW General Permit(s) – Transition Area Waiver/ Averaging)
- 6.02 Metes and bounds descriptions for all proposed easements and dedications have been provided as listed under Submission Item O, above. Any deficiencies found within these documents will be directed to the applicant’s surveyor directly, as will any technical issues with the Final Plat document (Submission Item H).
- 6.03 The Applicant is to submit an Engineer’s construction cost estimate for review. The Applicant will be required to post performance guarantees and inspection fees for the site improvements in accordance with the MLUL and the Township Ordinance.
- 6.04 As per Ordinance section 200-81.1 the applicant will be required to provide, via both hard copy and in electronic format, approved site plans being submitted for signature and as-built surveys upon project completion should this project be approved and constructed. Additionally, it is requested the Township receive PDF copies of the Stormwater Management Report and the Stormwater Operation and Maintenance Manual, and all related mapping, once same are approved by this office.

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

FG:IH

Attachment

cc: Applicant (gkanter@americaproperties)
William J. Parkhill, II, PE, Applicant’s Engineer (WParkhill@MidAtlanticEng.com)



COMMUNITY PLANNING
LAND DEVELOPMENT AND DESIGN
LANDSCAPE ARCHITECTURE

B U R G I S
ASSOCIATES, INC.

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

MEMORANDUM

To: West Windsor Planning Board
West Windsor Division of Land Use

From: David Novak PP, AICP

Subject: Heritage Village at West Windsor
Preliminary and Final Site Plan
Block 28 Lots 15 and 21

Date: September 15, 2020

BA#: 3576.14

WWT#: PB 19-08

Introduction

The applicant, Heritage Village at West Windsor, has submitted an application seeking subdivision approval, preliminary and final site plan approval, and waiver relief to construct two hundred and fifty-four multifamily (254) units, which will include one hundred and ninety-four (194) market-rate townhouse units and sixty (60) affordable apartment units. One (1) group home containing four (4) bedrooms is also proposed, which will be built by others. The site, which is identified by municipal tax records as Block 28 Lots 15 and 21, is located near the intersection of Edinburg Road and Princeton-Hightstown Road in the R-5D Residence District.

In addition to the application forms and application checklists, the following has been submitted for review:

1. Preliminary and Final Plan, prepared by MidAtlantic Engineering Partners, LLC, dated March 5, 2020 (last revised August 31, 2020), consisting of thirty-eight (38) sheets.
2. Architectural Plan, prepared by Chester, Ploussas, Lisowsky Partnership, LLC, dated February 28, 2020 (last revised August 26, 2020), consisting of eleven (11) sheets.
3. Turning Template, prepared by MidAtlantic Engineering Partners, LLC, dated March 5, 2020 (last revised July 10, 2020), consisting of four (4) sheets.
4. Major Subdivision Plat, prepared by MidAtlantic Engineering Partners, LLC, dated March 5, 2020 (last revised August 31, 2020), consisting of one (1) sheet.
5. Wetlands Survey, prepared by Ensurplan, Inc., dated January 23, 2019 (last revised July 7, 2020), consisting of five (5) sheets.
6. Snow Storage Plan, prepared by MidAtlantic Engineering Partners, LLC, dated March 5, 2020 (last revised August 31, 2020), consisting of one (1) sheet.
7. Clubhouse Amenities Concept Plan, prepared by Mello + Bauer Associates, dated August 31, 2020.
8. Environmental Impact Statement, prepared by MidAtlantic Engineering Partners, LLC, dated March 5, 2020 (last revised August 31, 2020).
9. Construction Phasing Plan, prepared by MidAtlantic Engineering Partners, LLC, dated March 24, 2020 (last revised July 10, 2020), consisting of one (1) sheet.

Property Description

The subject site is located in the easterly corner of the Township, near the intersection of Edinburg Road and Princeton-Hightstown Road. The site has a total area of approximately 66.74 acres and is irregular in shape. It fronts along Edinburg Road and Princeton-Hightstown Road for approximately three hundred and thirty-six (336) feet and three hundred and fifty-one (351) feet, respectively. It is immediately adjacent to the Township of East Windsor.

The site is presently undeveloped and is identified by municipal tax records as being qualified farmland. The rear of the property features wetlands and associated buffer areas. A pond is also located near the northwesterly corner of the property. A ten-foot wide drainage easement is located along the rear northwesterly property line, while a thirty-five-foot wide drainage and access easement is located along the westerly property line. Drainage easements and ditches also bisect the property.

Surrounding land uses consist of: farmland, a golf center, and non-residential uses to the north; farmland and nonresidential uses to the east; commercial uses as well as several multifamily developments to the south; and the Renaissance/Elements inclusionary development to the west.

Proposed Development

The applicant proposes to construct a multifamily development which will consist of a total of two hundred and fifty-four (254) units, as well as one (1) group home which will ultimately be subdivided and developed by others. The following table provides a breakdown of these units. The majority of the proposed units will be located within the southerly half of the site, largely outside of the property's environmentally constrained areas. One (1) townhouse building and the single group home will be located within the northerly portion of site, near Princeton Hightstown Road.

Table 1: Unit Type Summary

| Unit Type | Number | Percent |
|-----------------------------|------------|-------------|
| Market-Rate Townhouse Units | 194 | 76.1% |
| Affordable Apartment Units | 60 | 23.5% |
| Group Home | 1 | 0.4% |
| Total | 255 | 100% |

The following table provides a breakdown of the bedroom distribution of the proposed townhouse and apartment units. The group home will consist of four (4) bedrooms.

Table 2: Bedroom Distribution

| Unit Type | Market-Rate Townhouse | Affordable Apartments | Total |
|--------------|--------------------------|--------------------------|------------|
| 1-Bedroom | 0 | 12 | 12 |
| 2-Bedroom | 0 | 36 | 36 |
| 3-Bedroom | 194 | 12 | 206 |
| Total | 194 | 60 | 254 |

Access to the site is to be provided by a boulevard entrance which will offer ingress and egress to Edinburg Road, as well as a secondary driveway which will offer ingress and egress to Princeton Hightstown Road. Altogether, six hundred and ninety-nine (699) parking spaces are proposed to be located on site, which includes both surface and garage spaces.

In addition to the above, a clubhouse is to be located within the southerly portion of the site, near the Edinburg Road entrance. The proposed clubhouse will contain a lobby, business center, fitness room, billiards/game room, great room, kitchen, and bathroom facilities. A pool and patio area are to be located to the rear of the clubhouse, as well as a lounge terrace, meditation garden, community garden, grilling and dining area, yoga/exercise lawn, movie/entertainment area, sitting steps, children’s play areas, and tennis courts.

Master Plan

The following is noted regarding the Township’s master planning documents.

❖ 2019 Housing Element and Fair Share Plan (HE&FSP)

The Township adopted its most recent Housing Element and Fair Share Plan (HE&FSP) on February 27, 2019. The HE&FSP identified the subject site as a proposed component to address the Township’s third round new construction obligation. Specifically, the 2019 HE&FSP notes that the Township intends to rezone the property to a new R-5D Residence Affordable Housing District which would permit for townhomes and stacked flats at a maximum density of twenty-five (25) units per acre. The proposed zoning would also permit for group homes in detached dwellings or attached to townhouses for individuals with developmental disabilities.

Please note that Ordinance 2019-05 creating the R-5D District was adopted by the Township Council on March 18, 2019 and become effective on April 8, 2019.

❖ 2020 Land Use Plan

As per the Township’s 2020 Land Use Plan, the subject site is located in the Residential (R-5D) land use category and corresponding R-5D Residence Affordable Housing District. The 2020 Plan notes that this land use category and corresponding district is designed to permit an inclusionary multi-family development consisting of stacked flats and apartments, townhomes, and group homes with an affordable housing set-aside of twenty-five percent (25%). The net density of the stacked flats, apartments, and townhomes is not to exceed twenty-five (25) dwelling units per acre.

In addition, the R-5D Land Use Category is also designed to permit a commercial building (or buildings) not to exceed 10,000 square feet in gross floor area. Those uses which are presently permitted in the P-3 District are also permitted in this commercial building(s).

Zoning

The site is located in the R-5D Residence District. The following tables summarize the proposed development’s compliance with the R-5D District’s bulk standards and design standards.

Table 3: R-5D Bulk Standards

| Area & Bulk Regulations | R-5D | Existing | Proposed | Code |
|---|------|----------|----------|------------------------|
| Minimum Tract Area (ac) | 5 | 66.74 | 66.26 | 200-186.A.(1) |
| Minimum Tract Frontage (ft) | | | | 200-186.A.(2) |
| Edinburg Road | 150 | 336.11 | 355.96 | |
| Princeton Hightstown Road | 150 | 351.69 | 351.69 | |
| Average Gross Density (du/ac) | 10 | n/a | 3.80 | 200-189.C |
| Net Density (du/ac) | 25 | n/a | 9.80 | 200-189.3.A.(5)(a) |
| Setback: Local Internal Road (ft) | 20 | n/a | 20.10 | 200-190.A.(2)(h)[2][a] |
| Setback: Edinburg Road (ft) | 50 | 46.6 | 60.20 | 200-190.A.(2)(h)[2][a] |
| Setback: Princeton Hightstown Road (ft) | 50 | n/a | 50.70 | 200-190.A.(2)(h)[2][a] |

Table 4: R-5D Design Standards

| Area & Bulk Regulations | R-5D | Proposed | Code |
|------------------------------------|-------------|----------|--------------------|
| Building Layout | | | |
| End Wall to End Wall (ft) | 12 | 30.0 | 200-30.A.(1) |
| Building Face to Street Curb (ft) | 20 | 20.1 | 200-30.A.(2) |
| Building Face to Parking Area (ft) | 12 | 12.4 | 200-30.A.(3) |
| End Wall to Window Wall | 30 | 30.0 | 200-30.A.(4) |
| Window Wall to Window Wall | 30 | 30.0 | 200-189.3.B.(2) |
| Open Space | | | |
| Minimum Preserved Open Space (ac) | 30 | 30.7 | 200-189.3.B.(3) |
| Usable Recreation Facilities (ac) | 1.67 | 3.3 | 200-189.3.B.(4) |
| Active Recreation Land (ac) | 2 | 3.3 | 200-189.3.B.(6) |
| Toddler Play Lot Size (sf) | 2,000 | 2,139.0 | 200-189.3.B.(5)(a) |
| Older Children (sf) | Up to 5,000 | 2,768.0 | 200-189.3.B.(5)(a) |
| Tennis Courts (#) | 1 | 1 | 200-189.3.B.(5)(b) |

Waiver Relief

Waiver relief is required from the following items. Additional waivers may be required based upon the reviews of the Board's other professionals.

1. Exceeding Minimum Number of Spaces

Waiver relief is required from Section 200-28.D.(2)(b) for exceeding the minimum number of required parking spaces. Based upon our calculation (see the Planning Review section of this memo), five hundred and eight-four (584) parking spaces are required, whereas six hundred and ninety-nine (699) spaces are proposed of which twenty-three (23) will be banked.

This excess is partially due to the RSIS requirement regarding guest parking as well as the methodology for counting driveways and garages as parking spaces. In regard to guest parking, the RSIS establishes that the requirements for attached units include provisions for guest parking, which is 0.5 parking spaces per dwelling unit. The regulations further establish that guest parking must either be provided on-street or in common parking areas. As such, the proposed two hundred and fifty-four (254) units are required to provide a minimum of one hundred and twenty-seven (127) parking spaces in common areas.

Furthermore, in regard to the methodology for counting driveways and garages as parking spaces, the RSIS notes:

- a. A one-car garage and driveway combination shall count as two (2.0) off-street parking spaces, provided the driveway measures a minimum of eighteen (18) feet in length between the face of the garage door and the right-of-way.
- b. A two-car garage and driveway combination shall count as three and one-half (3.5) off-street parking spaces, provided a minimum parking width of twenty (20) feet is provided for a minimum length of eighteen (18) feet as specified for a one-car garage and driveway combination.

The applicant has proposed driveway widths of eighteen (18) feet, which is two (2) feet short of the required twenty (20) foot width established above. As such, the applicant has considered this combination to count as two and one-half (2.5) off-street parking spaces. While we defer to the Board's traffic consultant regarding this calculation, we note that this methodology would account for an additional four hundred and eighty-five (485) proposed parking spaces. When combined with the required off-street guest parking spaces, this would account for six hundred and twelve (612) parking spaces. This is greater than the overall required number of spaces.

In consideration of the above, the applicant has acknowledged that a de minimis waiver will be required from the RSIS for the proposed driveways.

2. Use of Pervious and Impervious Surfaces

Waiver relief is required from Section 200-36.1, which establishes that impervious surfaces shall be used for drives and parking areas, while pervious surfaces shall be used for all other paved areas, including sidewalks, trails, courtyards, and other site amenities.

The applicant has proposed pervious pavers between adjacent driveways, and has further indicated that the proposed playground/tot lots and access to the basin will be composed of a pervious paver. However, the site plan indicates that the sidewalks will be concrete. The applicant has indicated that the site is not suitable for infiltration due to its extremely poor permeability test results.

3. Townhouse Façade Offset

Waiver relief is required from Section 200-36.B.(2)(a), which establishes that the planes of other straight façades of townhouses should be no more than eighty (80) feet in length without at least a two (2) foot offset. The applicant has proposed offsets of slightly less than two (2) feet for Building Types A, B, C, and E.

Planning Review

We offer the following comments on the proposed development:

1. Townhouse Design Standards

Section 200-36.B.(2) establishes design criteria for townhomes. The following is established. Our comments are provided in bold after each criterion. Please note that the applicant has not provided architectural plans for Building Type F. These should be provided, and the applicant should discuss how they conform to the townhouse design standards described herein.

- a. For townhouses, a maximum of eight (8) dwelling units in a single row with a minimum offset of two (2) to four (4) feet between every two (2) dwelling units are encouraged. No more than six (6) dwelling units should be permitted in a straight line. The planes of other straight facades should be no more than eighty (80) feet in length without at least a two (2) foot offset.

In regard to the number of units per building, the applicant is meeting this standard. We note the following:

- i. Building Type A contains four (4) townhouse units**
- ii. Building Type B contains five (5) townhouse units**
- iii. Building Type C contains six (6) townhouse units**
- iv. Building Type D contains four (4) townhouse units**

- v. **Building Type E contains four (4) townhouse units and four (4) affordable units)**
- vi. **Building Type F contains five (5) townhouse units**

In addition, the applicant is also adequately addressing the standard that no more than six (6) dwelling units will be located in the same line.

Finally, the applicant is largely addressing the standard that straight façades should be no more than eighty (80) feet in length without at least a two (2) foot offset. However, waiver relief will be required for Building Types A, B, C, and E which have offsets of slightly less than two (2) feet. The rear of these buildings will feature fencing and landscaping. Furthermore, alternating façade materials consisting of board and batten vertical siding, horizontal trim, and vertical trim are proposed to add visual interest to these rears. In addition, Building Type C will have a lower roof which should provide additional articulation. We find this satisfactory.

- b. The rooflines of at least thirty percent (30%) of the number of units which are attached in a structure having a single linear plan should be staggered in height by not less than five percent (5%) of the height of the rooflines of the remaining units in such structures.

The applicant is addressing this standard.

- c. An outdoor private living space for each dwelling unit is encouraged. Adequate visual screening of such living space from all other neighboring dwelling units, outdoor living spaces, parking areas and roadways shall be provided.

Patio areas have been provided for the townhouse units. Moreover, fencing has been proposed between individual townhouse units of the same building for visual screening. Thus, the applicant is addressing this standard.

- d. Each dwelling unit shall have not less than two exposures and not less than two means of egress.

The applicant is addressing this standard.

2. Lofts

The townhouse units are proposed to contain loft areas. Based upon the provided architectural plan, these lofts will not contain closet spaces. The applicant should provide testimony confirming this. The applicant has indicated that the lofts will not be marketed as bedroom spaces. The applicant has indicated that it is their preference not to place a deed restriction on those loft spaces.

3. Required Parking

The applicant and the Board should discuss the Unit and Parking Table provided on Sheets 1 and 4 of the Site Plan. We note that our parking need calculation is different than the one provided by the applicant. As shown, we calculated a parking need five hundred and eighty-four (584) spaces, while the applicant calculated a need of six hundred and eighty-five (685) spaces.

This discrepancy is due to the applicant's inclusion of an additional parking calculation for guest parking for the three-bedroom townhouse units. Specifically, note b under NJAC 5:21-4.14(f) of the Residential Site Improvement Standards (RSIS) establishes that "the requirements for attached units include provisions for guest parking (0.5 spaces per dwelling unit)." The regulations further establish that guest parking must either be provided on-street or in common parking areas. Thus, this would require ninety-seven (97) guest parking spaces for the proposed three-bedroom townhouse units.

It appears as though the applicant has treated this guest parking requirement as an "additional" standard. However, note b specifically indicates that the guest parking requirement is "included" in the parking requirement. Thus, ninety-seven (97) of the required five hundred and eighty-four (584) spaces are required to be available for guest parking in on-street or common parking areas. This is included in, but not in addition to, the RSIS parking requirement.

Table 5: Parking Calculation

| Unit Type | Number of Units | RSIS Requirements | Total |
|----------------------------|-----------------|-------------------|-------|
| 3-Bedroom Townhouse | 194 | 2.4 | 465.6 |
| 1-Bedroom Garden Apartment | 12 | 1.8 | 21.6 |
| 2-Bedroom Garden Apartment | 36 | 2.0 | 72 |
| 3-Bedroom Garden Apartment | 12 | 2.1 | 25.2 |
| Total | | | 584.4 |

4. Proposed Parking

We note the following regarding the proposed parking arrangement:

- a. Parking Space Methodology. As previously discuss, the applicant has proposed driveway widths of eighteen (18) feet, which is two (2) feet short of the required twenty (20) foot width established above. As such, the applicant has considered this combination to count as two and one-half (2.5) off-street parking spaces. The applicant will be requesting a de minimis waiver from this item.
- b. Banked Parking. The applicant has proposed to bank twenty-three (23) spaces
- c. Garage Deed Restrictions. The applicant previously indicated that deed restrictions are to be proposed which would require residents to park their vehicles in their assigned garage. However, the applicant has also noted that should a resident only own one (1) or no vehicles, the garage space could be utilized for other purposes.
- d. Affordable Units. The applicant has proposed to dedicate one (1) parking space to each affordable unit.

5. Road A and B

Both Road A and Road B are long, linear roadways which are generally discouraged by the Township's design standards. We defer to the Board's landscape architect regarding the proposed landscaping along these roads.

Section 200-189.3.D.(2) of the Township's regulations establishes that pedestrian crossings in streets and alleys shall include special ground texture treatment such as brick, stone, brick, stone, cobblestones and other suitable material, and that the treatment of any crosswalk shall be designed with materials that indicate the different traffic characteristics of intersecting streets. The applicant is utilizing a stamped pattern for the crosswalks, which both satisfies this requirement and also helps provide visual interest to these roadways.

Finally, the applicant has proposed that the two (2) foot wide areas between the townhouse driveways are to be treated with pavers. This further serves to break up the visual expanse of the roadways and the driveways.

6. Active Recreation Area

The applicant has proposed an active recreation area near the central portion of the development area, which is to contain a pool and patio area as well a lounge terrace, meditation garden, community garden, grilling and dining area, yoga/exercise lawn, movie/entertainment area, sitting steps, children's play areas, and tennis courts.

While we find these amenities to be satisfactory, we recommend that the Township consider allowing the applicant the flexibility of substituting certain recreation features in the future, based upon the demands and interests of their tenants.

7. Snow Storage and Removal

As required by Section 200-189.3.C, the applicant has provided a plan for snow storage. Several snow storage spaces are located within proposed parking areas. Approximately thirty-one (31) parking spaces (both banked and non-banked) are shown as being snow storage areas. Testimony should also be provided as to how snow will be removed.

8. Bicycle and Pedestrian Accessibility

As established by Section 200-189.3.D.(1), a comprehensive bicycle and pedestrian circulation plan shall be provided. Consideration shall be given to linking pedestrian and bicycle circulation features to adjoining open space amenities, as determined to be appropriate and feasible.

We note that thus far the applicant has proposed a linkage to trail system on Zaitz Park. We defer to the Township landscape architect regarding this matter.

9. Affordable Housing

The applicant has proposed sixty (60) affordable units and a group home consisting of four (4) bedrooms. Altogether, this amounts to sixty-four (64) "units" which represents a twenty-five percent (25%) set-aside. We find this satisfactory.

Moreover, we note the bedroom distribution of the affordable units complies with the standards set forth by NJSA 5:93-7.3(a). As established by that statute, inclusionary developments that are not age restricted shall be structured in conjunction with realistic market demands so that:

- a. The combination of efficiency and one-bedroom units is at least ten percent and no greater than 20 percent of the total low and moderate-income units;
- b. At least 30 percent of all low and moderate income units are two-bedroom units, and;
- c. At least 20 percent of all low and moderate income units are three bedroom units.

Accordingly, the applicant has proposed twelve (12) one-bedroom affordable units as well as twelve (12) three-bedroom units.

10. Refuse Collection

It appears as though only one (1) refuse collection area is located near the northerly portion of the site. The applicant should provide testimony as to how refuse collection is intended to occur on site.

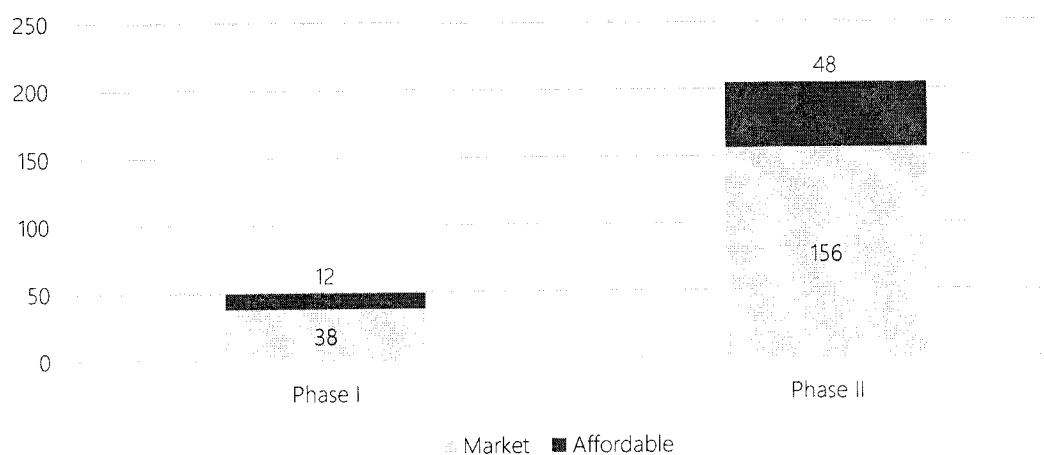
11. Construction Phasing

The applicant has provided a construction phasing plan, which is summarized as follows:

- a. Phase I will include nine (9) multifamily buildings, the clubhouse building and recreation elements, the wet pond, portions of Road A and Road E, and the entirety of Road B and Road C.
- b. Phase II will include the remaining thirty-five (35) multifamily buildings, the group home, and the remaining roadways.

The following figure identifies the number of units to be constructed in each phase. As shown, twenty-four percent (24%) of the units to be constructed in Phase I are to be affordable, while 23.5% of the units constructed in Phase II (excluding the group home) are to be affordable.

Figure 1: Construction Phasing of Units

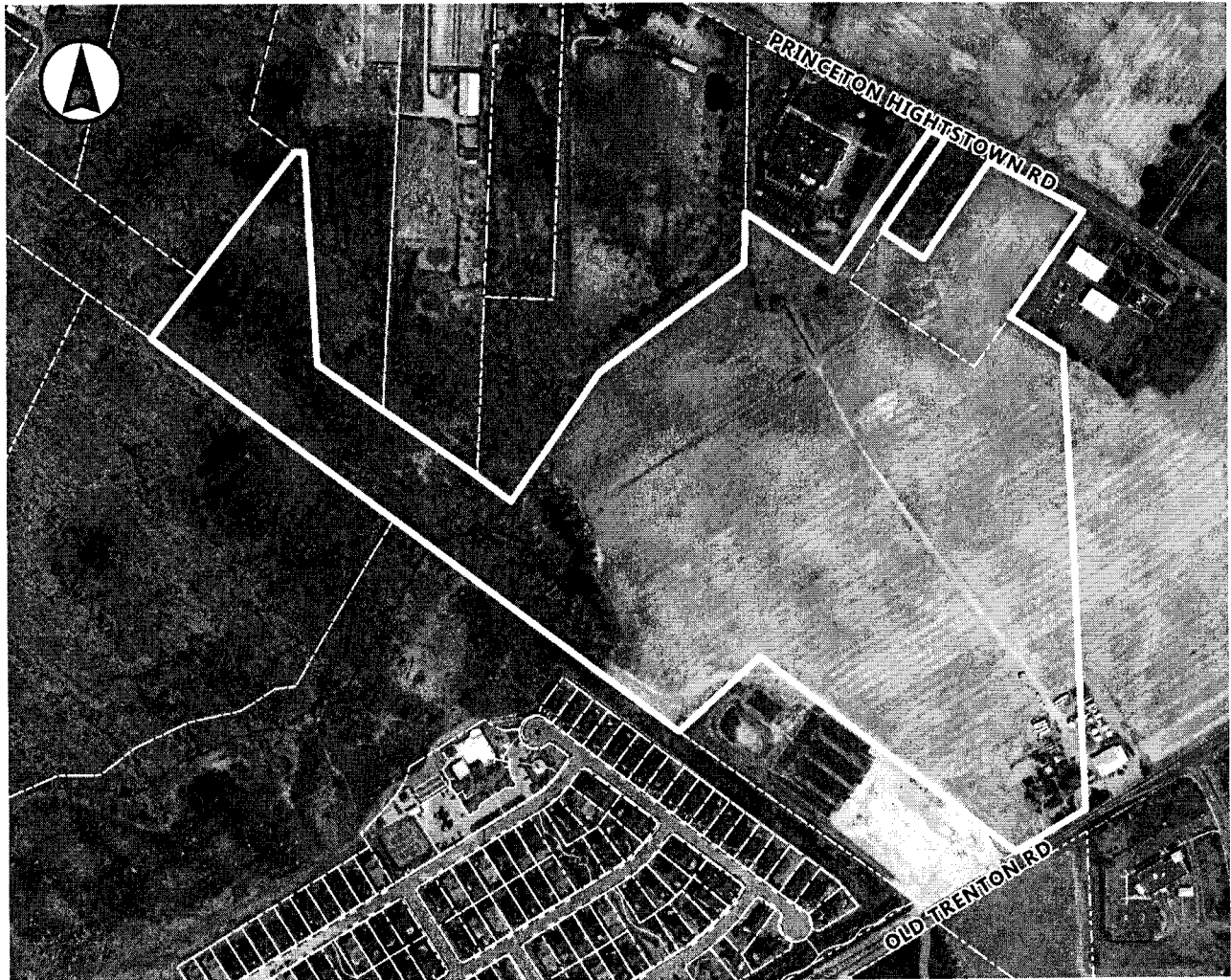


In consideration of the above, we note the following:

- c. The applicant should provide testimony as to the envisioned timeline of the proposed scheduling.
- d. The applicant should confirm compliance with NJSA 5:93-5.6, which establishes the following sequencing for the construction of affordable units:

Table 6: Required Affordable Housing Construction Schedule

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



Map 1: Aerial of Subject Site (scale 1" = approx. 800')

W:\PUBLIC\Pb-3500series\Pb-3576.14\Planning Board\PB 3576.14 Heritage Village Preliminary and Final Site Plan Review Planning Board (PB 19-08).docx

Cc: S. Surtees, WWT CD
Lisa Komjati, WWT CD
Frank Guzik, Consultant Engineer
Ian Hill, Engineering Consultant
Dan Dobromilsky, PB Landscape Consultant
James Kochenour, PB Traffic Consultant
Jeff L'Amoreaux, PB Traffic Consultant
T. Lynch, Fire Marshall




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Robert B. Heibell, P.E., L.S. & P.P.
Daniel A. Nagy, L.S. & P.P.
Samuel D. Costanzo, P.E. & P.P.

MEMORANDUM

TO: Planning Board
West Windsor Township

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

DATE: September 14, 2020

SUBJECT: Heritage Village@ West Windsor (PB 19-08)
Preliminary/Final Major Site Plan & Subdivision
Block 28, Lots 15 & 21
VCEA Project No. 19-15-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 and visited the site for the above referenced application for a Preliminary/Final Major & Subdivision review and offers the following comments for the Board's consideration:

I. Overview

The applicant is seeking a review of the Preliminary/Final Major Site Plan and Subdivision for construction of a 254 unit (60 affordable) development with all the improvements necessary for a complete project (roads, infrastructure, stormwater, water and sewer services, open space, etc.). The project also includes a group home. The project is located on Old Trenton Road near and also a section abutting Route 571. It is a very odd shaped lot and with a flag shaped area in the northern section of the site. It is in the R5D zone which is for a residential development on not less than 5 acres. These properties total 66.7 acres. There is a 30-acre open space requirement for this site where 31.7 acres are proposed. This open space area has an abundance of wetlands and forested wetlands and is located in the northern section of the property. The subject site also shares a

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property line with East Windsor Township to the east. Currently the property is farmed with another farmfield adjacent to this site. Required parking for this site is 587 spaces while 699 are proposed. Several waivers are being requested.

II. Comments/Recommendations on Pertinent Issues

A. Wetlands

Wetlands are present on this subject site and are located in northern section of the property. There are about 15-18 acres of wetlands present in the 31 acres of proposed open space. A small pond is located in the northern "flag" portion of the site. A Letter of Interpretation (LOI) was received verifying the wetlands lines and buffers shown on the plans. Several NJDEP wetlands permits will be applied for regarding filling some of the wetland areas (GP-6 and GP-11). Please go into some further detail regarding these permits.

B. Greenbelt

There is a section of proposed greenbelt located generally in the northern "flag" portion of the site and is associated with some forested wetlands as well. There is no development proposed for this area. The 13.55 acres of wooded area will remain.

C. Water Quality

This site is located in the Big Bear Brook drainage basin. A DRCC permit is required since more than 1 acre of impervious surfaces are proposed. The DRCC permit has been applied for and initial comments have been addressed. There is stormwater management proposed for this project with a detention basin. The detention basin proposed will be a wet basin (pond) with a surface aerator and discharge to the adjacent wetlands. Although this year and last year have surpassed normal rainfall averages – some consideration should be given to constructing an on-site well to keep the water levels static during any drought conditions in the wet pond. The applicant is lining the pond and feel a permanent pond elevation is sustainable without an onsite well.

D. Environmentally Sensitive Areas

The proposed project site is underlain by the Magothy-Raritan geological formation. Magothy Raritan is a very important geological formation in providing aquifer recharge. There are no slopes greater than 5-10% located on this site that are being developed. There are no flood hazard or floodway areas on this site. This site has a low erosion hazard.

E. Historic Resources

There was one historic residence that was located at 2044 Old Trenton Road (circa 1800). This has been demolished.

F. Other Environmental Concerns/Comments

This site is suitable for the development in the areas shown on the plans since the environmental concerns are primarily minor wetlands issues while very little clearing is necessary since the project development area is in a relatively open area. The proposed internal landscaping for this project has been increased and we defer further comments on this issue to the Landscape Architect. There are less opportunities for pervious pavement on this project than originally thought due to the poor percolation of the soils. In addition to the pervious trail shown the applicant has proposed pervious pavers in the 2-foot strip between driveways. Please consider the greater use of Green Development design and construction options which can be found in the Green Development Checklist as the project goes forward.

III. ITEMS PROVIDED FOR REVIEW

- Preliminary/Final Major Site Plan & Subdivision (38 sheets), prepared by MidAtlantic Engineering Partners, llc., dated April 8, 2019 and revised March 5, 2020, July 10, 2020 and August 31, 2020.
- Cover Letter, prepared by MidAtlantic Engineering Partners, llc, dated March 9, 2020 and revised July 10, 2020 and August 31, 2020.
- Development Application, Site Plan Checklist and Subdivision Checklist, prepared by MidAtlantic Engineering Partners, llc, dated March 5, 220.
- NJDEP Freshwater Wetlands LOI/Line Verification, dated October 30, 2019.
- Environmental Impact Statement, prepared by MidAtlantic Engineering Partners, llc., dated March 5, 2020 and revised August 31, 2020..
- Report of Geotechnical Engineering Assessment, prepared by French & Parrello Associates, dated June 18, 2019 and revised January 30, 2020.
- Construction Phasing Plan, Major Subdivision Plat and Snow Storage Plan, prepared by MidAtlantic Engineering Partners, llc., dated March 5, 2020, July 7, 2020 and August 31, 2020.
- Wetlands Survey (5 sheets), prepared by ENSURPLAN, Inc., dated January 23, 2020 and revised July 7, 2020..
- Architectural Plans (11 sheets), prepared by CPL Partnership, dated March 4, 2020 and revised June 29, 2020 and August 26, 2020.
- Concept Plan Clubhouse, prepared by Melillo + Bauer Associates, dated June 18, 2020.



- Clubhouse and Amenity Plan, prepared by Melillo + Bauer Associates, dated August 31, 2020.
- Turning Templates (4 sheets), prepared by MidAtlantic Engineering Partners, llc., dated March 5, 2020 and revised July 10, 2020.

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

| | |
|-------------------------------------|---|
| cc: Applicant | Planning Board Members |
| S. Surtees, WWT CD | Gerald Muller Esq., Miller, Porter & Muller |
| J. Burgis, Burgis Associates | J. Kochenour, Traffic Consultant |
| D. Dobromilsky, Landscape Architect | F. Guzik, Township Engineer |



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President

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MEMORANDUM

DATE: September 15, 2020

TO: West Windsor Township Planning Board

FROM: James L. Kochenour, PE, PP *JLK*
Project Manager

SUBJECT: Heritage Village at West Windsor
Planning Board Comment Review Memo #1
Preliminary and Final Major Site Plan and Subdivision Approvals
PB 19-08
2044 Old Trenton Road
Block: 28; Lots: 15 and 21
West Windsor Township, Mercer County, New Jersey

We are in receipt of the following information for review pertaining to the submission of a set of Preliminary and Final Major Site Plans (with subdivision) for the construction of a residential development which is proposed to have frontage along Princeton-Hightstown Road (County Road 571) and Old Trenton Road (County Road 535):

- One set of revised Preliminary and Final Major Site Plans (38 Sheets) prepared by MidAtlantic Engineering Partners, LLC bearing a latest revision date of August 31, 2020
- A Traffic Engineering Assessment of the application, prepared by Shropshire Associates, LLC, dated August 21, 2020
- A Traffic Response Letter prepared by Shropshire Associates, LLC dated August 27, 2020
- A response letter prepared by MidAtlantic Engineering Partners LLC dated August 31, 2020
- A Development Application
- Truck Turning Template Plans (four sheets) prepared by MidAtlantic Engineering Partners, LLC with either an original date of June 29, 2020 or a revised date of July 10, 2020
- A revised Major Subdivision Plat prepared by MidAtlantic Engineering Partners, LLC bearing a latest revision date of August 31, 2020
- A revised Construction Phasing Plan prepared by MidAtlantic Engineering Partners, LLC bearing a revision date of July 10, 2020
- A revised Snow Storage Plan prepared by MidAtlantic Engineering Partners, LLC, bearing a latest revision date of August 31, 2020
- One set of revised Architectural Elevations and Floor Plans (11 Sheets) prepared by CPL Partnership, bearing a latest revision date of August 26, 2020
- One set of a revised Wetlands Survey Plans prepared by Ensurlan, Inc bearing a latest revision date of July 7, 2020

- One copy of a Concept-Clubhouse & Amenity Plan prepared by Melillo and Bauer Associates, dated August 31, 2020
- A Subdivision Checklist
- A list of checklist submission waivers prepared by MidAtlantic Engineering Partners LLC dated August 31, 2020
- A Site Plan Checklist

The development proposal calls for the ultimate construction of 254 total units consisting of 60 garden apartments (affordable) and 194 townhouses. A four-bedroom group home shown on the site plans is not part of the application. These units are broken down as follows:

Garden Apartments (affordable)

- 1 bedroom-12 units
- 2 bedrooms-36 units
- 3 bedrooms-12 units

Total 60 Units

Townhouses

- 3 bedrooms-194 units

Grand Total =254 units

Of this total count of units, 23.6% (or 60) are to be affordable units.

The proposed development will be sited so that it is a single property which will have frontage along both CR 571 and CR 535. Site access will be provided by way of two, two-way driveways, one each along CR 571 and CR 535. Their resulting intersections will create a new T-end intersection along each of these two County Roads. The CR 571 access is proposed to be partial movement, as left turns into the site from CR 571 will be prohibited. The CR 535 access will have all movements permitted, comprising a true full movement driveway.

CR 571 will be assumed to extend in a general east-west direction, while CR 535 will be assumed to extend in a general north-south direction.

To the north (across CR 571) is commercial development; to the north and east is a combination of residential and small commercial uses (up to CR 535); across CR 535 (to the east) are commercial uses including a large warehouse and a McGraw-Hill facility; to the west are commercial uses; and to the south is a mosque. It is noted that the property line boundary to the northeast (with Block 3, Lot 3), also serves as the Municipal boundary with East Windsor Township.

According to the Unit and Parking Table which was provided, (Sheet 1 of 38) a total of 119 spaces will be provided for the garden apartments.

For the townhouse component, a total of 582 spaces will be provided which includes 485 spaces by way of a garage/driveway combination and 97 spaces (for guest parking) by way of off-street/common area parking.

Therefore, the total site parking accumulation amounts to 701 spaces. This figure does not include any spaces associated with the group home, which is not part of this application. However, this total does include 23 "land banked" spaces which will be provided through the off-street/common area parking provisions.

The proposed site is located in the R-5D, Residence District and therefore is a permitted use.

I have completed my review of the above-referenced information and offer the following comments for the Planning Board's consideration:

1. The Applicant has confirmed the placement of the 60 affordable units, which are in Building Type E. Within Building Type E, there will be a total of 8 units, four of which will be market-rate townhouses, and four will be garden apartment (affordable) units. There are to be 15 Type E buildings.
2. Pursuant to Article XVIII, Off-Tract Improvements, of the Municipal Land Use Ordinance, Section 200-88, Off-tract street improvements, an Applicant's pro-rata fair share of off-tract street improvements is to be calculated. In order to do this, a detailed Traffic Engineering Assessment has been supplied by the Applicant. The Assessment included an inventory of existing conditions, peak period manual turning movement traffic counts at the impacted intersections, trip generation projections based on the current edition of ITE's Trip Generation Manual, development of trip distribution and trip assignment projections, traffic growth projections to include normal background traffic growth and any add-on traffic from adjacent land development projects, capacity/Level of Service analyses for existing, No Build, and Build traffic conditions, and a detailed report including the above data-driven items, and discussing the findings and conclusions of the study. These components constitute an industry-accepted traffic impact study.

Our review of the Shropshire Associates updated Traffic Engineering Assessment (the Assessment), presented by the Applicant, has yielded the following comments:

- a. The Assessment studied two alternatives for the site driveway intersection along Old Trenton Road. The first alternative assumed a full movement site driveway along Old Trenton Road with a signalized intersection at the intersection of Old Trenton Road and Windsor Center Drive. The second alternative assumed that a one-way outbound connection would exist between the Heritage site and a proposed residential development on Block 3, Lot 3 located immediately to the north in East Windsor Township. This connection would allow left turning traffic exiting the Heritage site to do so by way of a traffic signal.

The traffic consultant has indicated that no formal agreement is in place for this connection. It is to be noted that Mercer County is very supportive of this connection.

The applicant is proposing to construct an exclusive painted northbound left turn lane along Old Trenton Road at the site access. This feature is supported by the results of a Left Turn Lane Warrant Analysis conducted by the traffic engineer which indicated that such a lane was warranted.

The applicant has provided information regarding the traffic control provisions to be made at the intersections of CR535 and Proposed Site Driveway and CR535 and Windsor Center Drive. The following commentary is extracted from Shropshire Associates Response Letter of August 27, 2020:

Site plan approval was granted by Mercer County for the Heritage at West Windsor development to include the following access provisions under existing conditions. Old Trenton Road (CR 535) - The county has granted approval for a full-movement site driveway along westbound Old Trenton Road under current conditions. This driveway also includes widening along Old Trenton Road to facilitate the construction of a dedicated left-turn lane for inbound left-turn movements from Old Trenton Road.

The County has required as part of its conditional approval for the adjacent residential development in East Windsor Township that this development construct a new traffic signal at the Old Trenton Road/Windsor Center Drive intersection and provide for an internal connection to allow outbound traffic from the Heritage at West Windsor residential site to access the signal. If this is approved and upon the new traffic signal becoming operational, then the County has required that the Heritage at West Windsor site driveway to Old Trenton Road (CR 535) be restricted to prohibit outbound left-turn movements from the site driveway, as they can be made at the future signalized intersection.

The applicant is to clarify what entity will be responsible for the installation of the traffic signal.

The applicant has also provided information relative to Mercer County's position regarding the movements it will allow at the proposed site intersection along CR571.

The following commentary is extracted from Shropshire Associates Response Letter of August 27, 2020:

Princeton-Hightstown, Road (CR 571) - The County has granted approval for this driveway to permit right-turns in, left-turns out and right-turns out at the driveway location. The County has prohibited the inbound left-turn movements at this driveway location.

As a condition of the County approval, it was agreed upon with the County that if safety concerns arise at the future Princeton-Hightstown Road driveway, that the County can reevaluate and potentially modify this driveway if desired.

- b. Allowing direct left turns out of an access onto a high-speed (50+ mph), heavily traveled road does not always present ideal operating conditions. The projected left turn volumes out of the CR 571 access are 37 and 9, respectively, for the AM and PM peak hours, not heavy volumes. It is also not desirable to try to prohibit left turns out of an access along an undivided roadway.

A gap study was conducted by the traffic engineer which showed that sufficient adequate gaps exist in the CR 571 AM and PM peak hour traffic flows to accommodate the exiting projected traffic from the site access.

As indicated in Comment 2.a) above, the County will allow all movements associated with this driveway except for the left turn in.

Ultimately, Mercer County will have the final say regarding the site access provisions along CR 535 and CR 571.

Any approval which may be granted by the Planning Board is to be conditioned on the applicant receiving the necessary access/roadway approvals/permits from Mercer County.

3. Based on a review of the provisions of Code Section 200-189.3, R-5D District, and Mr. Chris Jepson's memo of May 6, 2019, the proposed development will "max out" the development potential of this property. (It is noted that there is a "flag" connection to CR 571 to the west of Lot 18 whose future access potential is to be determined. It is further noted that this "flag" connection encompasses a wetlands area).

The applicant has confirmed that no more development can be placed on this site.

The applicant has also confirmed that the "flag" connection cannot and will not be used for any future access except to provide for recreational access and farming-related uses.

4. Within the Layout Notes (Note 13, Sheet 5 of 38), it is stated that this project has been designed in accordance with the provisions of the Residential Site Improvement Standards (RSIS).

The following information has been provided pursuant to the use of these standards:

- a. Within the Bulk Zone Criteria Table shown on Sheet 1 of 38, an average gross density of 3.8 dwelling units per acre is shown, identifying this development as low intensity. The determination of specific RSIS design standards is defined within the table shown in Section 5:21-4.2(b) wherein the design parameters are determined by development intensity defined as "dwelling units per gross acre".

The applicant has confirmed that the proposed site represents a development of "low intensity", and the appropriate "low intensity" RSIS design parameters have been utilized.

- b. A street-type (classification) was provided pursuant to Table 4.2 of the RSIS. Roads A through E are classified as Residential Access, Road F and the cul-de-sac at the end of Road A are classified in the cul-de-sac category. Road G is classified as an alley. All of the subdivision's roadways will have average daily traffic flows commensurate with their respective classifications.

Through a combination of these two parameters, development density and traffic volume intensity, the design provisions found in Tables 4.3 and 4.6 were established and utilized.

5. In a previous comment review memo, we asked for an explanation of the proposed site access treatment along CR 535. The applicant has confirmed the proposed CR 535 access will permit all vehicular movements with no restrictions, with an exclusive northbound left turn lane (painted). Mercer County's conditional approval affirm these provisions.
6. A cross-access connection is proposed along the northeasterly property line with the adjacent property (Block 3, Lot 3). The purpose of such a cross-access provision is to provide the subject development access to a future traffic signal along CR 535 at Windsor Center Drive.

The traffic engineer has confirmed that the proposed cross-access connection is "one-way" outbound. The appropriate plan sheets show this connection as "one-way".

The applicant is to coordinate with Mercer County regarding the provisions for a traffic signal at this location and its timing and provide any information to the Township as it becomes available.

It is noted that the current plan set shows what is apparently a residential development on Block 3, Lot 3. The traffic engineer has referenced a traffic impact study by Maser Consulting for a proposed residential development on the adjacent Block 3, Lot 3.

The County is supportive of such a cross-access connection, as evidenced by its conditional Site Plan approval.

A previous review comment cited the spacing of four driveways with striped left-turn lane provisions and any potential adverse traffic impacts arising from this spacing. Mercer County has given its approval to this design with the understanding that the proposed striped eastbound left turn lane at the proposed Heritage site access would be integrated into the design for the striping at the future signalized intersection of CR535 and Windsor Center Drive.

7. Pursuant to the provisions of RSIS Section 5:21-4.14, Parking: number of spaces, in order for a two-car garage and driveway combination to count as 3.5 parking spaces, the driveway must measure at least 20' wide by 18' in length. The proposed two car garage driveways measure only 18' in

width, or 2' short of the recommended 20' width. Therefore, the Applicant has based the parking calculations on 2.5 off-street spaces per unit which is acceptable.

8. There are a minimal number of locations (three) where parking is provided within an intersection. Two are along Road B, one is along Road E. The intersecting roads along which traffic will travel (Roads D and E) will be light generators of traffic, thereby minimizing disruption to a parking maneuver within any of these three intersections.
9. There are 216 off-street/common area parking spaces (which includes eight handicap accessible spaces). A total of 701 spaces are proposed.

Since the individual unit driveways are only 18' wide, not 20' as recommended by RSIS, the Applicant took credit for 2.5 parking spaces per unit instead of 3.5 spaces per unit which would have been allowed if each driveway was 2' wider.

For the 194 three-bedroom townhouse units, a total of 466 spaces is required by RSIS. The Applicant proposes 485 spaces which is an allowance of 2.5 parked cars per townhouse unit.

RSIS parking requirements for the 60, one, two, and three-bedroom garden apartments total 119 spaces. The Applicant is proposing a matching 119 spaces for this unit type. This leads to an RSIS site parking requirement of 585 spaces for the townhouse and garden apartment uses.

The Applicant is also proposing 0.5 spaces per unit for guest parking for the 194 townhouse units leading to an additional 97 spaces (97 are proposed). This gives rise to a total site parking requirement of 682 spaces.

The Applicant is proposing a total of 701 spaces (garage/driveways combination and common area parking).

In actuality, the RSIS parking requirements for attached units (i.e. townhouses/apartments) already include a 0.5 space/unit allowance for guest parking. Thus, if the 97 space guest parking requirement is removed, the resulting actual RSIS site parking requirement becomes 585 spaces.

Allowing for 2.5 spaces per townhouse unit and 216 spaces for common area parking, a realistic site parking supply of 701 spaces results, or 116 more spaces than required. Pursuant to Code Section 200-28.D.(2), a waiver will be required even if an allowance for the 97 "guest" spaces is considered. The applicant has agreed to a waiver request.

The applicant is also willing to work with the Board's professionals regarding an appropriate number of "banked" parking spaces.

10. No comments are being provided relative to the future group home since the use is labeled "By Others" with the presumption that a future site plan would be prepared and submitted with a separate application. The applicant has confirmed this.
11. The Applicant was to explore the possibility of integrating the six units of Building 8 into the main development area. Assuming that the group home is kept in proximity to where it is currently shown, this group home and the proposed residential housing will be serviced by a single access along CR 571 subject to our earlier commentary regarding the CR 571 access. For Building 8, four parking spaces are proposed along Road B along with six driveways in proximity to CR 571.

As a result of a previous discussion, it was agreed to leave Building 8 and its associated parking as proposed. As a condition of any approval, the proposed group home will only be permitted access along Road B, not any direct access along CR 571.

12. From the geometric design parameters which were used, it appears as if the proposed residential roadways Road A and Road B were designed as neighborhood streets with 30' wide travel ways and 25' corner radii at their intersections with Roads C, D, E, F, and G. At the intersection of Roads A/B with the access drive from CR 535, 25' corner radii are proposed. Roads C, D, E, F, and G are each proposed to have 25' wide travel ways. The 25' width is a non-standard RSIS roadway width, and the character of these five roadways appear to exhibit little difference from that of Roads A and B (direct access to/from housing units and common-area parking along them) except that they will carry less traffic than Roads A and B.

The "sharpest" of the horizontal curves along Road B (the one at the beginning of the residential area along Road B) has been designed with a conforming centerline radius of 102'.

The tangent length between the reverse curves along Road B is greater than 50' which conforms to RSIS standards.

With a 4' wide bike lane along both sides of Roads A and B, no parking prohibitions are to be enacted along both sides of these roads. The applicant will install "No Parking Fire Lane" signs along both sides of Roads A, B, C, D, E, F and G.

Additional signs are to be installed in areas where there are expanses of curb unbroken by street or driveway intersections.

Also, the provisions of Title 39 will be enacted for this development.

13. Fire truck turning templates were provided by the Applicant, as well as trash truck/SU-30 truck turning templates. The truck turning templates for trash/SU-30 trucks (showing two potential travel paths into, through and out of the site) are acceptable.

Additional information is to be provided for the fire truck explaining access into and through both of the site's proposed cul-de-sacs. While templates have been submitted for both cul-de-sacs, clarification is to be provided regarding the vehicle paths shown within the cul-de-sacs. The Township Fire Marshall has recommended approval subject to verifying that all roadway radii comply with the Township's Emergency Vehicle Standard for emergency vehicle access. The Fire Marshall has also recommended the provision for the establishment of "No Parking Fire Lane" signage along all curb areas to restrict curbside parking from the entire site.

14. It was indicated by the applicant that trash collection/pick-up provisions for the site are to be accommodated by way of curb side pick-up. There is a trash/recycling enclosure shown in the vicinity of Building 8. The enclosure will be utilized by residents of the affordable units. The clubhouse amenity will also use this enclosure.
15. Since this development will be residential and in consideration of Roads A and B being long linear streets, it was recommended that raised pedestrian crosswalks be provided at certain crossings of Roads A and B. Where crosswalks are provided along Roads A and B (at street intersections and at mid-block locations) PEDESTRIAN sign assemblies will be provided consisting of W11-2 signs and W16-7P(L or R) plaques. These sign assemblies are not needed at the two site driveway intersections with CR 535 and CR 571.

Along Road A, speed tables will be installed at its intersections with Road C and Road E. To the extent it is possible to do so, these speed tables are to be integrated into the crosswalks along Road A and Road B at their intersections with Road C and Road E.

16. Handicap ramps have been shown and designated at all locations where they may be needed according to NJDOT type.
17. Keep Right signs have been provided at both ends of the dividing island along the CR 535 access drive. It is noted that R1-6a have been removed from both ends of this island since pedestrian traffic would be expected at these intersection locations.
18. The Applicant has shown and called-out the appropriate signing for the proposed handicap-accessible spaces. Such signing has been provided noting that the Van Accessible signs have been designated as R7-8P and the third sign within the handicap-accessible sign assembly has been called out as "Penalty Plate". These sign call-outs have been shown in the Handicap Parking Stall Striping detail as well as within the sign legend. It is noted that where a single handicap-accessible space is shown and if it is to be van-accessible as well, that the parking space area is to be to the left of the painted accessible area.
19. Pedestrian connectivity has been provided as required. Sidewalk will be constructed on only one side along Road B toward CR 571 from the main part of the site. Sidewalk will also be constructed in front of Building 9. No sidewalk will be constructed along the north sides of Road G or Road A (west of Road E) due to low traffic volumes.

These provisions will ensure a completely “walkable” community connecting all buildings to each other and to the clubhouse area and any other site amenities.

20. The Applicant has shown STOP signs and stop lines (24” white) at the site’s two access points with CR 571 and CR 535. All internal stop lines will be 12” wide. Epoxy striping has been specified for all stop lines. On Sheet 5 of 38, the stop line across the site driveway at CR 535 has been set back 4’ from the proposed crosswalk.
21. All MUTCD signs including the PEDESTRIAN signs with accompanying plaques have been shown. The Van Accessible signs have been shown as R7-8P with a size of 18” x 9”. The Penalty Plates have been called out as “Penalty Plate” with its appropriate size of 10” x 12”.
22. The Applicant has added a note to the Landscape Plans that all trees within a sight triangle are to be limbed to a height of 7’. (Such a note will provide for an adequate sight line into the dumpster area for a northbound vehicle on Road B leaving the site).
23. Pursuant to Code Section 200-29.D.(1), where parked vehicles can overhang a sidewalk area, an additional 2 ½’ of sidewalk width has been provided. This width includes a 6’ wide section of sidewalk plus a 6” wide curb.
24. The mosque to the south can be accessed by way of the site’s proposed sidewalk and bike lane provisions, in combination with the sidewalk along CR 535.
25. Street lighting at the access points at the two county roads are either proposed or are already in place.
26.
 - a. The Chevron Alignment signs, W1-8 (L or R) have been eliminated. There are no curves within this development where this type of sign would be needed.
 - b. The Dead End sign (W14-1) has been installed at the entrance to Road G. Landscaping at its end point will serve to alert a motorist that the road ends.
 - c. Along the west side of Road B, just off of CR 571 the PEDESTRIAN sign assembly has been removed.
27. The following comments/questions are provided relative to the Construction Phasing Plan:
 - a) What provisions will exist for traffic to turn around at the end of the Road A and Road E segments proposed to be built during Phase 1?

Since it looks like Building 18 won’t be constructed until Phase 2, why can’t this segment of Road A terminate at its intersection with Road C? Some type of turn-around facility may need to be provided at the end of Road A and Road C, if they are to be constructed as currently shown for Phase 1.

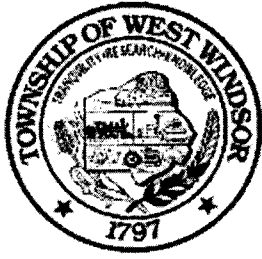
- b) It appears as if the proposed dumpster area adjacent to Building 42 won't be constructed until Phase 2. What trash pick-up/recycling provisions will be provided for the residents of Building Type E since the affordable units (in Building Type E) are to use the dumpster facility?

- c) What is the purpose of the gates along Roads A and B and the Road Closed Sign?

This completes our comments at this time.

Lisa Komjati
Francis Guzik, P.E., CME
Gerald Muller, Esq.
Timothy Lynch
Greg Kanter

Sam Surtees
Dan Dobromilsky, LLA/PP/CTE
David Novak, PP, AICP
Joseph Burgis, PP, AICP
William J. Parkhill, PE




WEST WINDSOR TOWNSHIP

DEPARTMENT OF COMMUNITY DEVELOPMENT DIVISION OF ENGINEERING

MEMORANDUM

Date: September 15, 2020

To: West Windsor Township Planning Board

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

SUBJECT: **HERITAGE VILLAGE at West Windsor**
Preliminary/Final Site Plan and Minor Subdivision
Landscape Architectural Review
B-28, L-15 & 21 2044 Old Trenton Road
PB 19-08; R-5 Zone

A site visit has been conducted and the submitted plans (dated, last revised - Aug. 31, 2020) for this application have been analyzed relative to Township Code. The following comments regarding the landscape architectural aspects of this proposal are offered for consideration of the board as this application is reviewed:

1. The most prominent existing natural feature on this property is the small pond and mature woodland (+/- 12 acres), located on the extended northwestern portion of this property. Most of this area is located in the proposed Township Greenbelt as delineated in the Township Master Plan. This proposal will fully set aside all of the proposed Greenbelt lands. The area of conservation open space to be set aside will be expanded beyond the proposed Greenbelt to include a large area of wetlands that are currently farmed.

It has been recommended that the applicant and Township consider dedication of the extended 10 acres of woodland, but not the pond, since these lands abut the existing Zaitz Park Preserve as well as the Township Public Works Garage. It is envisioned that the woodland trails of the Zaitz Preserve could be extended into these lands, utilizing existing old "farm" trails. A trailhead and connection from this community to the Zaitz Preserve trails is also possible.

The vast majority of this property is cultivated farmland. There will be no impact upon the Greenbelt or community forest with the development of this property.

2. In accordance with Township code standards (200-18), this proposal offers a sensible and efficient design to create an aesthetically pleasing and functional neighborhood layout. The applicant has been very receptive, and responsive to input from the Township staff through the TRC review process. In particular the arrival / entry sequence, central recreation area, and efficient layout of paved roadways seems very desirable.

MEMORANDUM

To: W.W. Planning Board
Re: PB 19-08
Date: September 15, 2020

In order to diminish the expansive area of asphalt pavement and the “garagescape” architecture façade of some stretches of streetscape, trees, unit plantings at door fronts, and decorative paver or stone strips have been proposed between driveways.

3. A chart enumerating compliance between the required and proposed recreation improvements, to be constructed for this neighborhood, is included on the cover page of the site plan set. Although Zaitz Park and Preserve abuts this property, the distance from this new neighborhood to recreation facilities, which are nearer to Southfield Road, will be quite far. The Board should examine the proposed recreation improvements to contemplate if the recreation demands of this community will be adequately addressed.
4. Section 200-191.P. of the Township code establishes standards for landscape development. The proposed landscape design offers planting, berms, fences, and furnishings to address these standards in a satisfactory manner. The planting schedule should be amended to include some additional specifications for all plantings to more precisely describe the type and size of plantings. In addition to caliper a height should be specified for trees. The form of all plants, such as tree form or mulit-stem, should be described. It is noted that implementation of an automatic irrigation system is proposed for this landscape.
5. Catalog pictures, images or samples of materials or landscape elements such as retaining walls, fences, guide rails, play equipment, shade structures, etc. should be presented for review during the public hearing. The applicant should describe the extent and type of proposed site furnishings such as benches, bike racks, litter receptacles, and pedestrian lighting.

Comprehensive construction details for all of the recreation improvements, and the central recreation area in particular, should be subject of staff review and approval prior to the issuance of construction permits. It is noted that details for the refuse enclosure gates must be finalized, and the type of bicycle rack should be modified to an inverted “U” style rack.

6. The applicant should provide more detailed description and images of the architectural design including the type and color of building materials, including the recreation and maintenance buildings or structures.
7. The applicant should review the proposed integration of “green building” principles or technologies with the construction of this site and buildings, including those noted on the submitted checklist.

This review is based on the information received to date. Additional comments may be provided as new information is received

cc: Board Members
Applicant
Professionals

West Windsor Township Fire & Emergency Services

Memorandum

DATE: September 11, 2020
TO: Sam Surtees, Land Use Manager
FROM: Chief Timothy M. Lynch
REGARDING: PB 19-08 Heritage Village @ West Windsor, 5th Review

OVERVIEW

I have conducted a fifth review the above application which had been previously handled by Director Yates. All comments previously noted have been addressed by applicant. All comments on this report are for discussion purposes only.

GENERAL COMMENTS

- The building numbering system and street names shall be coordinated with the Township Engineer and Township Fire Marshal. This is currently an ongoing discussion with Township Engineer.

ACCESS

- Included plan addresses fire apparatus turning radii compliance. The plan appears adequate, but I ask that the Township Engineer confirm all roadway radii to ensure compliance with the Township Emergency Vehicle Standard for emergency vehicle access.
- Due to the limited access, No Parking Fire Lanes shall be created by the applicant along all curb areas to restrict curbside parking from the entire site. This has been agreed to by applicant.

WATER SUPPLY FOR FIRE PROTECTION

- Proposed fire hydrant locations are adequate.

MISCELLANEOUS

- The position of the fire department connection that supports the fire sprinkler system shall be at the front of the building. Agreed to by applicant.
- Applicant shall limit the number of trees in close proximity to the buildings as they restrict access by the fire department. Agreed to by applicant.
-



Honor ~ Integrity ~ Loyalty

CONCLUSION

- Based upon the above comments I recommend approval.



Honor ~ Integrity ~ Loyalty

MEMORANDUM

TO: West Windsor Technical Review Committee

CC: Sam Surtees, Land Use Manager, West Windsor Township
John Mauder, Township Liaison to Affordable Housing Committee

FROM: West Windsor Affordable Housing Committee

DATE: September 15, 2020

RE: PB 19-08 (Fifth Submission) – Heritage Village @ West Windsor

Members of the Affordable Housing Committee (“AHC”) reviewed the fifth submission of the proposed plans for Heritage Village @ West Windsor (PB 19-08). We previously submitted comments in memos dated 5-18-2020 and 8-3-2020. While the AHC acknowledges the memo from the applicant that was intended to address our concerns, most of our comments are carried forward from our prior memos as we do not feel that the applicant has addressed our concerns.

The AHC has the following questions and concerns.

1. Mix of Affordable Units

The AHC remains concerned about the obvious difference between market rate townhomes and affordable Garden Home units. Facades do not correct that in our opinion.

The AHC has noted twice previously that all of the affordable units are Garden Homes and all of the market rate homes are townhomes and therefore are **de facto segregated** and affordable residents could easily be stigmatized. Could there be townhomes (even with a smaller design) mixed in as affordable? Could there be market rate Garden Homes?

2. Bathrooms

The AHC acknowledges that it is code to have 1 bathroom, but we continue to believe that 3-bedroom units should have at least 1.5 bathrooms. The AHC does not believe that one bathroom is sufficient for a three-bedroom unit.

3. Parking/Snow Storage

The AHC appreciates that parking spots have been specifically reserved for the affordable units. Because the plans were very difficult to read due to their size, we assumed that there is 1 parking space for each affordable unit and the AHC feels that there should be 2 spaces for each 3-bedroom unit. The AHC would also like to see that the signs for these spaces are similar in size to the handicapped parking

sign which is shown in the plans. Finally, the AHC wondered why it appears that there is a handicapped space between affordable parking spaces.

Snow removal plans show snow potentially stored next to certain affordable parking spaces. Is there a barrier so the snow doesn't spill into the reserved spaces?

4. Garbage

The difference in the collection of trash between affordable units and market units is very troublesome to us. Why not do make it the same for all?

The AHC does not believe that affordable units should have to take their trash to a collection point when they will see all of their neighbors putting cans out. We believe this is an additional burden on affordable residents and will result in further segregation/stigmatization of affordable residents.

On a positive note, we appreciate that bicycle storage is provided that is secure in each unit.