

WEST WINDSOR TOWNSHIP PLANNING BOARD
REGULAR MEETING
January 29, 2020

The regular meeting of the Planning Board was called to order at 7:07 pm on Wednesday, January 29, 2020 by Chairman O'Brien in Meeting Room A of the Municipal Building.

STATEMENT OF ADEQUATE NOTICE

Pursuant to the Sunshine Law, a notice of this meeting's date, time, location, and agenda was mailed to the news media, posted on the township bulletin board and filed with the municipal clerk on January 23, 2020.

ROLL CALL OF MEMBERS

Linda Geevers
Michael Huey
Simon Pankove
Michael Karp
Mayor Marathe
Chairman O'Brien

CHAIRMAN'S COMMENTS

Chairman O'Brien updated the Board on changes made by Council to Penn's Neck Business Commercial Redevelopment ordinances.

- Limitations to 16 fueling stations
- No individual diesel fuel pumps
- Hours of operation are limited to 5 a.m. to midnight
- Provided for Electric Charging station
- The berm is to be a minimum of 12 feet high with effective sound barrier on top
- Limitation of when garbage and recycling could be picked up (5 a.m. to midnight).

Mr. Muller stated the amended ordinances will be reintroduced at a subsequent hearing.

PUBLIC COMMENTS REGARDING NON-AGENDA ITEMS

None

APPLICATION:

Continuation of PB 18-09
Trustees of Princeton University
General Development Plan
NW Corner of Washington Road & US Route 1
Block 3, Lot 1.01

Richard Goldman, Esq., Drinker Biddle

Township Professionals, previously sworn

James Kochenour, PE, Traffic Consultant
Joe Burgis, PP, Planner
Sam Surtees, Township Land Use Manager and Zoning Officer
Francis Guzik, PE, Township Engineer
Sean Walsh, PE, Environmental Engineer

Sean Walsh, Environmental Engineer

Mr. Walsh discussed the Environmental Consultant Report by Chris Jepson, PE dated January 9. Regarding the wetlands, three small streams which may be connected, and cause a larger footprint of the wetlands, but there doesn't appear to be an impact on the GDP. The University has to meet the water quality requirements for each site plan. He added that the University should proceed with care with respect to the archeological sites.

James Kochenour, Traffic Consultant

Mr. Kochenour discussed his January 6, 2020 memorandum, the first 6 pages which are related to the Traffic Impact Study. Mr. Kochenour stated that he is satisfied with the report that Mr. Jacquemart prepared and feels that the traffic report is a fair and accurate representation of what the anticipated traffic conditions will be like at near term and mid-term development.

Mr. Kochenour referred to Comment #5. As the project progresses, the Township has asked that there be updated traffic impact studies completed at various threshold points as well as additional parking demand counts be done to monitor the amount of traffic produced and parking required. He requests a plan as to what the threshold points are so the Board can monitor the traffic impact.

Chairman O'Brien asked when the traffic study was completed. Mr. Goldman stated that the study started approximately a year ago, and the report was completed in December 2019. The actual counts were done in September of 2018, now understanding why the Penn's Neck Redevelopment was not taken into consideration. Chairman O'Brien asked how the Penn's Neck Redevelopment will affect the plan. Mr. Kochenour stated that when the first "trigger" is reached, they can ask for an updated traffic study and include Penn's Neck Redevelopment.

Mr. Kochenour discussed the GDP and the overall picture of what was required and what was being proposed regarding parking. Mr. Kochenour estimated a need of 4,035 spaces while the GDP is indicating 2,695 spaces. There appears to be a 1,000 car shortfall, but in working with Mr. Jacquemart, Mr. Kochenour realized that many features are unique regarding this campus and he is willing to accept the University's number of 2,695.

Chairman O'Brien asked about Page 12 illustrating overlapping hours of operation for different functions, from 5 p.m. to 6 p.m., every use appears to be on the chart, which is contradictive to shared parking spaces. Mr. Kochenour stated that while the uses may show up, they may not all be at their peak at that time.

Mr. Kochenour discussed Comment Number 5, asking the University to prepare a construction phasing schedule regarding how the near-term is going to proceed. Mr. Goldman agreed that this would be provided.

Mr. Kochenour discussed Comment Number 7 from his memo requesting an idea of the number of parking spaces in different parking facilities, but when he counted them up, they were 645 spaces short. Mr. Goldman stated that the plan does have numbers that total 2,695. He provided Exhibit #A-4.

Exhibit A-4 titled Mid-term plan sheet #16, 12/11/2019

Mr. Goldman stated that the parking spaces in the exhibit illustrate the 2,695 spaces. Mr. Kochenour stated he is satisfied and will review the exhibit.

Chairman O'Brien asked Mr. Kochenour about Comment Number 9 regarding the connector road. Mr. Kochenour stated that it could be 12 to 14 years for the connector road to be built. As future traffic study updates are done, the Township will get a better understanding of conditions. It is difficult to state with certainty when things are going to occur.

Mr. Goldman explained that the GDP will be periodically reevaluated, and the University would consider accelerating the construction of the connector road, if the traffic analysis indicated a need for the bypass. The GDP gives a framework which will include periodic, agreed upon traffic studies.

Chairman O'Brien asked about Appendix A in the binder, and, if this road should become a regional roadway, who should own this road and what provisions should be made. Chairman asked Mr. Kochenour if Roadway Number 1 would supplant Roadway Number 2 on the appendix.

Mr. Kochenour stated that the connector road will provide a vital link for servicing traffic to and from the Lake Campus. The intention behind the connector road is to provide an additional link to try to take traffic from point a to point b off Route 1. Mr. Kochenour stated it is in the public and township's interest to have the connector road as a municipal roadway as it will have many users, not just servicing the needs of the University. Mr. Kochenour is not convinced that 32-feet will be sufficient to handle the traffic, especially if a third lane is needed for turns.

Mr. Goldman provided Exhibit A-5, supplementary Lake Campus Connector Road. He referenced Faculty Road and stated that it is a private road, but appears to be a public road and handles over 9,000 cars per day. Mr. Goldman reviewed Exhibit A-5 and described the benefits of the University's Ownership of the connector road. The University would absorb all costs associated with the road including construction, maintenance, signage, snow removal and safeguards. The University estimates the cost of a roadway will be between \$5.4 to \$8 million to build and \$100,000 a year to maintain. There would also be agreements that for the life of the road it is open to the public and maintained. The goal of the University's ownership is to keep students safe.

Mr. Kochenour stated that there needs to be a proper cross section for this road and he feels the road should be a minimum of 36-feet. Mr. Kochenour thinks Canal Pointe Boulevard is between 44 and 46 feet.

Mr. Goldman stated that the University agrees with the functionality issue of the road and understands the Township's concerns. The size of the road does not have to be decided at this time and the University is open to what the Township wants and what the traffic studies show. The intention is to keep it as safe as possible while allowing the Township to meet their traffic needs.

Mr. Muller asked Mr. Goldman if the only question tonight is whether the road will be owned by the Township or by the University. Mr. Goldman stated yes.

Chairman O'Brien asked if the Township feels that more lanes are needed, do they have the right to insist that that happens if the road is owned by the University. Mr. Goldman stated that in every site plan, the Township will have the right to put provisions in every site plan.

Mr. Guzik asked what will happen when other developments are built in the region and whose traffic studies show that improvements should be made to University owned road. Mr. Goldman stated that those other developments will show up on future traffic studies. He also stated that the University will be open to meeting with future developers and the Township to make improvements.

Mayor Marathe stated that he understands the concerns, but thinks it can be addressed in the future.

Mr. Karp stated that if the University has been a good partner to the Township and if they see traffic issues, they will probably do what needs to be done.

Mr. Huey stated the Township should consider taxpayers. If the University is willing to pay for the road, they should be allowed to build and maintain the road. Also, the University will monitor the safety of the students and accept liability.

Mr. Pankove stated he has no problem with the University owning the connector road.

Chairman O'Brien stated that, if the Board approves the GDP application, the University would build Link #2 and either #4 or #5 and that there would be language in initial developer's agreement that would cover everything discussed. Also the initial cross section shown on Slide 38 will be three travel lanes and not two as shown, and there would be a 70-foot wide area within which the cart way will be located. Mr. Goldman agreed.

Ms. Geevers stated she supports the University ownership of the connector road also.

Landscape Architect Report – Mr. Dobromilsky was not present
Chairman O'Brien referenced Mr. Dobromilsky's January 17th follow up memo.

Jim Yates also was not present. Chairman O'Brien stated that Mr. Yates recommends approval of the GDP.

Chairman O'Brien referenced Slide 12 as compared to page 9 in the binder. How does the GDP serve commuters? Mr. Goldman stated that the parking facilities are for those who work and live at the Lake Campus. It is not a site for people commuting into Princeton.

Kim Jackson stated that parking is controlled. The general public can't park unless allowed to by the university. Parking is only for people living and working there. If there is an event, the University will control that parking. Gate arms are on all garages and parking lots.

PUBLIC COMMENTS

John Church, 11 Princeton Place, West Windsor

Mr. Church discussed the municipal deficit of \$460,000 per year, which the Township taxpayers will absorb. He asked if this deficit represents payroll and if capital costs were included in the Fiscal Impact Study.

Mr. Goldman stated that formulas were used to take into account the various costs. The University has a practice of entering into an agreement with the municipality to cover the identifiable costs and entered into a 5-year agreement with the municipality for an annual payment. After 3-5 years, the University will look at fiscal impact and renew/change the agreement. The agreement goes up 4% annually.

Mr. Church also asked about fire protection and how the fire companies will get to the Lake Campus. Mr. Goldman answered that the University will look into that.

Mayor Marathe stated the Township signed a new agreement with the University for five years with a percentage increase annually.

David N. Hingston, 12 Dorset Court, Canal Pointe

Mr. Hingston, who serves on the Canal Pointe Board of Directors, is in favor of the plan, and was concerned about the connection to Canal Pointe Boulevard and that it would be used as a central bypass, but after listening to information tonight, he feels more comfortable with the connector road.

Motion made to close the public hearing made by Mr. Pankove, 2nd by Mr. Huey. Motion passed unanimously by voice vote.

Mr. Muller reviewed the terms of approval of this application:

The University has applied for 12 variances. The University seeks approval for variance relief from the height restrictions for light stanchions at the proposed softball and baseball fields. Section 200-226A(2) provides that all accessory buildings or structures shall be governed by the bulk and area regulations of the district within which they are located, which in this case is 70 feet, while four light stanchions at the softball field are 80 feet and four at the baseball field are 80 feet and four are 100 feet.

The University has applied for one waiver. The waiver is from Section 200-50c(1) which requires that the scale of the plans be one-inch equals 100 feet, while one plat is at one inch equals 200 feet scale, and the remaining plats are at one inch equals 120 feet.

Chairman O'Brien pointed out that on Footnote 4, Route 1 was listed as east/west and should be north/south.

Motion to approve PB18-09 GDP with waiver, conditions and 12 variances made by Mr. Pankove, 2nd by Mr. Karp. Board polled. Motion passed unanimously.

Meeting adjourned by Chairman O'Brien at 8:49 p.m.

Respectfully submitted,

Rita Bergen
Recording Secretary