

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: August 18, 2021

RE: PB 20-15 (Aug 4, 2021 Submission) - PJ Train Station Redevelopment

Members of the Affordable Housing Committee (“AHC”) reviewed the Aug 4, 2021 submission of the plans for the PJ Train Station Redevelopment. The AHC previously submitted comments in memos dated 2/3/2021, 3/30/2021, 6/7/2021 and 7/12/2021.

The AHC had the following comments and concerns:

1. Layouts/Floorplans.

a) The townhouse component identified 15 affordable units on the cover sheet but seems to have 17 units on the pages of the plans for the townhomes. Specifically, Building 7 seems to have been changed from 4 affordable units to 6 affordable units. Can this be confirmed? How many bedrooms are the two additional units? What income level are these units? Were affordable units taken away somewhere else?

b) Storage in the affordable units in the townhomes seems very small overall. A basement might help, but it would not be convenient for the second-floor units.

2. Parking/Snow Storage

a) The spaces reserved for affordable housing residents are clearly marked on the plans but we could not find signage in the plans. How will they be marked on the street or in garages?

b) The spaces for snow storage in the townhome section do not appear adequate. Are they standard size?

3. Other

a) Bicycle Storage - The Committee was pleased to see "bicycle storage ... within the garage level of the condominium building.

b) The Committee did not see any information on a traffic study that an earlier submission said would be available at a future meeting. The Committee still has concerns about rush hour/school traffic.




WEST WINDSOR TOWNSHIP

DEPARTMENT OF COMMUNITY DEVELOPMENT DIVISION OF ENGINEERING

MEMORANDUM

Date: August 18, 2021

To: West Windsor Township Planning Board

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

Subject: **Princeton Junction Train Station Redevelopment**
PB 20-15 Preliminary and Final Major Subdivision and Site Plan
Landscape Architectural Review Report
B-6, L-8,54,55.01 & 76 Washington Road and Station Road

The plans and documents submitted for this application have been analyzed and the following questions and comments are offered for consideration as this application is reviewed:

1. The Township Master Plan Greenbelt line and other existing environmental constraints, as well as any required buffers (e.g. wetlands and floodplain), should be described in testimony. This review should include the present condition of these lands and any proposed disturbance, or potential impacts that will result from development. Ownership, conservation restrictions, and landscape management / maintenance of the parcel #9, labeled as the preserve area, should be described.
2. The plans include a description of the existing trees and vegetation present on this property. The density of development will not likely allow for the preservation of any trees except those present within environmentally constrained areas of the tract. This project will not present a significant impact upon the community forest.
3. The proposed landscape architectural design offers planting, site furnishings, and decorative pavements to address Township Code standards (200-91.P.), and RP-1 Zone specific standards (200-260.C.3.) in a satisfactory manner. The proposed landscape design will greatly enhance the aesthetics and function of this new neighborhood and the community.
4. The proposed recreational features, site furnishings, light standards, including details or images of these elements, should be described in testimony.
5. The applicant has proposed some significant green building and site design elements and initiatives for the development and occupancy of this neighborhood. However, the redevelopment of lands and facilities that are antiquated and inefficient building a diverse, multi-generational, mixed-use neighborhood with a pedestrian oriented design in close proximity to a major transit station will result in some of the most significant "green" development in the Township.

Upon request, additional comments may be offered based upon updated or modified submissions and presentations.

cc: S. Surtees
Board Consultants
Applicant

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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: August 18, 2021

SUBJECT: **Princeton Junction Train Station Redevelopment
Preliminary and Final Major Subdivision and Site Plan**
Block 6, Lots 8, 54, 55.01 and 76
Washington Road and Station Road
PB20-15

Documents Received/Reviewed:

The following documents have been submitted for review:

- A. Set of site plans entitled "Preliminary and Final Major Site Plan for Princeton Junction Train Station Redevelopment – Block 6, Lots 8, 54, 55.01 and 76 –Township of West Windsor, Mercer County, New Jersey" prepared by Maser Consulting, P.A. (Jelena Balorda-Barone, PE) consisting of thirty-three (33) sheets, dated December 18, 2020, revised through July 23, 2021;
- B. Survey entitled "Boundary and Topographic Survey – Avalon Bay West Windsor" prepared by Langan (Joseph E. Romano, PLS) dated December 5, 2017, unrevised;
- C. Set of plans entitled "Existing Conditions Plan for Avalon West Windsor – Block 6, Lots 8, 54, 55.01 and 76 –Township of West Windsor, Mercer County, New Jersey" prepared by Maser Consulting, P.A. (Eric V. Wilde, PLS) consisting of eight (8) sheets, dated November 16, 2018, revised through January 24, 2020;
- D. Plan entitled "Preliminary and Final Major Site Plan for Princeton Junction Train Station Redevelopment –West Windsor, Mercer County, New Jersey – Existing Conditions Exhibit" prepared by Maser Consulting, P.A. (unattributed) consisting of one (1) sheet, dated February 4, 2021, unrevised, unsigned and unsealed;
- E. Set of plans entitled "Final Plat - Major Subdivision for Princeton Junction Train Station Redevelopment – Block 6, Lots 8, 54, 55.01 and 76 –Township of West Windsor, Mercer County, New Jersey" prepared by Colliers Engineering & Design (Eric V. Wilde, PLS) consisting of two (2) sheets, dated April 23, 2021, revised through June 25, 2021;
- F. Set of plans entitled "Roadway Improvement Plans for Realignment of N.J.S.H. Route 64 (Hightstown Road) and Mercer County Route 571 (Washington Road) – Avalon West Windsor,

- Township of West Windsor, Mercer County, New Jersey” prepared by Maser Consulting, P.A. (Daniel S. Frank, PE) consisting of sixty-four (64) sheets, dated October 14, 2020, unrevised;
- G. Plan entitled “Preliminary and Final Major Site Plan for Princeton Junction Train Station Redevelopment – Block 6, Lots 8, 54, 55.01 and 76 –Township of West Windsor, Mercer County, New Jersey – Overall Parking Plan” prepared by Maser Consulting, P.A. (Jelena Balorda-Barone, PE) consisting of one (1) sheet, dated December 18, 2020, revised through June 25, 2021, unsigned and unsealed;
 - H. Plan entitled “Preliminary and Final Major Site Plan for Princeton Junction Train Station Redevelopment –West Windsor, Mercer County, New Jersey – Snow Removal Plan” prepared by Maser Consulting, P.A. (unattributed) consisting of one (1) sheet, dated April 7, 2021, unrevised, unsigned and unsealed;
 - I. Set of plans entitled “Vehicle Circulation Plans for Princeton Junction Train Station Redevelopment – Block 6, Lots 8, 54, 55.01 and 76 –Township of West Windsor, Mercer County, New Jersey” prepared by Maser Consulting, P.A. (Jelena Balorda-Barone, PE) consisting of three (3) sheets, dated December 18, 2020, revised through June 25, 2021;
 - J. Set of landscape architectural plans entitled “Princeton Junction Train Station Redevelopment –West Windsor, New Jersey” prepared by Melillo + Bauer + Carman Associates., consisting of twenty (20) sheets, dated December 18, 2020, revised through July 23, 2021, unsigned and unsealed;
 - K. Set of architectural plans entitled “Atria Senior Living – Atria Princeton Junction – Site Plan Submission – Township of West Windsor” prepared by C + TC Architecture & Interior Design Studio, Inc., consisting of fifteen (15) sheets, dated July 23, 2021, unrevised, unsigned and unsealed;
 - L. Set of architectural plans entitled “Princeton Junction Train Station Redevelopment – West Windsor, NJ” prepared by Pulte Group & Minno & Wasko, Architects and Planners., consisting of fourteen (14) sheets depicting floor plans and elevations of the traditional and stacked townhome units, dated February 26, 2021, revised through July 23, 2021, unsigned and unsealed;
 - M. Set of architectural plans entitled “Site Plan Submission - Princeton Junction Train Station Redevelopment” prepared by LRK Architects, consisting of thirty-eight (38) sheets depicting floor plans of the East and West Mixed-Use Residential buildings and the East and West parking garages and Exterior Elevations of the East and West buildings, dated July 23, 2021, unrevised, unsigned and unsealed; and
 - N. Development Application form and various checklists

In addition to the above information contained within the current submission, the below items were submitted as part of the TRC review process and are presumed to remain part of the project record:

- O. Draft report entitled “Engineer’s Report for Sanitary Sewer - Princeton Junction Train Station Redevelopment – Block 6, Lots 8, 54, 55.01 and 76 –Township of West Windsor, Mercer County, New Jersey” prepared by Maser Consulting, P.A. (Jelena Balorda-Barone, PE) dated February 2021;
- P. Report entitled “Report of Preliminary Geotechnical Investigation – Proposed Avalon West Windsor Residential Development – Washington Road and Station Drive – West Windsor Township, Mercer County, New Jersey” prepared by Whitestone Associates, Inc. (Mudar Khantamr, P.E. & Laurence W. Keller, P.E.) dated September 14, 2018, unrevised;

- Q. Report entitled “Supplemental Stormwater Management Area Evaluation – Proposed Avalon West Windsor Residential Development – Washington Road and Station Drive – West Windsor Township, Mercer County, New Jersey” prepared by Whitestone Associates, Inc. (Mudar Khantamr, P.E. & Laurence W. Keller, P.E.) dated April 12, 2019;
- R. Report entitled “Supplemental Stormwater Management Area Evaluation – Proposed Avalon West Windsor Residential Development – Washington Road and Station Drive – West Windsor Township, Mercer County, New Jersey” prepared by Whitestone Associates, Inc. (Mudar Khantamr, P.E. & Laurence W. Keller, P.E.) dated May 29, 2020;
- S. Report entitled “Limited Geotechnical Investigation & Supplemental Stormwater Management Area Evaluation – Proposed Avalon West Windsor Residential Development – Washington Road and Station Drive – West Windsor Township, Mercer County, New Jersey” prepared by Whitestone Associates, Inc. (Mudar Khantamr, P.E. & Laurence W. Keller, P.E.) dated August 7, 2020;
- T. Report entitled “Traffic Impact Study – Transit Village at Princeton Junction - Block 6, Lots 8, 54, 55.01 and 76 –Township of West Windsor, Mercer County, New Jersey” prepared by Maser Consulting (S. Maurice Rached, P.E., P.T.O.E. and Jeffrey M. Fiore, P.E.) dated November 1, 2020, unrevised;
- U. Document entitled “Supplemental Trip Generation Analysis - Transit Village at Princeton Junction – Block 6, Lots 8, 54, 55.01 and 76 –Township of West Windsor, Mercer County, New Jersey” prepared by Maser Consulting, P.A. (Jeffrey M. Fiore, PE) dated April 22, 2021;
- V. Report entitled “Stormwater Management Operations and Maintenance Manual - Princeton Junction Train Station Redevelopment – Block 6, Lots 8, 54, 55.01 and 76 –Township of West Windsor, Mercer County, New Jersey” prepared by Maser Consulting, P.A. (unattributed) dated February 2021, unrevised;
- W. Document referenced “FHA Application and Stormwater Management Report - Princeton Junction Train Station Redevelopment – Block 6, Lots 8, 54, 55.01 and 76 –Township of West Windsor, Mercer County, New Jersey” prepared by Maser Consulting, P.A. (Jelena Balorda-Barone, PE) dated February 2021, revised April 2021;
- X. Letter to Chief Timothy Lynch from Kenneth O’Brien of LRK Architects regarding fire suppression and emergency vehicle access to the parking garages;
- Y. Legal instrument entitled “Deed Restriction to Rental Property with Covenants Restricting Rentals, Conveyance and Improvements and Requiring Notice of Foreclosure and Bankruptcy”;
- Z. Document referenced “Freshwater Wetlands Letter of Interpretation: Line Verification” issued by NJDEP dated February 20, 2020;
- AA. Spreadsheet printout referenced “Scenario: 25 Year Storm – Princeton Junction Train Station Redevelopment” dated June 25, 2021;
- BB. Spreadsheet printout referenced “Scenario: 100 Year Storm – Princeton Junction Train Station Redevelopment” dated June 25, 2021;

Narrative:

The subject property is a tract of contiguous parcels (Lots 8, 54, 55.01 and 76 in Block 6) located adjacent to the Princeton Junction Train Station and fronting on Station Drive and Washington Road (CR 526/571) at and near its confluence with Princeton Hightstown Road (also CR 526/571) The tract is located within the RP-1 (Princeton Junction Redevelopment) zoning district and comprises the entirety of same. The tract is currently

populated with various office buildings and appurtenant improvements such as parking areas, driveways, curbs, sidewalks, landscaping, etc., all of which is proposed to be razed to permit the proposed redevelopment.

The proposed redevelopment will consist of various forms of residential housing (standard townhomes, stacked townhomes, senior living, and multi-story, multi-family buildings with mixed-use retail), two parking decks, a 48-unit “flats” building and a “Promenade” area that provides access to and from the train station and the proposed residential units as well as acting as a community gathering area.

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

1.0 Subdivision

1.01 The applicant is requesting the following waivers from the Township Subdivision Checklists:

a. 200-53.C - Preliminary Plat Details

- The applicant is requesting a partial waiver from Checklist Item 200-53.C.(8), which requires in part that existing and proposed electric and gas utilities be shown on the plat. I have no objection to granting this waiver, as the layout of each is subject to the design of the respective utility companies. Showing these utilities on the plat should be made a condition of any Board action on this application.
- The applicant is requesting a waiver of Checklist Item 200-53.C.(17), which requires the submission of an Environmental Impact Statement. I have no objection to granting this waiver, given the nature of the existing site and its proposed redevelopment. However, the applicant should provide testimony on the status of contamination on the tract and their proposed intentions regarding remediation (complete versus partial with deed restrictions).

b. 200-54.C – Final Plat Details

The applicant is requesting temporary waivers from each of the following Checklist Items. As each is related to the situation where preliminary and final major subdivision are sought separately, I have no objection to granting the waivers due to the concurrent approvals being sought by this application:

- 200-54.C.13)(a), which requires an as-built lot grading plan;
- 200-54.C.13)(b), which requires a final drainage plan;
- 200-54.C.14), which requires a copy of the preliminary approval resolution;
- 200-54.C.18)(a), which requires an as-built lot grading plan;
- 200-54.C.18)(b), which requires an as-built lot grading plan;
- In addition to the above, the applicant is also requesting a temporary waiver from Checklist Item 200-54.C.17), which requires the submission of a Traffic Signage Plan. I have no objection to granting a temporary waiver, but note that the preparation of this plan in conjunction with developing a Title 39 Enforcement Plan for the project should be made a condition of any Board action on this application.

1.02 Technical comments regarding the Plat’s conformance to the Title Recordation Act (TRA) will be provided to the applicant’s surveyor directly. Conformance to the TRA should be made a condition of any Board action on this application.

1.03 Block and Lot numbers for the parcels to be created shall be at the direction of the Township Engineer.

1.04 Street names and numbering shall be approved by the Township Engineer, the local US Postmaster and Emergency Services.

2.0 Site Plan

2.01 The applicant is requesting the following waivers from the Township Site Plan Checklists:

a. 200-13.C – Preliminary Site Plan Details

- The applicant is requesting a partial waiver from Checklist Item 200-13.C.(3)(o), which requires in part that existing and proposed electric and gas utilities be shown on the plat. I have no objection to granting this waiver, as the layout of each is subject to the design of the respective utility companies. Showing these utilities on the plat as part of resolution compliance should be made a condition of any Board action on this application.
- The applicant is requesting a temporary waiver from Checklist Item 200-13.C.(3)(r), which relates to various signage details. The waiver request indicates that the information will be provided prior to the hearing, in which case a waiver will not be required to be granted by the Board.
- The applicant is requesting a waiver of Checklist Item 200-13.C.(4), which requires the submission of an Environmental Impact Statement. I have no objection to granting this waiver, given the nature of the existing site and its proposed redevelopment, as outlined in comment 1.01.

b. 200-14.C.1 – Final Site Plan Details

- The applicant is requesting a temporary waiver from Checklist Item 200-14.C.1.(a), which requires the applicant to provide the preliminary site plan resolution of approval. As preliminary and final approvals are being sought concurrently, I have no objection to this request.
- The applicant is requesting a temporary waiver from Checklist Item 200-14-C.1.(b)(4), which requires sign elevations. It is presumed the intent is to submit them ahead of the meeting as the Board will need to review them as part of the public hearing process. If this is not the case, the applicant must provide testimony to the Board in support of this waiver request.

2.02 The applicant has received Flood Hazard Area Individual Permits from NJDEP for both the onsite redevelopment as well as the offsite roadway re-alignment of NJSH Route 64 and Mercer County Route 571.

2.03 The applicant should provide testimony regarding the Promenade and its proposed amenities and how they further the intent and requirements of the RP-1 Princeton Junction Redevelopment zoning district. Detailed renderings of same should be provided for the Board's benefit.

2.04 The applicant should provide testimony regarding the lack of amenities within the townhome portion of the development. Suitability of the amenities is deferred to the Township Planner and Township Landscape Architect.

2.05 Testimony should be provided regarding cross-access privileges of the residents of the Avalon East and West Buildings with the other.

- 2.06 The applicant should provide testimony on the type of “Senior Living” use proposed, whether nursing home, independent living, assisted living, or other 55+ housing.
- 2.07 Any proposed phasing of the project, either in construction or in occupation, should be discussed. Phased construction requires development of supplemental plans for any interim conditions.

3.0 Access and Circulation

- 3.01 The drawings submitted depict a reconfigured Princeton-Hightstown Road / Washington Road intersection utilizing a roundabout that appears to be consistent with prior concept plans and the recent NJDOT permit application. The applicant should confirm and provide status of State and Mercer County reviews. Traffic control and detours will be a major concern and coordination effort.
- 3.02 Timing of the proposed circulation improvements in relation to the construction and occupancy of the project is a critical component of this development. For example, there is a portion of existing Washington Road between the new roundabout and Proposed Road A that will be eliminated and become an area required for a stormwater management BMP (Basin F). The facilities served by the stormwater BMP would not be constructed without the BMP in place. The Board should impose a condition that construction of any areas tributary to Basin F is prohibited until Basin F is constructed and stabilized.
- 3.03 The applicant should provide testimony with respect to pedestrian and bicycle circulation for the project and how it meets the goals of the Princeton Junction Redevelopment Plan.
- 3.04 Testimony regarding procedures for snow storage and removal per Ordinance section 200-260.B.(9)(c), should be provided.
- 3.05 Sufficient grade information at all barrier free ramps/parking spaces and accessible routes to building entrances to determine compliance with barrier free standards must be provided.. 10-scale detailed enlargements of same should be used as necessary to provide legible information. This should be made a condition of any Board action on this application.
- 3.06 Access to Block 8, Lot 54 must be maintained at all times during construction. Testimony should be provided to the Board on the status of negotiations with respect to relocating the access driveway for same opposite the proposed intersection of Roads “A” and “C”.
- 3.07 Some of the internal roadways are identified as being less than 24’ in width, per the Township design standard. The RSIS standard to which they were designed should be identified to the Board in support of whatever design waiver may be deemed to be required by the Board Attorney.

4.0 Stormwater Management

- 4.01 The applicant submitted a “complete” application to NJDEP for Flood Hazard Area Verifications and Individual Permits prior to March 2, 2021. Therefore, under RSIS, this project is “grandfathered” under the “old” rules and was reviewed as such by this office and found to be in compliance with the rules as they relate to water quantity management, water quality management and groundwater recharge.
- 4.02 Proposed Stormwater Management Basin F is located in an area that is currently offsite and not within the applicant’s control but is proposed to be utilized to manage stormwater from a portion of this Train Station redevelopment project. Testimony is to be provided regarding the expected transfer of this property for the applicant’s use. The footprint of the proposed basin contains existing underground telecommunication infrastructure, (among other things) that the plan will need to identify as to be relocated and obtain permission from the utility company to do so. The Township’s sewer interceptor in this area will require monitoring during construction due to the extent of construction over top it.

- 4.03 A Stormwater BMP Maintenance Manual was previously provided and found to have relatively minor deficiencies. The submission letter with the current application states that a revised document was submitted but none was included in the electronic documentation submitted. The Board should make approval of this document by this office a condition of any approval granted.
- 4.04 The applicant is advised that current Ordinance section 200-105.1 requires it to enter into an agreement with the Township, in form satisfactory to the Planning Board Attorney, requiring the installation and maintenance by the applicant and the applicant's successors in interest, all such stormwater management improvements proposed by the applicant, and approved by the Board, for this project. This should be incorporated into the required Redeveloper's Agreement.

5.0 Utilities

- 5.01 A Treatment Works Approval will be required for the proposed redevelopment. An "Engineer's Report for Sanitary Sewer" report labelled "DRAFT" (Submission Item O) was submitted during the TRC review process, but a signed and sealed sanitary sewer report has yet to be submitted and must be at this time, along with a draft copy of TWA application documents. A request to receive sewer allocation in that amount will need to be submitted to the Township Engineer and go before Township Council and approved by Resolution. This should be made a condition of any Board action on this application.
- 5.02 The number and location of any required fire hydrants on site is subject to the review and approval of the fire official.

6.0 Lighting

- 6.01 The applicant is requesting the following design waivers from the Township lighting ordinances as well as the design standards of the RP-1 zoning district:
- §200-31.K.(4) where an average of 0.6 footcandles (fc) is required and 0.8 fc is proposed; and
 - §200-260.C.(5) where an average of no less than one fc for commercial areas and 0.5 fc for residential areas is required and where they've provided 1.7 fc and 2.7 fc, respectively. As these values are greater than the minimum required and the ordinance section does not state an upper limit, I don't believe that a design waiver will be required, but will defer to the Board Attorney and/or Planner to make that determination. Testimony on the applicant's need for the higher exceedances in residential areas, and any opportunities to reduce it, should be provided.

7.0 General Comments

- 7.01 The construction details propose single-lined parking stalls whereas Township design standards require hairpin striping at 18" on center. A design waiver from Ordinance Section 200-29.M(4) is required and the applicant must provide testimony to the Board's satisfaction in support of this request.
- 7.02 The applicant shall provide metes and bounds descriptions for each parcel to be created and all easements to be granted to the Township Engineer for review and approval. Deeds and easement instruments are subject to the review and approval of the Board Attorney.
- 7.03 The applicant shall provide **two** engineer's estimates of probable construction costs for this project. One will include all site improvements for the purpose of establishing the required construction inspection escrow fees, while the other will be used for the purpose of establishing the required performance guarantee amounts. The latter is to consist solely of those improvements in the Township right-of-way or improvements ultimately to be dedicated to the Township as well as any proposed buffer landscaping and berming. This should be made a condition of any Board action on this application.

- 7.04 Other outside agency approvals will also be required. The following are approvals that are anticipated at this time and should be made conditions of any Board action on this application:
- Mercer County Planning Board
 - Mercer County Soil Conservation District
 - Delaware and Raritan Canal Commission
 - NJDEP (FHA Permit (**received**), TWA)

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

FG:IH

cc: Ian Hill, PE
Jelena Balorda-Barone, PE - Applicant's Agent/Engineer (lbarone@maserconsulting.com)

West Windsor Township Fire & Emergency Services

Memorandum

DATE: August 18, 2021
TO: Chairperson, West Windsor Planning Board
FROM: Chief Timothy M. Lynch
REGARDING: PB 20-15, PJ Train Station Redevelopment

OVERVIEW

The applicant, Avalon Bay, has submitted a site plan for review for a mixed-use improvement consisting of townhouses, senior housing, a hotel, multi-family housing, and commercial tenants.

ACCESS

- Applicant will require a waiver of the West Windsor Fire Prevention Code, specifically Chapter 89-4 Technical Amendments, F-10005.5 Emergency Vehicle Access: (c), which states:
 - “Buildings three stories or 35 feet in height or higher with full automatic fire sprinkler protection shall be provided with emergency vehicle access to 50% of its entire perimeter.”
 - As configured the proposed apartment buildings and parking garages do not meet the access requirement. However, the applicant has provided a letter dated April 23, 2021 to the Fire Marshal stating that they will voluntarily upgrade the fire sprinkler system from the required NFPA 13R system to a full NFPA 13 system. Additionally, they will provide masonry constructed fire walls in the apartment buildings and separating the apartments from the parking garages. With these two concessions **I fully support granting this waiver** and would ask the Planning Board to include those conditions in the resolution if they choose to approve this application.

MISCELLANEOUS

- Should the planning board choose to approve this application I recommend the following conditions be listed in the resolution:
 - All roadway areas not formally designated as parking should be designated as fire lane.
 - The position of the fire department connection that supports the fire sprinkler system should be placed proximal to building access and water supply.



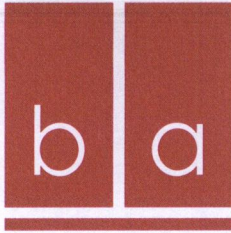
Honor ~ Integrity ~ Loyalty

- Applicant shall comply with N.J.A.C. 5:70, 510.1 *Emergency Responder Radio Coverage* – “All new buildings shall have approved radio coverage for emergency responders within the building based upon existing coverage levels of the public safety communications systems of the jurisdiction at the exterior of the building.”
- ***I would also like the planning board to be aware that as mentioned previously the applicant has agreed in a letter dated April 23, 2021 to provide a full NFPA 13 sprinkler system in the apartment buildings as well as to install masonry fire walls in the apartment buildings. Both of these measures are voluntary upgrades to the fire protection systems in the building above and beyond the code requirements which will provide for much greater fire protection to the occupants of the buildings.***

Thank you.



Honor ~ Integrity ~ Loyalty



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: PJ Train Station Redevelopment
Preliminary and Final Site Plan
Block 6 Lots 8, 54, 55.01, and 76
Washington Road and Station Drive

Date: August 18, 2021

BA#: 3789.03

WWT#: PB 20-05

Introduction

The applicant, Avalon Bay, has submitted an application seeking preliminary and final site plan approval for a mixed-use redevelopment consisting of multifamily dwellings, townhouses, senior housing, and commercial tenants. The site, which is identified by municipal tax records as Block 6 Lots 8, 54, 55.01, and 76, is located in the RP-1 Princeton Junction Redevelopment Plan District.

The following has been submitted for review:

1. Existing Conditions Plan prepared by Maser Consulting, dated February 4, 2021 (no revision date).
2. Boundary and Topographic Survey prepared by Langan, dated December 5, 2017 (no revision date).
3. Existing Conditions Plan prepared by Maser Consulting, dated November 16, 2018 (last revised December 4, 2020).
4. Preliminary and Final Site Plan prepared by Maser Consulting, dated December 18, 2020 (last revised July 23, 2021).
5. Final Plat Subdivision Plan prepared by Master Consulting, dated April 23, 2021 (last revised June 25, 2021).
6. Roadway Improvement Plans prepared by Master Consulting, dated October 14, 2020 (no revision date).
7. Landscape Architecture Plan prepared by Merillo Bauer Carman Associates, dated March 4, 2021 (last revised July 23, 2021).
8. Architectural and Elevation Plan (Pulte) prepared by Minno Wasko Architects and Planners, dated April 23, 2021 (last revised July 23, 2021).
9. Atria Senior Living Development Plan prepared by C+TC Design Studio, dated April 23, 2021 (last revised July 23, 2021).
10. East and West Building Plans prepared by LRK, dated April 23, 2021 (last revised July 23, 2021).
11. Parking Plan prepared by Maser Consulting, dated December 18, 2020 (last revised June 25, 2021).
12. Snow Removal Plan prepared by Maser Consulting, dated April 7, 2021 (no revision date).
13. Circulation Exhibits prepared by Maser Consulting, dated December 18, 2020 (last revised June 25, 2021).

Property Description

The subject site is located in the north-central portion of the Township, near the intersection of Princeton Hightstown Road and Washington Road. The site has a combined area of 25.44 acres (1,064,648 square feet) and is irregular in shape. It fronts along Princeton Hightstown Road and Washington Road for approximately 1,050 feet and 450 feet, respectively.

The site is presently developed with multiple office buildings and associated parking areas. Access into the site is presently provided by six (6) driveways located along Princeton Hightstown Road as well as one (1) driveway located along Washington Road. The site was previously declared an area in need of redevelopment on November 2, 2005 by the West Windsor Township Council. Redevelopment plans have subsequently been prepared for this area.

Surrounding land uses consist of: a warehouse building to the northeast; a vacant portion of the SRI tract to the north; a restaurant, commercial and mixed uses, bus depot, and utilities lot to the east; and the Princeton Junction Train Station and its associated parking area to the south. See the aerial at the end of this memorandum for an overview of the subject site and its surrounding environs.

Proposed Development

The applicant proposes to remove the existing improvements on site and to redevelopment it with a mixed use town center consisting of residential, age-restricted, and commercial uses. The following summary is offered:

1. Mixed-Use Promenade Area

The southerly and southeasterly portion of the redevelopment area will consist of two (2) mixed buildings fronting along a promenade: Avalon Building East and Avalon Building West. These buildings will generally consist of five (5) to six (6) stories. Their façades will largely consist of brick, panels, siding, and glass. Courtyards will be centrally located within both buildings.

Altogether, Avalon Building East and Avalon Building West will contain five hundred and thirty-five (535) residential units, including one hundred (100) affordable units.

Table 1: Mixed-Use Buildings Bedroom Distribution

Unit Type	Market-Rate Units	Affordable Units	Total Units
Studios	9	0	9
1-Bedroom	192	20	212
2-Bedroom	192	60	252
3-Bedroom	42	20	62
Total	435	100	535

The ground floor of Avalon Building West will contain a 6,360 square-foot work lounge area and a 4,254 square foot nonresidential tenant space, as well as residential units. The ground floor of Avalon Building East will contain a 7,270 square foot lobby/leasing/lounge area, a 3,471 square foot fitness center, and a 14,348 square foot nonresidential tenant space.

A 72,745-square foot promenade will be located between Avalon Building East and Avalon Building West. It will contain various pedestrian amenities including benches, tables, lounge chairs, ottomans, and a pavilion. Parallel parking spaces are also located along either side of the promenade.

2. Parking Garages

Two (2) parking garages are proposed. Parking Garage West, which will be attached to and partially screened by Avalon Building West and the senior living building, will contain three hundred and nine (309) parking spaces, including eighty-one (81) spaces which will be made available to the senior housing component (discussed later herein). Parking Garage East, which will be attached to and predominantly screened by Avalon Building East, will contain four hundred and ninety-five (495) spaces.

3. Centralized Residential Condo Building

A residential condo building is located at the terminus of the promenade space. The ground floor of this five-story building will contain fifty (50) parking spaces, while the remaining four stories will contain forty-eight (48) condo units, including seven (7) affordable units. All of the units will consist of two-bedrooms. Its façade will predominantly consist of brick veneer, composite paneling, horizontal siding, and a concrete stone masonry veneer.

Table 2: Central Residential Condo Building Bedroom Distribution

Unit Type	Quantity
2-Bedroom/2 Bath	8
2-Bedroom/1 Bath	13
2-Bedroom/2 Bath/Den	27
Total	48

4. Townhouse Buildings

The northerly portion of the development is to consist of townhouse units. Fifteen (15) townhouse buildings containing one hundred and fifty (150) units are proposed, including fifteen (15) affordable units. The townhouse buildings range in size, and will contain between six (6) and eighteen (18) units. The façades of the townhouses will generally consist of vertical siding board and batten, horizontal siding, brick veneer, and panel siding.

Table 3: Townhouse Buildings Bedroom Distribution

Unit Type	Market-Rate Units	Affordable Units	Total Units
1-Bedroom	0	4	4
2-Bedroom	52	6	58
3-Bedroom	51	5	56
4-Bedroom	32	0	32
Total	135	15	150

5. Senior Living

Finally, a senior living component is proposed within the northwesterly portion of the subject site. This building will consist of one hundred and ten (110) assisted living units and twenty-five (25) memory-care units. The twenty-two (22) affordable assisted living units will comprise twenty-seven (27) credits due to their bedroom distribution. The following tables provide a breakdown of the assisted living and memory care units. In addition to these units, the first floor of the senior building will contain a 2,609 square foot retail/doctor tenant space as well as 30,429 square feet of shared facilities. The façade of the building will primarily consist of brick, panels, and EIFS.

Table 3: Assisted Living Unit Breakdown

Unit Type	Units
Studio	12
Shared	5
Shared 2 BR (Affordable)	5
1 BR Affordable	17
1 BR	43
2 BR	28
Total	110

Table 4: Memory Care Unit Breakdown

Unit Type	Units
Singles	18
Shared	7
Total	25

Master Plan

The following is noted in regard to the Township's master planning documents' relationship to the subject site:

1. Housing Element and Fair Share Plan (HE&FSP)

The Township adopted its most recent HE&FSP on February 27, 2019. The Township's HE&FSP was prepared in accordance with a Settlement Agreement that was signed between the Township and Fair Share Housing Center on October 9, 2018 and amended on October 29, 2018. Pursuant to that agreement, the Township will address the affordable housing obligations which are summarized in the following table.

Table 5: Affordable Housing Obligations Pursuant to Settlement Agreement

Rehabilitation Obligation:	27
Prior Round Obligation (1987-1999)	899
Third Round New Construction (Prospective Need and Gap Present Need) Obligation (1999-2025)	1,500

As required by this agreement, the Township prepared a new HE&FSP which is designed to address the totality of the Township's obligation through a number of existing and proposed sites. The subject site was identified in the Township's HE&FSP as a component to address West Windsor's affordable housing obligation.

In regard to the subject site, the HE&FSP notes that the RP-1 District permits a maximum of eight hundred (800) units, of which a minimum of ninety-five (95) units are to be age-restricted. A 16.5% set-aside was also established, which results in one hundred and thirty-two (132) affordable units. Based upon a concept plan included in the HE&FSP, it was estimated that the project would produce twenty (20) affordable senior rental units, ninety-nine (99) affordable family rental units, and thirteen (13) family for-sale units.

2. 2020 Land Use Plan

In addition to the above, the Township adopted its most recent Land Use Plan Element of the Master Plan on February 12, 2020. As per this 2020 Land Use Plan, the site is located in the RP-1 Princeton Junction Redevelopment Plan land use category and corresponding district. The 2020 Plan notes that this district is envisioned as the core of the Princeton Junction Redevelopment Area where a mix of residential, retail, office, and civic space can be designed with a sense of place for Princeton Junction.

Accordingly, the RP-1 District permits a variety of residential and nonresidential uses. In regard to residential development, the 2020 Plan notes that a total of eight hundred (800) units are to be permitted of which 16.5% are to be set-aside as affordable.

Zoning

The site is located in the RP-1 Princeton Junction Redevelopment Plan District, wherein the proposed development is permitted. Compliance with the District's bulk standards is outlined in the following tables.

Table 6: RP-1 General Requirements

Regulations	RP-1	Proposed	Code
Minimum Tract Area	Entirety of the District	Entirety of the District	200-260B.(1)
Number of Dwelling Units			
Maximum Total Number	868	868	200-260B.(2)
Minimum Number of Senior Housing	95	135	200-260B.(2)
Affordable Housing Set-Aside			200-260B.(2)
Up to 800 Units (%)	16.5	16.5	200-260B.(2)
Between 800 and 868 (%)	25	25	200-260B.(2)
Total Required	149	149	200-260B.(2)
Minimum Nonresidential Square Footage	17,000	21,130	200-260B.(3)
Outdoor Civic Space			
Minimum Area	50,000	72,745	200-260B.(4)
Ownership	Redeveloper in perpetuity	Proposed	200-260B.(4)
Sheltered public gathering space	Required	Proposed	200-260B.(4)
Plaza	Required	Proposed	200-260B.(4)
Hotel	Permitted	Not Proposed	200-260B.(5)
Maximum Improvement Coverage (%)	95	90	200-260B.(6)
Maximum Building Height (st)	4 stories	4 stories	200-260B.(7)
Mixed Use Buildings (st)	5 stories	5 stories	200-260B.(7)(a)
Mixed Use Building: 5 th Story	Stepped back 6 feet	Stepped back 6 feet	200-260B.(7)(a)
Senior Housing (st/ft)	5/70	5/70	200-260B.(7)(b)
Hotels (st/ft)	6/85	Not proposed	200-260B.(7)(c)
Minimum Parking Requirements			200-260B.(8)
Multifamily Unit: 1.4375 per unit	$1.4375 \times 535 = 769$	769	200-260B.(8)(a)
Condo Unit: 1.4375 per unit	$1.4375 \times 48 = 69$	69	
Townhouses: 2.0 per unit	$2.0 \times 150 = 300$	327	200-260B.(8)(b)
Senior Housing: 0.5 per unit	$0.5 \times 135 = 67.5$	81	RSIS
Nonresidential: 1.0/1,000 square feet	$21,211 \div 1000 = 22$	43	200-260B.(8)(d)

Design Standards

In addition to the aforementioned zoning standards, Section 200-260C. further establishes a number of design standards for the RP-1 District. We note that these standards are numerous and have largely been addressed by the applicant. Thus, rather than reiterate each standard, this memorandum summarizes the applicant's overall compliance with them.

1. Promenade Space

Section 200-260C.(1) establishes design standards for the required promenade design space.

Overall, the applicant satisfies these standards. As encouraged by that section, the promenade is located in a prominent area which allows it to be occasionally closed to vehicular traffic at either of its extents. It has been designed to include passive areas as well as active public gathering spaces that can host public events. It also contains an open-air pavilion which, as noted in the application materials, can be converted to a sheltered gathering space.

Furthermore, the promenade utilizes a variety of different decorative patterns which serves to differentiate it as a pedestrian space. Decorative crosswalks are provided near its ends as well as its central portion. Decorative safety bollards are also proposed. The southerly portion of the promenade will be further delineated with a gathering area, an open area pavilion, an arbor with a seat wall, and lounge chairs. The northerly portion of the promenade will be delineated with decorative vehicular pavers, decorative paving, lounge chairs and tables, a fountain, and a synthetic turf area. Utilities have also been extended to this area.

2. Circulation and Parking

Section 200-260C.(2) establishes design standards circulation and parking. While we defer to the Board's traffic engineering consultant, we find that the applicant is largely meeting these standards. Nevertheless, we offer the following questions and comments:

- a. Multi-Use Paths. The applicant should be prepared to discuss the proposed internal and community pedestrian and vehicular connections. We note that the Sheet L-2 of the landscape architectural plan shows a pedestrian connection to the Princeton Junction Train Station (subject to NJ Transit approval), as well as other connections to Vaughn Drive and Princeton Hightstown Road.
- b. Bicycle Parking. The applicant has identified the location of bicycle parking spaces throughout the development. External bicycle spaces are not proposed to be covered. The applicant has also indicated that bicycle storage will be provided within the garage level of the condominium building for the affordable units within the townhouse portion of the development.

The applicant should discuss how access to this garage level will be provided to the affordable townhouse units, as well as how far this garage level is from the furthest affordable townhouse unit. Testimony should be provided as to whether the affordable townhouse units without access to a garage will have any internal space to accommodate a bicycle. We note that the architectural plans do include a label indicating a location for a bicycle hook.

3. Landscape Architectural Treatments and Guidelines

Section 200-260C.(3) outlines the district's landscape architectural treatments and guidelines. We defer to the Board's landscape architect regarding compliance with these standards.

4. Building Orientation, Massing, and Façade Composition

Section 200-260C.(4) establishes design standards for building orientation, massing, and façade composition.

Overall, the applicant satisfies these standards. We find that the buildings have been designed to be an integral part of the overall site design. Avalon Buildings East and West, both of which front along the promenade, have been designed to provide form and function to the streetscape through both their interior and exterior designs. The applicant also proposes street furniture, landscaping, building articulation, and changes in sidewalk textures to accomplish this goal. These buildings have also been designed to create a visual interest and support pedestrian activity.

Buildings have also been designed to present articulated façades from various vantage points. Architectural treatments, including styles, materials, colors, details, and articulation, have also been carried over from the front façade of buildings to their side and rear façades.

Throughout the redevelopment area, buildings have generally been designed utilizing complementary base, middle, and top forms. Through these forms, materials, and framing, the buildings throughout the redevelopment area largely relate to one another. Long, monotonous, uninterrupted walls and roof plans have largely been avoided. Recesses, canopies, and changing façade materials are utilized on Avalon Buildings East and West, while the townhouse buildings and the senior housing building utilize balconies. Avalon Building West, the townhouse buildings, and the senior housing building also feature prevalent changing rooflines, while Avalon Building East features a sloping upper roof line.

5. Lighting

Section 200-260C.(5) outlines the district's lighting standards. We defer to the Board's engineer regarding compliance with these standards.

6. Streetscape

Section 200-260C.(6) outlines the district's streetscape standards. Overall, the applicant is largely addressing these standards. We note the following specific questions and comments:

- a. Community Bulletin Boards. The applicant previously indicated community bulletin boards will be provided. However, it is our understanding that no signage package has been prepared at this time.
- b. Outdoor Cafés. An outdoor space is proposed near the southerly end of Avalon Building East. It is our understanding that the applicant has indicated that this area will be associated with a future tenant.

7. Signage

Section 200-260C.(7) outlines the district's signage. Thus far, diagrammatic signage has only been provided. It is our understanding a future signage package will be submitted by the applicant at a later date.

Additional Review Comments

In addition to the aforementioned, the following is offered for consideration.

1. Three-Bedroom Affordable Units

The Board had previously expressed concerns during previous hearings on other multifamily developments regarding the number of bathrooms provided for three-bedroom affordable units. Based upon the architectural plan provided, the affordable three-bedroom stacked townhouse have one and one-half (1.5) baths. Furthermore, we note that the affordable three-bedroom units in Avalon Buildings East and West feature two (2) bathrooms.

2. Affordable Unit Sizes

Section 200-242A. of the Township's zoning regulations establish the minimum floor area of living space for lower-income units. These are as follows:

- a. Efficiency: 500 sf
- b. One-Bedroom: 600 sf
- c. Two-Bedroom: 750 sf
- d. Three-Bedroom: 950 sf
- e. Four-Bedroom: 1,150 sf

In consideration of the above, we note the following:

- a. Avalon Buildings East and West. The affordable units proposed in Avalon Buildings East and West exceed these minimum requirements.
- b. 48-Unit Condo Building. The affordable units proposed in the 48-Unit Condo Building exceed these minimum requirements.
- c. Townhouse Units. The affordable units proposed in the townhouse buildings exceed these minimum requirements.
- d. Senior Building. The plans for the senior housing building indicates that shared two-bedroom units have areas of six hundred and fifty (650) square feet, whereas Section 200-242A. typically requires areas of seven hundred and fifty (750) square feet for two-bedroom units. However, Section 200-242B. establishes that the Planning board may reduce the aforementioned minimum floor areas if the units are located in congregate care housing or housing which otherwise provides communal eating arrangements or other communal space for social services, is designed for and deed restricted to persons over the age of 62 and the Planning Board finds that the design meets or exceeds reasonable habitability and health standards. As previously noted in this memorandum, the proposed senior building contains approximately 30,429 square feet of shared facilities.

3. Senior Living Building

The applicant should provide a summary regarding the operation of the proposed senior living building. The applicant should also specify the differences in the types of proposed units, including the difference between a shared, shared two-bedroom, and a two-bedroom unit.

4. Parking and Circulation

We note the following regarding parking and circulation.

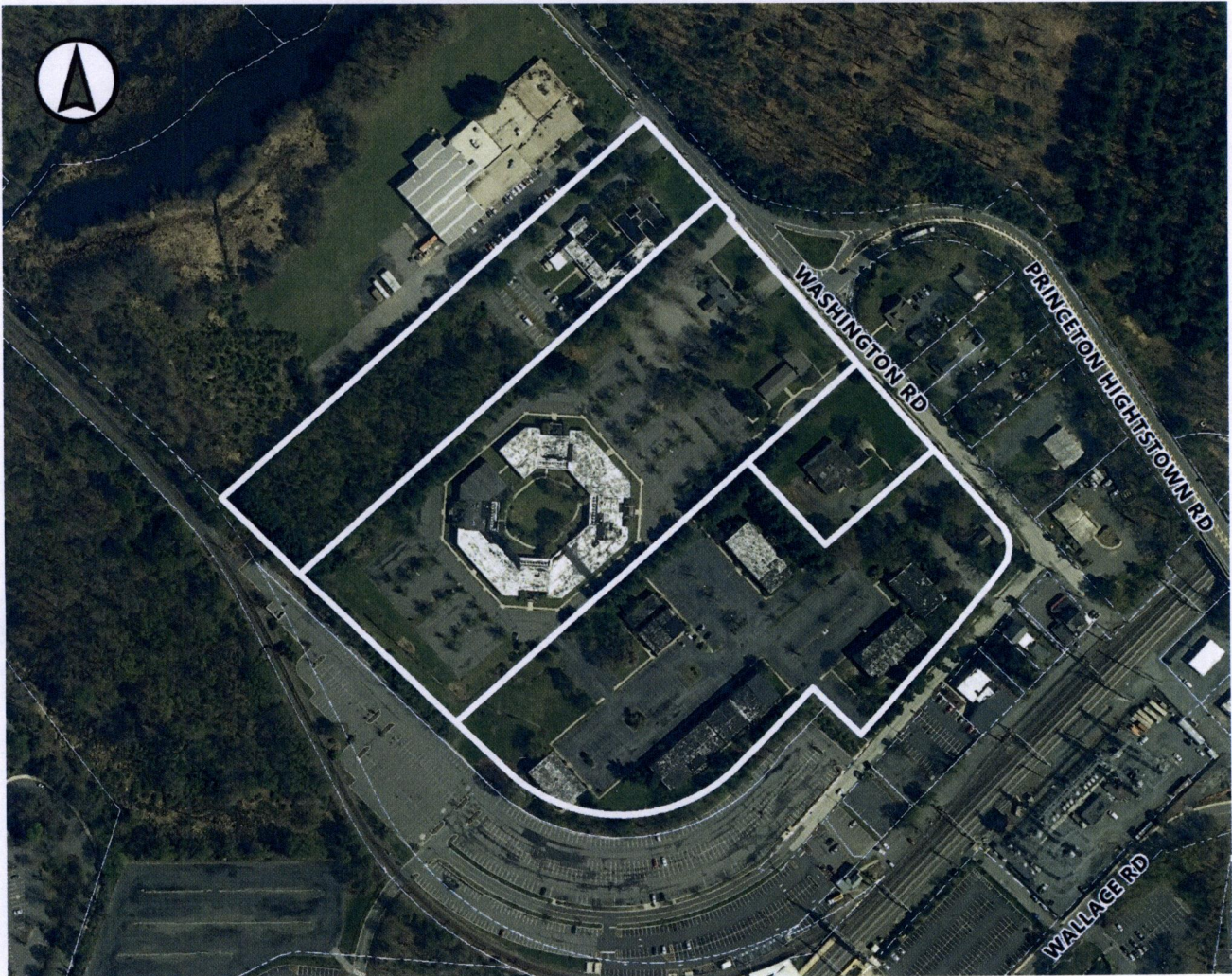
- a. Parking Management. The applicant has provided a parking plan. Testimony should be provided as to how parking will be managed and assigned for tenants. We note that the applicant has identified the location of reserved parking spaces for affordable units. Testimony should be provided as to whether these spaces will be reserved with signage, markings, tags, or a combination thereof.
- b. Electric Vehicle (EV) Parking. The applicant has proposed fifty (50) EV parking spaces in Parking Garage East and thirty-six (36) EV parking spaces in Parking Garage West. Four (4) of the ADA spaces will feature EV charging. We recommend the applicant install internal signage into the garage indicating the location of these ADA EV spaces.

Furthermore, the applicant previously noted that the townhomes and condos will offer EV charging station options to future buyers. No surface EV stations within the townhouse section of the site is proposed at this time. Finally, testimony should be provided as to how the proposed number of EV parking spaces relate to the recent signing of Senate Bill S3223.

5. Refuse Collection

It is our understanding that the following refuse collection procedures will occur. This should be confirmed.

- a. The townhomes will have curbside pickup.
- b. Door pickup service will be provided at the senior living center.
- c. Bulk trash will be provided at the mixed use buildings.



Map 1: Aerial of Subject Site (scale: 1" = 300')



SURINDER S. ARORA, PE
President

ARORA and ASSOCIATES, P.C.

Consulting Engineers

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MEMORANDUM

DATE: August 18, 2021

TO: West Windsor Township Planning Board

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

SUBJECT: Transit Village at Princeton Junction Train Station, Avalon Bay
Preliminary and Final Major Site Plan
Township Planning Board Memorandum #1
West Windsor Township Application PB 20-15
Zoning District RP-1, Block: 6, Lots: 8, 54, 55.01 & 76
IC/L-A Washington Road, LLC
West Windsor Township, Mercer County, New Jersey

We are in receipt of the following information for review pertaining to the submission of Preliminary and Final Major Site Plans for the construction of a mixed-use development along County Route 571.

- One cover letter with responses to final TRC comments prepared by Colliers Engineering & Design dated July 26, 2021
- One mostly-complete West Windsor Township Development Application, signed but undated, missing Control Number
- One mostly-complete West Windsor Township Site Plan Check List, also undated, missing Waiver Request listing and Control Number
- One mostly-complete West Windsor Township Subdivision Check List, also undated, including Waiver Request listing but missing Control Number
- One completed West Windsor Township Green Development Practices Checklist with Control Number, undated
- One blank "Draft" Deed Restriction
- One State of New Jersey Department of Environmental Protection Freshwater Wetlands Letter of Interpretation: Line Verification, File and Activity Number 1113-03-0013.2FWW190001 stamp dated February 20, 2020
- Yellow Referral and Recommendation Request Transmittal dated Tuesday, August 3, 2021, from Lisa Komjati due Wednesday, August 18, 2021
- One Existing Conditions Exhibit (1 sheet) prepared by Maser Consulting, P.A, dated February 4, 2021.
- One Boundary & Topographical Survey (1 sheet) prepared by Langan, signed July 22, 2021
- One set of Existing Conditions Plans (8 sheets) prepared by Maser Consulting, P.A, last updated Jan. 24, 2020
- One set of Preliminary and Final Major Site Plans for Princeton Junction Train Station Redevelopment (33 sheets) prepared by Maser Consulting, last updated July 23, 2021
- One Set of Final Plat Major Subdivision for Princeton Junction Train Station Redevelopment (2 sheets) prepared by Colliers Consulting, last dated June 25, 2021.

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- One set of Roadway Improvement Plans for Realignment of NJSR 64 (Hightstown Road) and Mercer County Route 571 (Washington Road) (64 sheets) prepared by Maser Consulting, October 14, 2020
- One Set of Landscape Architecture Plans for Princeton Junction Train Station Redevelopment (20 sheets) prepared by Melillo-Bauer-Carman Landscape Architecture (MBC), last revised July 23, 2021
- One Set of Condominium & Townhome Architectural Plans and Elevations (14 sheets) prepared by Pulte Group - Minno & Wasko Associates, last updated July 23, 2021
- One Set of “Atria” Senior Living Development Parcel Plans for Princeton Junction Train Station Redevelopment (15 sheets), prepared by C+TC Architecture and Interior Design Studio, Inc, dated July 23, 2021
- One Set of Building Floor Plans for Princeton Junction Train Station Redevelopment (38 sheets) prepared by LRK dated July 23, 2021
- One Overall Parking Plan (1 sheet) for Princeton Junction Train Station Redevelopment last revised June 25, 2021.
- One Snow Removal Plan (1 sheet) prepared by Maser Consultants dated April 7, 2021
- One Set of Vehicle Circulation Exhibits (3 sheets) for Princeton Junction Train Station Redevelopment last revised June 25, 2021

The development proposal, in the RP-1 zoning district, calls for the construction of a mixed-use development comprised of 541 units of multi-family apartment housing, 150 townhomes, 135 senior living units (comprised of 175 senior living bedrooms), 48 flat condominium units and 21,211 square feet of retail and restaurant space.

The site is located within Block 6, Lots 8, 54, 55.01 & 76 on a parcel of land approximately 24 acres in size. The site has frontage along Washington Road to the north and is bound by parking for the Princeton Junction Station along the NJ Transit Northeast Corridor to the east, the NJ Transit Princeton Shuttle (“Dinky Line”) to the south, and an office/institutional land use to the west.

The Applicant is proposing to realign NJ Route 64 to extend into Washington Road (CR 571) via a new roundabout. Vaughn Drive would be extended and constructed from the “Dinky Line” to intersect Washington Road using a new grade crossing. Access to the site is proposed through two full-movement driveways along Washington Road, each to the east and west of the proposed roundabout, respectively. Additional access is proposed through a full movement driveway along the extended Vaughn Drive.

We have the following comments.

Preliminary and Final Major Site Plans

1. The Applicant is requesting a waiver on the ‘hairpin’ parking lines requirement citing that they are typical of a commercial development with high turnover as opposed to this mostly residential use. They are opting instead for 4-inch white striping as typical of a residential development.

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2. Some regrading of the Princeton Junction Train Station Parking Areas adjacent to the Promenade to the “Dinky Line” station is apparent. The Applicant should provide evidence that these matters have been coordinated with Amtrak/NJ Transit and let us know the anticipated method for maintenance of traffic during this regrading/reconstruction and what impacts are expected on available parking during construction, pandemic notwithstanding.
3. Approximately nine parking spaces are proposed for removal in the NJ Transit Station to connect Road A to the Princeton Junction Station parking lot. Please provide evidence that this is acceptable to NJ Transit, or the owner of the parking lot.
4. General Note 9 and Site Note 1 on the Title Sheet both have typographical errors. “Hereon” is misspelled. A minor item.
5. The listed Non-Residential Space for the Senior Living Building shown on the Title Sheet (2,528 SF) do not match the values shown on the LRK and C+TC Plans (both now say 2,609 SF).
6. The Title Sheet indicates that the maximum number of residential units is 868, but the overall development provides 874 (150 Townhomes, 135 Senior Living, 48 Condos & 541 Apartments) with the potential for 40 more (the extra bedrooms in the Senior Living).
7. The Title Sheet indicates 535 Multi-Family Units, but the plans show 541.
8. The Title Sheet says that 149 Affordable Units were needed by calculation of 16.5% of 800 and 25% of 868. We note that 25% of 868 units would have been 217. Given the true overall value of 874, this number should have been revised and the calculation corrected to indicate that the 16.5% of the first 800 plus 25% was on the 74 additional units over 800, yielding a new total of 151 (150.5 rounded up).
9. The Parking Requirements Table shown on the Title Sheet has a number of errors. It again shows 535 Apartments rather than 541 we counted. It indicates that RSIS value of 0.5 per unit for Senior Living which is overridden by the Zoning Code Requirement of 0.7 per unit. It indicates 327 Townhome parking spaces were provided when the Overall Parking Plan says 328.5.
10. We noticed the table on the Title Sheet listing the types of units indicates that there will be 62 three-bedroom units in the Multi-Family Apartments and 56 three- and 32 four-bedroom units in the Townhomes. The number of Multi-Family Apartments needs updating to the 541 total, 207 1-Bedroom Apartments and 263 2-Bedroom Apartments are the corrections to make there (Studios and 3-Bedrooms remained the same). The Applicant should check.
11. Comments 4 through 8 above also apply to the Final Plat General Notes.
12. On Sheets 4, 5 and 33, the West Garage Driveway is missing its stop bar and crosswalk,
13. On Sheets 4, 7 and 33, the East Garage Driveway is missing its crosswalk, shown on the Circulation Plan in the landscaping plans.

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“Atria” Senior Living Development Plans Prepared By C+TC Architecture & Interior Design Studio

14. The floor plans show 135 units. However, many of these units are “shared” meaning they have more than one bedroom, which could impact the required number of parking spaces if actual bedrooms (175) as opposed to units (135) are counted. Further, we are aware that the Applicant is seeking a waiver to reduce the requirement to 0.6 spaces per unit parking rather than 0.7. The Applicant made the case for the 0.6 value, backed up by ITE Trip Generation data and RSIS requirements, in a letter from Atria, but the letter was not included in this submission. The Applicant should clarify.
15. The Senior Living plans claim 27 Affordable Housing “Credits” but only show 22 Affordable Units. The Applicant should clarify.

Multi-Use Building Floor Plans Prepared by LRK

16. We noted that the West Garage (less the reserved Senior Living spaces) is one space short of the required number of spaces for the number of apartment units in the building it serves. The Applicant is
17. We noted that the East Garage (less designated public and car-share spaces on the ground floor) is 114 spaces short of the required number of spaces for the number of apartment units in the buildings it serves.
18. The Applicant has pointed to public spaces in the ground floor of East Garage (58 spaces) and public spaces on Roads B, D & E (86 more spaces) as their plan for coping with the missing required parking for multi-family parking. Parking requirements on public streets may or may not count toward parking requirements, at Township discretion. Even so, we find an overall site deficit of 5 spaces.
19. Given that 541 overall apartment units are shown on these plans rather than 535 listed on the title sheet of the Preliminary and Final Site Plans, the Affordable Housing requirement increases from 149 shown to 151. The two new required Affordable Units are due to the number of apartments having risen by six from 535 to 541. We defer to the Township Planner on this matter.

Condominium and Townhome Residential Unit Floor Plans prepared by Minno and Wasko

20. Five of the parking spots in the Condominium Garage (Spots 1 & 47-50) will be somewhat difficult to access and/or leave given their proximity to the apron entering the garage.

Overall Parking Plan

21. Their figures shown claim a 28.5 parking space overage, but counting Road C, and surface lot parking spaces in the townhome area, a twelve parking space deficit remains. This is mainly due to 27 two-car driveways that are counted as 40.5 available parking spaces (1.5 spaces per) but are tied to exclusively serve those 27 particular residential townhomes. The Applicant should be prepared to address these issues as part of their presentation.

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22. The curb along the condominium parcel at the far end of the Promenade should not be shaded green as a parking area because it is not.
23. The Applicant should be prepared to discuss electric vehicle charging station requirements with the Board, both in terms of requirements and satisfaction of those requirements.

Landscape Architecture Plans prepared by MBC

24. The Circulation Plan (sheet L-2) is missing a crosswalk across the West Garage Driveway though one is shown across the East Garage Driveway.

General Comment

25. The Waivers mentioned on the Title Sheet of the Preliminary & Final Redevelopment Plans may not be listed accurately in the Applications and Check Lists provided.
26. There is a minor inconsistency between sets with the labeling of Road E (Snow Removal and Atria Plans) which may be shown as Road D on other plans.

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

CC:	Lisa Komjati	Chris Jepson, PE
	Sam Surtees	Gerry Muller, Esq.
	Dan Dobromilsky, LLA, PP, CTE	Ian Hill, PE
	Lt. Tim Lynch	Joseph Burgis, PP, AICP
	David Novak, PP, AICP	Ludivine O'Toole
	Francis Guzik, P.E.	