

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

Date: May 3, 2022

BA#: 3789.11

WWT#: PB 21-15

Introduction

The applicant, Bridge Point West Windsor LLC, has submitted an application seeking preliminary and final major site plan and subdivision approval for the development of a warehouse distribution and commercial center on the former Howard Hughes tract. The site, which is identified by municipal tax records as the above referenced blocks and lots, is located at the corner of US Route 1, Quakerbridge Road, and Clarksville Road in the PCD Planned Commercial District.

In addition to the application and checklist materials, the following has been submitted for review:

1. Preliminary and Final Site Plan prepared by Langan Engineering and Environmental Services, Inc., dated December 3, 2021 (last revised March 30, 2022).
2. Architectural plan prepared by Cornerstone Architect Ltd., dated 2022.
3. Wetlands permitting plan prepared by Langan Engineering and Environmental Services, Inc., dated November 12, 2021 (last revised March 30, 2022).
4. Environmental Impact Statement prepared by Langan Engineering and Environmental Services, Inc., dated March 30, 2022 (no revision date).
5. Water System Engineer's Report prepared by Langan Engineering and Environmental Services, Inc., dated November 12, 2021 (last revised March 30, 2022).

6. Sanitary Sewer Engineer's Report prepared by Langan Engineering and Environmental Services, Inc., dated November 12, 2021 (last revised March 30, 2022).
7. Traffic Impact Study prepared by prepared by Langan Engineering and Environmental Services, Inc., dated November 12, 2021 (last revised March 30, 2022).
8. Phase IA Archaeological Survey and Reconnaissance-Level Historic Architectural Survey, prepared by Richard Grubb & Associates, dated March 2022.
9. Overall Stormwater Management Plan prepared by Langan Engineering and Environmental Services, Inc., dated November 12, 2021 (last revised March 30, 2022).
10. Phase 1 Stormwater Management Report prepared by Langan Engineering and Environmental Services, Inc., dated March 30, 2022.
11. Hydrologic and Hydraulic Analysis of Duck Pond Run Tributaries and Shipetauken Creek Tributary prepared by Langan Engineering and Environmental Services, Inc., dated March 11, 2022.
12. Riparian Reforestation Plan prepared by Langan Engineering and Environmental Services, Inc., dated March 8, 2022 (no revision date).
13. Title report prepared by Trident Abstract Title Agency, LLC dated July 7, 2021.
14. Photo Key Survey.
15. Owner's disclosure forum.
16. Deed covenants and restrictions.
17. LOI letters and line verifications.
18. Closure reports.
19. Overall cost estimate.
20. Response letters

Property Description

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

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

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

Proposed Improvements

The applicant has submitted an application seeking preliminary and final major site plan and subdivision approval for the development of a warehouse distribution center on the former Howard Hughes tract. Seven warehouse distribution buildings have been proposed, which are summarized in the following table.

Table 1: Warehouse Distribution Summary

Building	Size (sf)	Proposed Standard Parking (including banked spaces)	Proposed Trailer Parking	Proposed Loading Docks
A1	334,032	153	62	52
B1	800,698	288	176	135
B2-1	695,274	259	182	134
B2-2	710,077	314	173	137
C1	1,023,309	332	145	154
D1	813,635	348	147	126
E1	1,186,092	507	186	172
Totals	5,563,117	2,201	1,071	910

As shown, the applicant proposes a total of 5,563,117 square feet of warehouse distribution space. Buildings will range from 334,032 square feet to 1,186,092 square feet in size. Their façades are proposed to be architecturally consistent with one another, and will typically be comprised of precast materials with grey and blue colorings. A total of 2,201 parking spaces (inclusive of banked parking spaces), 1,073 trailer parking spaces, and 910 loading docks are proposed. A new roadway is proposed which will extend from Avalon Way in the Township of Lawrence to the intersection of US Route 1 and Nassau Park Boulevard.

The applicant proposes to construct these improvements in two separate phases which are summarized as follows:

1. Phase 1 will consist of: a subdivision; the construction of the new roadway as well as ancillary drives; the construction of Building B1, Building C1, and Building E1 which will comprise 3,010,099 square feet of warehouse space; and the construction of several basins.
2. Phase 2 will consist of: the construction of Building A1, Building B2-1, Building B2-2, and Building D1 which will comprise the remaining 2,553,018 square feet of warehouse space; and the construction of several basins.

Commercial uses which are to be located along Quakerbridge Road and US Route 1 are to be proposed and reviewed at a later date.

Master Plan

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

2020 Land Use Plan of the Master Plan

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

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

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

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

2021 Circulation Plan Element of the Master Plan

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

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

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

Zoning

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

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

The following table summarizes the bulk standards of the district. While we understand the proposed heights are intended to comply with the PCD District Standards, the applicant should provide this information to the zoning table.

Table 2: PCD District Standards

Regulations	Required	Proposed Lot 18.01	Proposed Lot 18.02	Proposed Lot 2.03	Proposed Lot 2.04	Code
Min. Lot Area (ac)	None	225.48	56.83	188.63	67.99	200-207.4A.
Min. Lot Frontage (ft)	300	> 300.00	> 300.00	> 300.00	> 300.00	200-207.4B.
Min. Lot Width (ft)	300	> 300.00	> 300.00	> 300.00	> 300.00	200-207.4C.
Min. Lot Depth (ft)	None	N/A	N/A	N/A	N/A	200-207.4D.
Min. Yards (ft)						200-207.4E.
Quakerbridge Rd.	300	N/A	N/A	N/A	502.00	200-207.4I
Clarksville Rd.	100	244.00	237.00	264.00	234.00	200-207.4E.(2)
US Route 1	300	N/A	N/A	N/A	300.00	200-207.4I
Master Plan Roads	100	160.00	176.00	176.00	209.00	200-207.4E.(4)
All Other Roads	50	N/A	N/A	N/A	N/A	200-207.4E.(5)
Min. Rear Yard (ft)	40	92.00	274.00	N/A	N/A	200-207.4F
Min. Side Yard (ft)	40	156.00	N/A	917.00	317.00	200-207.4G.(2)
Abutting Res. Yards (ft)	+25	156.00	N/A	N/A	N/A	200-207.4H.
Min. Dist. Between Buildings (ft)	25	328.00	N/A	N/A	N/A	200-207.4J.
Max. Imp. Cov. (%)	70	51.00	69.00	18.00	70.00	200-207.4K.
Max. Bldg. Height (st/ft)	2/60	N/S	N/S	N/S	N/S	200-207.4L.

N/S: Not Specified; N/A: Not Applicable;

Planning Review

We offer the following comments on the proposed development:

Warehouse and Distribution: Proposed Uses

The applicant should provide an overview of the following:

1. Prospective Tenants. The applicant should testify as to whether any prospective tenants have been identified, or if the buildings are to be constructed on spec. If no tenants have been identified, we recommend the applicant provide examples of typical tenants for these facilities, as well as examples of what types of products are typically stored therein.
2. Hours of Operation. The applicant should provide testimony as to the typical hours of operation of these facilities, as well as how many days a week such facilities typically operate.
3. Staff. The applicant should provide testimony as to the typical number of employees, both in total and per shift.
4. Deliveries. The applicant should provide testimony as to the anticipated frequency of deliveries. We note that the site layout has been designed to accommodate NJ Title 39 trucks.
5. Refuse and Recycling. The applicant should discuss the anticipated refuse and recycling operations of the site. The plans note that the building/trash/recycling areas are to be provided in the loading dock area, and that the final location of such will be coordinated with future owners and tenants. A detail of the dumpster enclosures has been included on Sheet CS505.

Warehouse and Distribution: Facility Layout and Design

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

1. Sections. The applicant and the Board should discuss the overall layout of the warehouse and distribution facilities. The applicant has provided section details for Clarksville Road, an internal roadway, and Quakerbridge Road.
2. Architectural Design. Both the 2020 Land Use Plan and the intent of the PCD District promote an attractive unified design while also encouraging a high level of investment. The proposed architectural façade plans indicate that the designs of the buildings will match one another. Consistent design themes are also reflected in signage, including both identification and wayfinding. Signage is discussed in greater detail later in this memorandum.

3. Rooftop Solar. The applicant has provided a note indicating that all of the proposed warehouses will be "solar-ready." This is consistent with P.L.2021, c.290, (ACS for A3352/S-3504) which was approved on November 8, 2021. This new legislation requires that any newly constructed warehouse for which an application for a construction permit has not been deemed complete by the enforcing agency before July 1, 2022 shall be a solar-ready building. It applies to any building, room, structure, or facility of at least 100,000 square feet used primarily for the storage of goods intended for sale. A "solar-ready building" is defined as a "building that includes a solar-ready zone." In turn, a "solar-ready zone" is a section of a:

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

Testimony should be provided as to whether its envisioned that future photovoltaic panels will be utilized to support energy-generation on site, or if energy will be distributed into the greater utility network.

Commercial Development

It is our understanding that commercial uses to be located along Quakerbridge Road and US Route 1 will be constructed by others at a later phase. Testimony should be provided on this matter, including information on the prospective timing of this phasing, whether any prospective tenants and/or developers have been approached, or whether any conceptual plans have been prepared.

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

Traffic, Parking, and Circulation

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

1. Required and Proposed Parking. The applicant has proposed a total of 2,201 standard vehicular parking spaces, which will consist of 2,001 initial parking spaces and 200 banked parking spaces. A breakdown of the required and proposed number of parking spaces has been provided for each building and is summarized on the following table. Every building will be provided more parking spaces than what is otherwise required by code. Thus, the applicant will require **waiver relief** from Section 200-28D.(2)(b) for exceeding the minimum off-street parking requirements. Testimony should be provided as to the need for these additional spaces, as well as what the expected triggers are for constructing the banked spaces.

Table 3: Required and Proposed Parking

Proposed Lot	Building	Parking Spaces Required	Initial Parking Spaces Proposed	Banked Parking Spaces Proposed	Total Parking Spaces Proposed
18.01	A1	106	124	29	153
	B1	253	288	0	288
	B2-1	219	252	7	259
	B2-2	224	263	51	314
18.02	C1	322	332	0	332
2.03	D1	256	302	46	348
2.04	E1	374	440	67	507
Total		1,754	2,001	200	2,201

2. Required and Proposed Loading. Section 200-27D. establishes the required number of loading berths for warehouse uses. Based upon the provided information, our office has estimated the required number of loading spaces for each building. As shown, **waiver relief** will be required from Section 200-27D.(2)(b) for exceeding the minimum off-street loading requirements. This is summarized in the following table, as well as the proposed number of trailer parking spaces.

Table 4: Loading Spaces and Docks

Proposed Lot	Building	Loading Spaces Required	Loading Spaces Proposed	Trailer Parking Spaces Proposed
18.01	A1	12	52	62
	B1	21	135	176
	B2-1	19	134	182
	B2-2	19	137	173
18.02	C1	26	154	145
2.03	D1	21	126	147
2.04	E1	29	172	186
Total		147	910	1,071

3. Electric Vehicle (EV) Parking Spaces. The following table identifies the Make-Ready space requirements for each building. As shown, the applicant is either meeting or is exceeding these standards. We find this satisfactory.

Table 5: EV Parking Spaces

Proposed Lot	Building	Proposed Parking Spaces	Required Total Make-Ready Spaces	Proposed Total Make-Ready Spaces	Required ADA Make-Ready Spaces	Proposed ADA Make-Ready Spaces
18.01	A1	153	7	7	1	1
	B1	288	12	12	1	1
	B2-1	259	11	11	1	1
	B2-2	314	13	13	1	1
18.02	C1	332	14	15	1	1
2.03	D1	348	14	14	1	1
2.04	E1	507	21	21	2	2
Total		2,201	92	93	8	8

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

The applicant has shown a proposed conceptual five-foot wide gravel path. Testimony should be provided regarding the nature of this path, including its potential connectivity to other open space resources. In addition, a proposed path also extends along Quakerbridge Road and through the central portion of the site. Shared paths are also proposed throughout the site.

Performance Standards

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

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

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

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

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

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

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

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

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

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

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

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

Comment. Such lanes are not proposed.

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

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

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

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

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

Comment. While not required, bicycle parking is proposed.

Landscaping

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

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

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

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

Comment. The applicant has identified this landscape buffer.

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

Comment. The applicant has identified this landscape buffer.

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

Comment. The applicant has identified this landscape buffer.

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

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

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

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

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

Comment. The applicant has provided a table identifying the proposed basins and their percentages within the required buffer areas. Eight basins exceed this limitation. The applicant notes that these are required for the proposed roadway widening. These buffers require **waiver relief**.

Signage

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

1. Wall Signage. The applicant has provided a generic wall sign template. Once tenants have been identified, their specific signage will need to be provided in order to ensure compliance with Section 200-32B.(2).
2. Monument Signage. The applicant has proposed one monument sign per building. Each monument sign is proposed to have an area of 60 square feet and a height of 16 feet. This will require **waiver relief** from Section 200-32B.(3)(b) which establishes a maximum permitted sign area of 48 square feet as well as **waiver relief** from Section 200-32B.(3)(c) which establishes a maximum permitted height of 4 feet. Testimony should be provided as to the relationship between the proposed monument sign dimensions and the need to properly direct traffic.
3. Instructional Signage. The applicant requires **waiver relief** for the proposed size of the instructional signage, wherein 2 feet is permitted and 12 feet is proposed.
4. Address Signs. The applicant requires **waiver relief** for the proposed size of the address signage, wherein 8 inches is permitted and 24 inches are proposed.

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



[https://burgis.sharepoint.com/sites/BurgisData/Shared Documents/W-DOCS/PUBLIC/Pb-3700series/Pb-3789.11/Planning Board - Site Plan/3789.11 Bridgepoint 8 Industrial Park \(PB 21-15\) - Planning Review 01.docx](https://burgis.sharepoint.com/sites/BurgisData/Shared Documents/W-DOCS/PUBLIC/Pb-3700series/Pb-3789.11/Planning Board - Site Plan/3789.11 Bridgepoint 8 Industrial Park (PB 21-15) - Planning Review 01.docx)




WEST WINDSOR TOWNSHIP

DEPARTMENT OF COMMUNITY DEVELOPMENT DIVISION OF ENGINEERING

MEMORANDUM

Date: May 3, 2022

To: West Windsor Township Planning Board

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

Subject: **BRIDGEPOINTE 8, Industrial Park**
PB 21-15 P/F Major Site Plan & Subdivision (Phase I), and Prelim. Major Site Plan (Phase II)
Landscape Architectural Plan Review
PCD Zoning District; Block 8 and 15.14, Various Lots; US Rt. 1, Quakerbridge and Clarksville Roads

A site visit has been conducted and the submitted plans (dated, last revised 3/30/2022) for this application have been analyzed. The following comments regarding the landscape architectural aspects of this proposal are offered for consideration as this application is reviewed:

1. The key or legend on the Subdivision Plans (CS 004) should be amended to identify the proposed conservation easement line, which is identified on the Existing Constraints Plan (EX 100). The area of proposed conservation easements will exceed the area delineated for Greenbelt in the Township Master Plan. It is recommended that the conservation easements associated with the environmentally constrained lands, subject to NJDEP review and approval, on these properties should include the Township and thus establish the recorded Greenbelt in this area. The means of demarcating the conservation easement lines on the property (e.g. Greenbelt Monuments) should be subject to review and approval by the Township staff.
2. The Demolition Plans indicate existing trees and woodland to be removed but these plans do not offer the required tree survey information (200-13.C(3)(e)). A waiver is requested from providing the location of all existing trees as required by the Plan Submission Checklist. An Existing Tree Exhibit, (LP 504), is provided in place of a conforming tree survey and tree removal plan. This exhibit presents the alternative tree survey methodology and the estimated quantity of existing trees to be removed (1,863 trees > 5" dbh) to develop this entire project (phase I and II). This tree removal quantity includes 328 existing trees that measure greater than 25" diameter breast height, which have been individually surveyed and depicted on the plans. The location of these larger trees was reviewed relative to the site plan design and to the extent practical modifications were made to preserve any of these larger trees, arriving at the current quantity. A note on this plan indicates that tree removal is still subject to on site review by Township staff prior to clearing as a check to make sure that significant existing trees are preserved to the extent practical.

It is noted that the quantity of new trees to be planted with this overall development (over 15,000) will far exceed the quantity to be removed. The Land Use Chart and discussion on pages #14 and #15 of the EIS offers more detailed data regarding the acreage of woodland, farmland, and developed land existing and proposed with build out of this project. Based upon this information and the area of conservation area preservation (over 200 acres), which will greatly exceed the proposed Township Master Plan Greenbelt, the impacts upon the Township Community Forest resource may be significant with construction but ultimately will be fully mitigated and enhanced as the developed landscape matures.

MEMORANDUM

To: W. W. Planning Board
Re: PB 21-04
Date: May 3, 2022

3. The Township Environmental Impact Statement Worksheet is supplemented with an Environmental Impact Statement offering detailed data and analysis relative to several environmental resources. The following questions and comments are offered regarding this aspect of the submission and proposed development:
 - a. The air quality data, analysis and conclusions offered take a broader regional view of the air resource, which is typical for most development applications. It is indicated that the nearest air quality monitoring station is seven miles from this site. A conclusion is offered that there will be no adverse air quality impacts from the project when added to background concentrations as reported at the closest regional monitoring stations. However, based upon the size and nature of this proposal it would seem appropriate to include some detailed analysis of the neighborhood impacts and/or mitigation factors that could occur as a result of this project. More specifically, could the applicant include some calculation of the potential or estimated addition of air pollutants that could be expected from the emissions for these buildings and the vehicles associated with the commercial activity? Could the applicant offer some analysis of the effect of prevailing winds upon air emissions from this site toward residential neighborhoods? Could the applicant offer some analysis of the potential mitigation that may be afforded by the conversion of these lands from mostly agricultural use to commercial warehouse and distribution use and the associated modification of the landscape from crops to land development landscapes?
 - b. The noise impact review offers more site specific detailed data but the nexus to the conclusions offered is not clear. More specifically, the EIS suggests that attenuation from distance alone will achieve conformance with State and local standards for noise at residential property lines. The specific calculations for this conclusion are not provided. It would be more reassuring if the EIS included more specific data regarding the method or calculations utilized to offer conclusions that daytime and nighttime noise standards will be achieved at the residential property lines nearest to these new facilities.

In addition, a discussion of anti-idling regulations and potential signage to remind vendor seems warranted. The need, value or potential to employ measures to limit or diminish night-time noise production at the facilities closest to residential areas should be discussed. A process to check or monitor actual sound levels with the onset of operations at these sites to verify compliance should also be considered.
 - c. Some archaeological survey crews have been observed working at this property. The EIS indicates that no known archaeological features are present but further analysis may be required in association with NJDEP permit applications. The applicant should indicate available results from the recent survey work.
 - d. The discussion regarding impacts upon wildlife is cursory, noting no NJDEP mapped presence of threatened or endangered species. The loss or modification of habitat that will occur with this project will have an impact upon these Township resources due to the significant size of this project. Measures that could be taken to mitigate these impacts and possibly enhance some of these resources during construction, with development, and through management of the properties could be discussed in the EIS. The potential to incorporate some wildlife shelter elements (e.g. bird or bat houses), to mitigate or enhance these impact and modification of wildlife resources could be considered. Consideration of wildlife impacts that could occur as a result of any fencing should be included with any standards for the park regarding fences.
 - e. The applicant should offer testimony regarding the existing and proposed land uses (in acres) as a clarification as this application is reviewed by the Board. In addition to the data provided in the Land Use/Land Cover chart (table 6), it should be clarified if the lands remaining along Quakerbridge Road are included or not included. It is noted that some of the Land Use acreages listed or noted within the EIS do not appear to be consistent. It is recommended that the EIS be examined to correct some possible discrepancies between the chart and the narrative.

MEMORANDUM

To: W.W. Planning Board
Re: PB 21-04
Date: May 3, 2022

4. The incorporation of green building design elements into the design and construction of this new industrial park should be discussed at the Planning Board hearing. The implementation of rooftop solar seems inevitable. The applicant should be prepared to discuss expectations based upon their experience and the preparations that will be made for the introduction of solar energy generation for this park.
5. As suggested above, the landscape development associated with this project as a whole and with each of the individual parcels will be quite extensive. However, these are massive buildings and this use at this scale will be new to the community. While discussing the landscape development for this project with the applicant through the TRC review it was emphasized that it would be most desirable to screen views of the loading or service areas associated with these buildings from Clarksville Road and Quakerbridge Road. Fortunately, existing topography presents favorable conditions to adequately develop this type of screening in most instances. There will be a narrow window through the screening at the vehicular driveways that connect to Clarksville Road, but the service areas will be almost entirely screened from view.

Buildings E-1 and C-1 are turned to set the “office” ends of these buildings, with car parking lots, parallel to Clarksville Road. The topography in this area is not as favorable to screen views and thus the building and car parking lot will be buffered but not screened by earthwork and planting. The submission includes numerous site section drawings (sheets LP 301, 302, 303, and 304) to depict the type and effectiveness of earthwork and landscape to screen views as noted. No comments or concerns are offered in this regard.
6. Along the internal drives the proposed landscape development will buffer views of the service or loading areas as well as parking lots. However, the landscape will not fully screen the visibility of these elements. The proposed landscape will be in conformance with Township code standards and will create an aesthetic streetscape. No comments or concerns are offered for this aspect of the landscape design.
7. The proposed landscape architectural design offers planting, and site furnishings to address the majority of Township Code standards (200-91.P.) in a satisfactory manner. The compliance chart (sheet LP-100) offers a detailed enumeration. The proposed landscape design will greatly enhance the aesthetics and function of this development. The final planting schedules should be amended to include additional plant size range specifications, including the height for caliper trees and height and spread for shrubs. A note should be inserted on the final landscape plans indicating that any additional ground level utility elements (e.g. water meter hot box, or irrigation equipment) will be screened by landscape plantings.
8. To address the current stormwater management standards several types of basins will be developed throughout the project and each of the parcels. All of these stormwater areas will be heavily planted to address Township code standards. The graded form of these areas will be linear or geometric, which will require a waiver from code standards (200-91.P.4.), but the overall landscape development should mitigate the graded form and the large quantity of new trees will greatly enhance the environmental and aesthetic quality of these facilities.
9. The landscape plans do not specify increased size trees (4” caliper) around the perimeter of these buildings, to offer improved initial scale, in accordance with Township code standards (200-91.P.5.). Approximately 765 of the proposed trees within 75’ of these buildings must be increased in size from 2.5” caliper to 4” caliper to achieve conformance.
10. Automatic irrigation systems are not presently proposed for this project. The plans specify the incorporation of hose bibs on the buildings and contracted watering trucks to address landscape irrigation needs. Extensive areas of meadow and reforestation are proposed for the buffers and stormwater management areas, which will greatly diminish areas of lawn that would typically demand automatic irrigation to achieve appropriate maintenance. Township code (200-91.P.5) requires that irrigation shall be provided. As the landscape plans are finalized for each building the extent of hose bibs and or need for automatic irrigation of landscape areas should be evaluated and specified, subject to Township staff review and approval.

MEMORANDUM

To: W.W. Planning Board
Re: PB 21-04
Date: May 3, 2022

11. As the occupants of these buildings is presently speculative, it is not clear to what extent variation in architectural façade design, materials or colors may be requested. The range of variation and options in terms of materials and colors should be discussed to determine if some typical standards could be developed for the park. Windows that may allow visibility of internal racking or storage should be treated with an opaque finish. The plans include standards for fencing, in the event that a tenant requires secured access. It might be helpful if standards for the incorporation of accessory structures such as guard houses, emergency generators, sheds, and outdoor material storage were also addressed.

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

cc: Applicant
Professionals

MEMORANDUM

TO: Planning Board
West Windsor Township

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



DATE: May 3, 2022

SUBJECT: Bridgepoint 8 Industrial Park (PB 21-04)
P/F Major Site Plan & Subdivision (Phase 1)
Preliminary Major Site Plan (Phase 2)
Block 8, Lots 1,2,3,12,16,20,28,32.01,39,40,41,45,46,47,49
Block 15.14 Lots 18,19,20,22,75
VCEA Project No. 21-08-WW

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

I. Overview

The applicant is seeking a review of the preliminary and final site plan for construction of a major warehouse and distribution center with various waivers. The site is located at the intersection of Quakerbridge Road, Clarksville Road and U.S. Route 1 and is approximately 645 acres in size. There is no residential development proposed for this site. It is located in the Planned Commercial District (PCD) zoning district for non-residential uses and that designation includes warehousing. There are seven warehouses proposed ranging in size from 1.186 million square feet to 334,000 square feet for a total combined footprint of 5,563,117 square feet. Accessory office space will be three percent (3%) of the total floor area. There are 910 loading docks, 1072 trailer spaces and 2,435 parking spaces proposed. There

OFFICE LOCATIONS

www.vancleefengineering.com

Lebanon, NJ
908-735-9500

Hamilton, NJ
609-689-1100

Toms River, NJ
732-573-0490

Freehold, NJ
732-303-8700

Bethlehem, PA
610-332-1772

Hillsborough, NJ
908-359-8291

Mt. Arlington, NJ
862-284-1100

Phillipsburg, NJ
908-454-3080

Doylestown, PA
215-345-1876

Leesport, PA
610-670-6630

are future commercial areas proposed along Route One and Quakerbridge Road, however that part of the overall development is not part of this application. There will also be two wastewater pumping stations to be constructed on site.

II. Comments/Recommendations on Pertinent Issues

A. Wetlands

Wetlands are present on the subject site and are located in several areas, primarily in the northern section. Several isolated wetland areas also exist on site. There is a wetland conflict with Building D1 in the northeastern quadrant. The applicant has provided NJDEP LOI documentation for the project. However, the extensions provided expire in March 2022 and an extension of these permits should be required and remain valid during the course of this proposed development. There are some isolated wetlands that appear to be filled during this proposed development. These areas will require NJDEP permits for filling them. The applicant has indicated that wetland and flood hazard permits will be submitted to the Township when they are received. They were submitted to regulators on March 14, 2022.

B. Greenbelt

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

C. Water Quality

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

the newest DEP regulations and the Township's standards. The applicant has indicated that the proposed stormwater management system has been designed to meet or exceed the new NJDEP stormwater regulations. We defer further comment to the Township Engineer.

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

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

D. Environmentally Sensitive Areas

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

E. Historic Resources

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

F. Other Environmental Concerns/Comments

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

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

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

There is one documented vernal habitat and another potential one located on the site. They are utilized by local amphibian populations. These habitats are shown on the plans and the applicant has indicated that there will be no adverse impacts to these areas. There are several other potential vernal habitats within one mile of the project site.

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

There is a CEA area located on the site where remedial investigations and subsequent monitoring is taking place. The area is now under natural attenuation and the levels of contaminants are not a major concern at this time. Please go into some detail regarding what will become of this area.

Two other environmental issues are noise and air pollution. The residential developments are some distance away and may not impact any residential areas. Please go into some further detail on the noise issue. The air pollution generated by the trucks and other vehicular traffic will be substantial. We have heard some recent testimony from a somewhat similar project that gave some numerical values for CO2 generation from truck idling and CO2 uptake and oxygen generation for trees and plantings. Please go into some detail regarding these environmental factors and how the negative impacts will be mitigated.

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

to several local wastewater entities and there is no interest in any recycling of those items at this time. The WWTP is being demolished by the current property owner. Care should be taken during all demolition activities since asbestos could be present due to the age of the buildings and the potential to become friable (air born).

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

III. ITEMS PROVIDED FOR REVIEW

- Preliminary and Final Site Plan Application (42 sheets), prepared by Langan Engineering, dated November 11, 2021 and revised March 30, 2022..
- Development Application, Site Plan Checklist and Subdivision Checklist prepared by Bridge Point West Windsor, LLC, dated November, 11, 2021.
- Certificate of Ownership and ALTA owners policy.
- Response to questions letters, prepared by Langan Engineering, dated December 3, 2021 and revised March 30, 2022.
- Photo Map Key, prepared by Langan Engineering, dated November 12, 2021.
- Sanitary Sewer Engineer's Report, prepared by Langan Engineering, dated November 12, 2021, December 3, 2021 and March 30, 2022.
- Water System Engineer's Report, prepared by Langan Engineering, dated November 12, 2021, December 3, 2021 and March 30, 2022.
- Environmental Impact Statement, prepared by Langan Engineering, dated November 12, 2021, December 3, 2021, February 15, 2022 and March 30, 2022.
- WWT Green Development Practices Checklist, prepared by Langan Engineering, dated November 12, 2021.
- DEP LOI Package w/Delineation Maps, undated
- Overall Landscape Plan (15 sheets), prepared by Langan Engineering, dated November 12, 2021, December 3, 2022 and revised March 30, 2022.
- Basin Landscape Plans (23 sheets), prepared by Langen Engineering, dated March 30, 2022.
- Overall Lighting Plan (16 sheets), prepared by Langan Engineering, dated November 12, 2022, December 3, 2022 and revised March 30, 2022..

- Overall Soil and Sediment Control Plan and Details (17 sheets), prepared by Langan Engineering, dated November 12, 2021, December 3, 2022 and revised March 30, 2022.
- Traffic Impact Study, prepared by Langen Engineering and Environmental Services, Inc., dated November 12, 2021 and revised April 7, 2022.
- Truck Movement Plan (14 sheets), prepared by Langan Engineering, dated November 12, 2021, December 3, 2022 and revised March 30, 2022.
- Fire Truck Movement Plan (14 sheets), prepared by Langan Engineering, dated November 12, 2021 and revised December 3, 2022.
- Emergency Vehicle Movement Plans (14 sheets), prepared by Langen Engineering, dated March 30, 2022.
- Road Profile Plans (17 sheets), prepared by Langen Engineering, dated March 30, 2022.
- Site Details (5 sheets), prepared by Langan Engineering, dated November 12, 2021 and revised December 3, 2022..
- Proposed Floor Plans (13 sheets), prepared by Cornerstone Architects Ltd, dated March 29, 2022.
- Cover Letter (Environmental), prepared by Langan Engineering, dated February 15, 2022.
- Stormwater Management Report, prepared by Langan Engineering, dated February 15, 2022.
- Stormwater Management Plans (6 sheets), prepared by Langen Engineering, dated March 30, 2022.
- Drainage Profiles (33 sheets), prepared by Langen Engineering, dated December 3, 2021.
- Domestic and Fire Water Profiles (12 sheets), prepared by Langen Engineering, dated March 30, 2022.
- Overall Utility Plan (16 sheets), prepared by Langan Engineering, dated December 3, 2022 and revised March 30, 2022.
- Overall Grading & Drainage Plan (31 sheets), prepared by Langan Engineering, dated December 3, 2022 and revised March 30, 2022.
- Subdivision and Demolition Plans (14 sheets), prepared by Langan Engineering, dated December 3, 2022 and revised March 30, 2022.
- Regulatory Signage Plans (14 sheets), prepared by Langen Engineering, dated March 30, 2022.

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

cc: Applicant
S. Surtees, WWT CD
D. Novak, Burgis Associates
D. Dobromilsky, Landscape Architect

Planning Board Members
Gerald Muller Esq., Gerald Muller Law
J. L'Amoreaux, Traffic Consultant
F. Guzik, Township Engineer



SURINDER S. ARORA, PE
President

ARORA and ASSOCIATES, P.C.

Consulting Engineers

Princeton Pike Corporate Center
1200 Lenox Drive, Suite 200, Lawrenceville, NJ 08648
(609) 844-1111 • Fax (609) 844-9799
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MEMORANDUM

DATE: May 5, 2022

TO: West Windsor Township Planning Board

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

SUBJECT: Bridgepoint 8 Industrial Park
Phase I-Preliminary/Final Major Site Plan and Subdivision
Phase II- Preliminary Major Site Plan
PB 21-15
US Route 1, Quakerbridge Road, Clarksville Road
Block 8; Lots 1, 2, 3, 12, 16, 20, 28, 32.01, 39, 40, 41, 45, 46, 47, 49
Block 15.14: Lots 18, 19, 20, 22, 75
West Windsor Township, Mercer County, New Jersey

On April 14, 2022, we received the following information electronically for review:

- One (1) copy of the Traffic Impact Study prepared by Langan Engineering and Environmental Services, Inc, dated November 12, 2021, with latest revision date April 7, 2021
- One (1) copy of the Site Plans dated March 30, 2022 prepared by Langan
- Many other items germane to other aspects of the submission but outside of traffic engineering, for brevity. A list can be provided upon request.

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

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

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

We have completed our review of the above-referenced documentation and offer the following comments for the TRC's consideration regarding the applicant's response in the same order as our original comments:

Traffic Impact Study

1. The latest edition (11th Edition) of the Institute of Transportation Engineers (ITE) Trip Generation Manual is the recommended version to be used in estimating the site-generated trips, whereas the consultant utilized the 10th Edition of the ITE Trip Generation publication. For the warehouse land use proposed during the Phase 1 and 2 developments, there is no significant difference between the trips estimated using either the 10th or 11th Editions of the ITE Trip Generation Manual. However, there are significant differences in the trip generated for the Phase 3 development using the 10th Edition compared to those derived from the 11th Edition, e.g., for the retail use during the PM peak, 960 trips are estimated using the 11th Edition versus 620 trips (10th Edition). Similar differences in the number of trips are to be expected for the Convenience Store/Gas Station land use. The applicant has affirmed their willingness to amend the Traffic Impact Study for Phase 3 based on the 11th Edition.
2. The applicant posits that truck traffic is just as likely to use US Route 1 than Clarksville Road and CR 571 to Interchange 8 on the New Jersey Turnpike, to access points north. The applicant is requested to provide testimony in this regard.
3. The proposed site access intersection along US Route 1 northbound would be under the jurisdiction of NJDOT. The applicant indicated that an access application has been submitted to the NJDOT and a copy of the NJDOT Access Permit will be submitted to West Windsor Township and is to be a condition of approval of the application before the Township.
4. The consultant indicated that NJDOT is currently designing the replacement of the Clarksville Road Bridge over Amtrak, which includes the evaluation of roundabout and signalized options at the Clarksville Road and Meadow Road intersection. In the interim, the applicant has proposed a traffic signal optimization at the existing intersection. The consultant indicated that they have provided NJDOT with design traffic volumes, hence it is reasonable to assume that the intersection improvement adopted by the NJDOT as part of the bridge replacement project would mitigate or alleviate the queue concern along southbound Clarksville Road. Further discussion on this issue is recommended.
5. The latest Circulation Element of West Windsor Township's Master Plan envisages a modern roundabout in place of the existing signalized intersection at Clarksville Road and Meadow Road. To align with the Township's vision, it is recommended that a modern roundabout be evaluated and analyzed as part of any improvements or mitigation of traffic impact at this intersection.

The consultant indicated that NJDOT is currently designing the replacement of the Clarksville Road Bridge over Amtrak, which includes the evaluation of roundabout and signalized options at the Clarksville Road and Meadow Road intersection. In the interim, the applicant has proposed a traffic signal optimization at the existing intersection. The consultant indicated that they have provided NJDOT with design traffic volumes, hence it is reasonable to assume, yet verify, that the

intersection improvement adopted by the NJDOT as part of the bridge replacement project would mitigate the site's traffic impact.

6. There are concerns with the anticipated traffic operation at the signalized intersection of Quakerbridge Road and Village Road/Lawrence Square Blvd. During the 2026 no-build condition, it is projected that the Quakerbridge Road eastbound left turn queue length would exceed 719 feet. Since the available left turn storage length is approximately 250 feet, left turn traffic would continue to back into the through traffic lanes thereby increasing the through traffic delays. This condition would be exacerbated during the Phases 1 & 2 build condition with Phase 1 mitigation, as the queue length would exceed 811 feet. Further mitigation is required at this intersection to ensure that the Quakerbridge Road eastbound through traffic is not severely impacted to the extent that the through movement queue backs up to the upstream Lawrence Station Road intersection.

We agree with the consultant that right-of-way constraints limit any geometric improvements at the intersection. The consultant indicated that Mercer County is in the early stages of planning for the replacement of Quakerbridge Road over Amtrak, and we offer that it is pragmatic to rely on the County for reconstruction of the bridge. Limited construction times (1-5 AM) due to powering-down of the overhead train power supply makes Amtrak work extraordinarily costly.

7. The consultant has indicated that it would work with Mercer County to optimize signal timings and coordination along Quakerbridge Road with the proposed signal at Lawrence Station Road. The approval of the proposed signal is required from Mercer County and Lawrence Township. West Windsor Township is to be updated on the status of the coordination of the signal optimization and approvals between the applicant and both agencies.
8. There are concerns with the proposed signalization of the Quakerbridge Road and Lawrence Station Road during the build with mitigation condition for all phases of development due to its proximity to the signalized intersection of Quakerbridge Road and Village Road West/Lawrence Square Blvd and the vertical crest separating both intersections. Adequate coordination of both signals would be required. Further, the proposed signal at Lawrence Station Road would require a review from Lawrence Township and the approval of Mercer County. In case, the approval of the signal is not granted, another alternative improvement measure should be evaluated.

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

The consultant indicates that in their recent discussions with Mercer County, it appears that in 2016, Mercer County processed an application that would reconstruct Lawrence Station Road to become right-in/right-out only road and all left turns would be directed a new signal to be located 350 feet west of this location. The applicant has indicated that it would coordinate with the County on interim improvements until such a time that the proposed new roadway and signal proposed by others is completed. The applicant is to update the Township of the status of the coordination effort with

Mercer County.

9. The Township's Circulation Element of the Master Plan shows a bridge over US Route 1 at the location of the through roadway bisecting the site. Based on other types of uses in New Jersey (Raritan Center at County Route 514 in Edison, the nearby Quakerbridge Mall bridge over US Route 1) it may be to the applicant's advantage to grade separate, and may be needed from a capacity standpoint, as further NJDOT interactions may reveal. We would like to explore the possibility of using an interchange as an extension of Nassau Park Boulevard. Many agencies' cooperation will be needed, we recognize. However, we believe it would have merit to allow for a future interchange at an absolute minimum.

Site Plan

10. All driveways along Clarksville Road prohibit left turns out. Testimony on this feature is requested.
11. On Sheet CS100, the driveway connecting Building C1 to the roadway between C1 and B1 should be either eliminated or moved more to the northeast.
12. Site Details Sheet CS502 has a typical asphalt section for the Bicycle Path (labelled Bicycle Lane – please change). In some areas the path is shown in concrete. Clarification is requested.
13. The Circulation Plan should indicate which routes are for pedestrians, or cyclists, or if mixed flow is anticipated.
14. Electric Vehicle Charging Stations (signs, and symbol markings) may be required per NJ PL.2019 Chapter 362. Testimony is requested.
15. Please provide testimony on trash collection for the site, and the types of vehicles anticipated to be associated with it.
16. The number of employees anticipated at the site is to be provided and the times of operations, including shift changes are to be indicated, to the extent they can be, as we understand this is a speculative development project. Testimony is requested.
17. The Fire Truck Turning Maneuvers shown on sheet KT-102 at the east end of Building A1 and on sheet KT-106 at the west end of Building A1 have some conflicts. We defer to Chief Lynch to determine if they are acceptable.
18. We recommend that discussions on traffic signing and the furnished Traffic Signing Plans with the applicant be made a condition of approval as that approach accommodates a great deal of back and forth between our office and the applicant, dealing more with choice and placement rather than cost.

Bridgepoint 8 Development, Inc
Preliminary/Final Site Plan Review 2
West Windsor Township
Mercer County, New Jersey
May 5, 2022
Page 5 of 5

ARORA and ASSOCIATES, P.C.
Consulting Engineers

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

Cc:

Lisa Komjati
Joseph Burgis, PP, AICP
David Novak, PP, AICP
Sam Surtees
Francis Guzik, P.E., CME
Tim Lynch
Christopher DeGrazia, Esq.
Dan Dobromilsky, LLA/PP/CTE
Gerald Muller, Esq.
Ian Hill, P.E.



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: May 4, 2022

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

Documents Received/Reviewed:

The following documents have been submitted for review:

- A. Set of plans entitled “Preliminary and Final Site Plan Application for Bridge Point 8 Industrial Park - Block 8, Lots 1, 2, 3, 12, 16, 20, 28, 32.01, 39, 40, 41, 45, 46, 47, & 49 and Block 15.14, Lots 18, 19, 20, 22 & 75- West Windsor Township, Mercer County, New Jersey” prepared by Langan (Christian Roche, PE), consisting of two hundred ninety-five (295) sheets dated December 3, 2021 and revised through March 30, 2022;
- B. Set of architectural drawings entitled “Proposed Elevations” prepared by Cornerstone Architects, LTD, consisting of seven (7) sheets, dated March 29, 2022;
- C. Set of architectural drawings entitled “Proposed Floor Plan” prepared by Cornerstone Architects, LTD, consisting of seven (7) sheets, dated March 29, 2022;
- D. Set of plans entitled “Preliminary and Final Major Subdivision - Bridge Point 8 Industrial Park - Block 8, Lots 1, 2, 3, 12, 16, 20, 28, 32.01, 39, 40, 41, 45, 46, 47, & 49 and Block 15.14, Lots 18, 19, 20, 22 & 75- West Windsor Township, Mercer County, New Jersey” prepared by Langan (Joseph E. Romano, PLS), consisting of five (5) sheets dated November 12, 2021, revised through March 30, 2022;
- E. Set of plans entitled “ALTA/NSPS Land Title Survey - Bridge Point 8 Industrial Park - Block 8, Lots 1, 2, 3, 12, 16, 20, 28, 32.01, 39, 40, 41, 45, 46, 47, & 49 and Block 15.14, Lots 18, 19, 20, 22, 26 & 75- West Windsor Township, Mercer County, New Jersey” prepared by Langan (Joseph E. Romano, PLS), consisting of three (3) sheets dated November 12, 2021, revised through December 3, 2021;

- F. Set of plans entitled “Stormwater Management Facilities Plan – Bridge Point 8 Industrial Park – West Windsor Township, Mercer County, New Jersey” prepared by Langan (Christian Roche, PE), consisting of three (3) sheets dated March 30, 2022, unrevised;
- G. Report entitled “Environmental Impact Statement for Bridge Point 8 Industrial Park - Block 8, Lots 1, 2, 3, 12, 16, 20, 28, 32.01, 39, 40, 41, 45, 46, 47, & 49 and Block 15.14, Lots 18, 19, 20, 22 & 75- West Windsor Township, Mercer County, New Jersey” prepared by Langan (unattributed), dated March 30, 2022;
- H. Report entitled “Overall Stormwater Management Report - Bridge Point 8 Industrial Park - West Windsor Township, Mercer County, New Jersey” prepared by Langan (William Boska, PE & Christian Roche, PE), dated November 12, 2021; revised through March 30, 2022;
- I. Report entitled “Phase 1 Stormwater Management Report - Bridge Point 8 Industrial Park - West Windsor Township, Mercer County, New Jersey” prepared by Langan (William Boska, PE & Christian Roche, PE), dated March 30, 2022, unrevised;
- J. Report entitled “Traffic Impact Study - Bridge Point 8 Industrial Park - West Windsor Township, Mercer County, New Jersey” prepared by Langan (Karl A. Pehnke, PE, PTOE & Kerry A. Pehnke, PE), dated November 12, 2021, revised through April 7, 2022;
- K. Report entitled “Water System Engineer’s Report - Bridge Point 8 Industrial Park - Block 8, Lots 1, 2, 3, 12, 16, 20, 28, 32.01, 39, 40, 41, 45, 46, 47, & 49 and Block 15.14, Lots 18, 19, 20, 22 & 75- West Windsor Township, Mercer County, New Jersey” prepared by Langan (Dulce S. Miguel, PE & Christian Roche, PE), dated November 12, 2021, revised through March 30, 2022;
- L. Report entitled “Sanitary Sewer Engineer’s Report - Bridge Point 8 Industrial Park - Block 8, Lots 1, 2, 3, 12, 16, 20, 28, 32.01, 39, 40, 41, 45, 46, 47, & 49 and Block 15.14, Lots 18, 19, 20, 22 & 75- West Windsor Township, Mercer County, New Jersey” prepared by Langan (Dulce S. Miguel, PE & Christian Roche, PE), dated November 12, 2021, revised through March 30, 2022;
- M. Report entitled “Soil Logs and Permeability Test Results – Proposed Warehouse Development – Bridge Development Partners, LLC – West Windsor, Mercer County, New Jersey” prepared by Melick-Tully and Associates (Anthony G. DeZenzo, PE, Christopher P. Tansey, PE and Mark R. Denno, PE), dated November 11, 2021 (submitted as Appendix to Submission Item H);
- N. Document entitled “Stormwater Maintenance Plan - Bridge Point 8 Industrial Park - West Windsor Township, Mercer County, New Jersey” prepared by Langan (William Boska, PE & Christian Roche, PE), dated November 12, 2021; unrevised (submitted as Appendix to Submission Item H);
- O. Photo Report prepared by Langan, undated, consisting of 147 color photographs and a “Photo Map” showing the locations and view directions of the various photographs;
- P. Document entitled “Engineer’s Estimate – Bridge Point 8 Industrial Park – West Windsor Township, Mercer County, New Jersey – Overall Site Improvements” prepared by Langan dated February 15, 2022;
- Q. Document entitled “Engineer’s Estimate – Bridge Point 8 Industrial Park – West Windsor Township, Mercer County, New Jersey – Site Improvements Within Right-of-Way” prepared by Langan dated February 15, 2022;
- R. Document referenced “Authorization for Freshwater Wetlands Letter of Interpretation – Extension” issued by NJDEP under File No. 1113-10-0001.1, Activity Number: FWW150001, issued to Howard Hughes Corp. dated January 22, 2016 referencing each of the Block/Lots involved in this application plus Lot 26 in Block 15.14 and indicating an expiration date of December 19, 2020;
- S. Document referenced “Freshwater Wetlands Letter of Interpretation – Line Verification” issued by NJDEP under File No. 1113-10-0001.1, Activity Number: FWW-FWL14-100001, issued to General Growth

Properties, Inc. / Former Wyeth Tract, dated December 20, 2010 referencing each of the Block/Lots involved in this application plus Lot 26 in Block 15.14 with the approved wetland delineation plans dated June 30, 2010, revised through November 12, 2010, consisting of a Key Plan and seven detailed sheets;

T. Application package for NJDEP Freshwater Wetlands General Permits, Transition Area Waiver (Buffer Averaging), Flood Hazard Area Verification (Methods 1 & 6) and Flood Hazard Area Individual Permit prepared by Langan.

U. Application documents, including:

- Application form with Rider;
- Site Plan and Subdivision Checklists;
- Green Development Practices Checklist;
- Ownership Certification;
- Agreement to Pay for Professional Review and Inspections form and W-9;
- Tax Collector's Certification that taxes are current; and
- Title Report

Narrative:

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

The bulk of this project consists of seven (7) warehouse buildings ranging in size from 1,186,092 square feet to 334,032 square feet, with a total combined footprint of 5,563,117 square feet. These facilities are situated behind frontage development of smaller retail uses along Quakerbridge Road and US-1. No information is provided for the retail development, which is proposed to be submitted under separate application(s) in the future. Major improvements include the construction of the Master Plan road between Clarksville Road and US Route 1, decommissioning of the on-site wastewater treatment plant and extension of the South Branch of the Duck Pond Interceptor.

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

I have reviewed the documentation submitted and offer the following comments for the Board's information:

1.0 Subdivision

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

A. Section 200-53.C Preliminary Plat Details

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

Due to the sheer size of the development and the clear visibility of existing conditions on the provided Key Map, I find that the intent of the checklist requirement has been met and have no objection to granting the waiver.

- b. Checklist Item 4)(a) requires at least 2 permanent bench marks (“BMs”) to be established for each 50 acres of the tract to be subdivided. That would equate to 14 BMs for the Block 8 tract and 14 BMs for the Block 15.14 tract. None are provided for on the subdivision plat.

Applicant is requesting a temporary waiver of submitting this requirement and that adequate BM Monumentation will be provided through compliance reviews. I have no objection to the granting of a temporary submission waiver subject to the applicant compliance, in accordance with Note 13 on Sheet CS002. However, the contradictory note on Sheets 4 and 5 of the Subdivision Plat indicates that “(b)enchmarks will be added after the site construction is substantially completed so established BMs will not be destroyed by construction activity...”

- c. Checklist Items 19 and 23 require the submission of a Freshwater Wetlands Letter of Interpretation issued by NJDEP. The LOI Extension document submitted (Submission Item R) indicates expiration date of December 19, 2020 on the extension. The applicant has indicated that the COVID-19-related Permit Extension Act extended the validity of that document through March 16, 2022 and that an application for Freshwater Wetlands permitting was submitted to NJDEP in advance of that expiration date. Obtaining the required NJDEP permits will be a condition of any Board action on this application so I have no objection to the Board granting whatever temporary submission waivers, if any, may be deemed to be required at this point.

B. Section 200-54.C Final Plat Details

- a. Checklist Items 10), 11)(a), 12), 13)(a) and (b), 14), and 18)(a) and (b) all relate to the situation where preliminary and final subdivision approvals are sought separately. As they are being sought concurrently with this application, submission waivers have been requested and I have no objection to the Board granting the requested waivers.

- 1.02 The subdivision plat indicates a dedication of right-of-way (ROW) along Clarksville Road (County Route 638) to Mercer County, widening the right-of-way from 60 feet to 116 feet for the bulk of its frontage through the tract. However, rather than centering the widening on the existing centerline, the bulk of the land to be dedicated is on the west side (with Clarksville Road and US-1 in a north-south direction) of Clarksville Road, with only five or six feet of the dedication coming from lands east of Clarksville Road.

The subdivision plan also contemplates the dedication of right-of-way to the County along Quakerbridge Road (County Route 533). Rather than a uniform width dedication, the amount of dedicated right-of-way decreases as one reaches the southwesterly portion of the tract.

The status of Mercer County’s review of the project should be discussed. Should Mercer County not agree to the applicant’s proposal, significant changes post-municipal Planning Board action would require an amended approval, should Board action be taken prior to finalizing with the County.

- 1.03 The applicant shall provide testimony to the Board regarding the presentation that Mercer County gave to the Board of Commissioners regarding this project and whether there has been any follow-up discussions between the applicant and County and what impact that will ultimately have on the currently proposed design.
- 1.04 The applicant should discuss the comments received from NJDOT regarding additional ROW dedication along the US-1 frontage, and the disposition of the Major with Planning Access Permit application for the new roadway intersection. The applicant shall provide specific testimony regarding

the NJDOT's initial review letter dated April 28, 2022 and what expected impacts it will have on the current site plan design and access points to US-1.

- 1.05 Proposed Block and Lot numbers, street names and street addresses/unit numbering shall be as approved by this office.
- 1.06 Metes and bounds descriptions of the subdivision plat, all parcels and proposed easements to be created shall be submitted for review and approval of this office. Updated technical review of subdivision plat and survey comments from the Township's consultant professional land surveyor is attached hereto. Deed and easement instruments shall be submitted to the Board Attorney for review and approval. This shall be made a condition of any Board action on this application.

2.0 Site Plan

- 2.01 The applicant has requested waivers from the following Section 200-14.C.1 "Final Site Plan Details:"
 - a. Final Site Plan Checklist Items 200-14.C.1.a), 14.C.1.b)(1) & 14.C.1.b)(5) which are all items that relate to the Applicant having obtained a preliminary approval prior to proceeding for final approval. Since the application is joint preliminary and final approval (for Phase 1), I have no objection to granting the requested waivers.
- 2.02 Lot 18 in Block 15.14 contains a groundwater classification exception area (CEA) for groundwater contamination from the former American Cyanamid operations. The CEA has been overlain on the Grading and Drainage Plans and is shown to be in close proximity to two different Pervious Pavement BMPs; one called out as underdrained, one not. The applicant has indicated that this CEA is not a cause for concern related to the potential offsite transport of contaminated material or further migration of groundwater contamination. Testimony shall be provided to the Board in support of this opinion.
- 2.03 The development is proposed to be completed in two phases with Phase 1 consisting of Buildings B1, E1, and C1 and associated improvements with Phase 2 comprising the remainder of Buildings A1, B2-1, B2-2 and D1. Phasing plans that definitively show the limits of all Phase 1 construction including grading, utility and stormwater installation, while greying out everything that is part of Phase 2 shall be provided. The detailed development plans (site plans, utility plans, etc.) shall each identify the limits of Phase 1 and Phase 2 and depict proposed site conditions at Phase 1 completion prior to Phase 2 commencement, similar to what was provided for Phase 1 grading plans. This is in addition to the Overall Site Plan and Utility Phase 1 drawings.
- 2.04 Applicant to discuss what site standards are being developed for tenants for amenities like directional signage, bicycle racks, guard sheds, smoking shelters, exterior propane storage (for forklifts), benches, refuse bins, dumpster enclosures, etc.

3.0 Access and Circulation

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

Also, requested to be discussed are means and methods of reduction of traffic generated through rideshare, shuttles to/from the PJ Train Station and other public transportation opportunities. Applicant should also discuss what amenities will be provided to keep employees on campus or providing options to use of personal vehicles (e.g. bike share, e-scooter share).

- 3.02 Provisions for timing of post-occupancy traffic study updates, to verify the assumptions of the Traffic Impact Study remain true or deviate significantly, are to be discussed and incorporated into the Developers Agreement. Recommend requirement that a significant deviation, in the opinion of the Township's Traffic Consultant, requires the applicant to seek an amended approval from the Planning Board.
- 3.03 Parking calculations showing the required number of spaces per ordinance (where applicable) as well as the total number proposed by the project have been provided for Phase 1 on the "Phase I Site Plan" (Sheet CS301). The calculations indicate that the Ordinance requirement for the Phase 1 construction is 949 spaces whereas the applicant is proposing to construct 1,060 spaces and "bank" an additional 67 spaces for a total parking supply of 178 spaces in excess of the Ordinance requirement. The excess parking will require a design waiver and the applicant must provide testimony to the Board's satisfaction in support of that request.
- 3.04 Parking spaces for temporary trailer storage are also being provided with each building. Applicant is to be provided testimony as to how the number of trailer spaces was arrived at, and what controls will be implemented to prevent misuse (storage of other goods or materials, tractor/truck parking, etc.) Trailer parking spaces should be restricted to storage of disconnected trailers only, in good working order.
- 3.05 The central road (Proposed Coleman Drive, per the subdivision plat) provides for a 10' bikeway and 5' sidewalk. The applicant has provided for a single crossing of this road between Clarksville Road and US-1. I recommend this crossing be provided with a Rectangular Rapid Flashing Beacon (RRFB) for pedestrian safety due to the width of the road and volume of traffic expected.
- 3.06 Bicycle and pedestrian crossing accommodations have been provided at the Avalon Way extension and its intersection with Quakerbridge Road, to work with the existing improvements on the Lawrence side. The ability to provide for trail connection to Bear Brook Road, per Master Plan Circulation Plan Element (Map 02, Quad 1), using the sewer easement or other means should be resolved.
- 3.07 Procedures for snow storage and removal should be discussed for the sites, Avalon Way extension and both sides of the central boulevard. Snow removal also applies to the sidewalks and bikeways.
- 3.08 Turnouts should be provided for in the central road for public transportation stops and bus shelters. Such facilities are to be located and designed in coordination with NJ Transit. Conceptual locations are currently shown northbound and southbound on Clarksville Road at its intersection with the central road (Coleman Drive) on Overall Site Plan Sheet CS100 but not on the detailed sheets.
- 3.09 Provide sufficient grade information at all barrier free ramps/parking spaces and accessible routes to building entrances to determine compliance with barrier free standards. 10-scale detailed enlargements of same should be used as necessary to provide legible information. The details provided (three sheets, all labeled CG401) address only parking stalls and they do not provide ramps to the adjacent sidewalk network. In addition to adding accessible-ramp access to all accessible stalls, detailed grading of all crosswalks and ramps shall be provided as well.
- 3.10 Fire lanes shall be provided and appropriately marked at the direction of Chief Lynch of WWFES.
- 3.11 Construction traffic circulation should be maximized to the US Route 1 intersection to the extent possible. Developers Agreement should cover language on timely repair by the developer of deterioration of local roads attributed to construction traffic.

4.0 Stormwater Management

- 4.01 The proposed overall stormwater management design is in full-compliance with the Township Green Infrastructure (GI) Stormwater Control Ordinance (SCO) through the use of the following best management practices (BMPs):

- **Two (2) large-scale subsurface infiltration basins (quantity management only)**
- **Three (3) large-scale surface infiltration basins (quantity management only)**
- **Two (2) large-scale conventional constructed wetlands BMPs (quantity only)**
- **Sixty-four (64) small scale bioretention basins (SSBRBs) with infiltration (recharge and quality)**
- **Eighteen (18) SSBRBs w/ underdrain (quality only); and**
- **Fifteen (15) pervious pavement BMPs (quality and recharge).**

4.02 The applicant has provided a Phase 1-specific design report which has been reviewed and found to be in full-compliance with the Township GI SCO, through the use of the following BMPs:

- **Two (2) large-scale subsurface infiltration basins (quantity management only)**
- **One (1) large-scale surface infiltration basin (quantity management only)**
- **One (1) large-scale conventional constructed wetlands BMP (quantity only)**
- **Forty-five (45) small scale bioretention basins (SSBRBs) with infiltration (recharge and quality)**
- **Seven (7) SSBRBs w/ underdrain (quality only); and**
- **Six (6) pervious pavement BMPs (quality and recharge).**

4.03 Township Ordinance Section §200-101.L states that if there is more than one drainage area on site, the groundwater recharge, stormwater runoff quantity and stormwater runoff quality standards must be addressed for each drainage area. Both the Duck Pond Run and Shipetaukin Creek HUC 14s are present on-site. Quantity and quality management as well as groundwater recharge have all been assessed on a subwatershed basis and are found to be in compliance with the municipal regulations.

4.04 Due to extensive number of GI BMPs, significant earthwork will be performed and fill imported to implement proposed stormwater management measures. This must be done under the supervision of a NJ-licensed geotechnical engineer, with testing of each BMP's infiltration rate after construction. A note to this effect should be added to the plans and this made a condition of approval,

4.05 The applicant is advised that current Ordinance section 200-105.1 requires it to enter into an agreement with the Township, in form satisfactory to the Planning Board Attorney, requiring the installation and maintenance by the applicant and the applicant's successors in interest, all such stormwater management improvements proposed by the applicant, and approved by the Board, for this project.

4.06 A Stormwater BMP Maintenance Plan has been prepared and reviewed and found to be missing some key elements. The applicant has expressed a desire to address the deficiencies during the resolution compliance stage, should the Board approve this application. I have no objection and this should be made a condition of any Board action.

5.0 Utilities

5.01 It is expected the extension of the sewer line along the north edge of the property will address the Master Plan Utilities Plan Element requirement for the South Branch of the Duck Pond Sewer Interceptor. As such, a 20-foot wide easement is proposed along it, as well as extending from MH6 to the east property line with adjacent Lot 13, to service other properties north of the development. A stable access way to this portion of the system will be required with the sewer installation, for future inspection and maintenance purposes, subject to NJDEP approval of wetlands and flood hazard permitting for same.

- 5.02 The plans do provide for intermittent extension of sewer to the land remaining parcels along Quakerbridge Road and US Route 1; however, easements for same are not provided for on the plat. The applicant is to provide testimony on how permissions for use of the system by these parcels are being provided.
- 5.03 Two on-site sanitary sewer pump stations are proposed to service the properties on the east side of Clarksville Road, as indicated on Sheets CU111 and CU115. Both pump stations are to be privately owned and maintained, and approval is required from Township Council per Code section 133-15E. Detailed designs for both facilities will be required, subject to the review and approval of this office, and are to include a facility O&M manual, provisions for back-up power generation and implementation of odor control measures.
- 5.04 A Sanitary Sewer Report has been submitted that calculates the proposed sanitary sewer demand based upon an assumption of 3% office use @ 0.10 gallons per square foot and 1 employee per 2,850 square feet of warehouse space @ 25 gpd per employee with 1,896 total employees expected. This yields a total sewer demand of 64,089 gallons per day for the industrial park development as a whole. The applicant shall justify the use of 3% office space and 2,850 sf of office space per employees assumed through testimony.

In addition, the applicant indicates that he has conservatively calculated the future commercial (retail, restaurants, convenience stores, hotel, etc.) sanitary sewer demand at 175,000 gallons per day and provided pipe capacity calculations that indicate the proposed pipe has sufficient capacity for the industrial and future commercial developments. However, no supporting calculations were provided to assess the conservativeness of that maximum flow number, or how it has been attributed to the gravity portions of the system and the two pump stations. The Sewer Report will be updated to include this calculation.

- 5.05 The applicant and owner are advised that any proposed industrial user within any of the proposed buildings will require disclosure of proposed wastewater discharge components and means and methods of any required pretreatment to satisfy Township, SBRSA and NJDEP standards, in accordance with current Township Code Chapter 133 requirements.
- 5.06 The Applicant is advised that any intention to seek reimbursement from other future property owners connecting into the sewer main extension will need to be addressed through the Developers Agreement process.
- 5.07 A Treatment Works Approval will be required for the proposed redevelopment. Request to receive sewer allocation after any Board action on the project will need to go before Township Council and approved by Resolution. This will be made a condition of any Board action on this application.
- 5.08 The number and location of any required fire hydrants on site is subject to the review and approval of the Director of Fire and Emergency Services.

6.0 Lighting

- 6.01 The proposed lighting design consists of a total 569 Lithonia LED DSX2 lighting fixtures; 422 pole-mounted and 147 wall-mounted. Proposed mounting height is consistently at 25 feet, including all building mounted lights, and proposed light intensities are provided at grade elevation.

The passenger parking areas illumination averages vary from 1.2 to 1.6 footcandles (fc), with 0.5 fc being the minimum spot illumination value. Truck parking areas similarly vary from 2.2 to 2.4 fc average, with 0.5 fc being the minimum spot value. The Township ordinance Section 200-31.K.(1) requires an average illumination of 0.5 fc. The applicant will need to provide testimony for the extent of exceedances proposed in support of receiving a design waiver from the Board. Ability to reduce lighting

levels during certain time periods, along with proposed hours of illumination, and means of lighting controls, are to be part of the testimony discussion.

- 6.02 Light intensity calculations at intersections were provided for twenty separate intersections throughout the site. The average lighting intensity for each varies from 3.1 minimum to 4.4 maximum, which are all in excess of the 3.0 fc average per Ordinance Section 200-31.K.(2). In the interest of public safety and the lack of residential properties I have no objection to granting a design waiver.
- 6.03 The design indicates conformance with the maximum light spillage of 1 foot-candle at property lines, with a maximum of 0.5-footcandle indicated. However, exceedances are found at the proposed driveway intersections with the widened Clarksville Road, which is expected. Technically, a design waiver will be required from Ordinance Section 200-31.K.(3), but I have no objection to granting same.

7.0 General Comments

- 7.01 All construction details, including final design of the stormwater management BMPs and their amenities, are subject to the review and approval of the Township Engineer. This should be made a condition of any Board action on this application.
- 7.02 The applicant shall provide **two** engineer's estimates of probable construction costs for this project. One will include all Phase I 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 or County right-of-way or improvements ultimately to be dedicated to public entity as well as any proposed buffer landscaping and berming. This is to be a condition of any Board action on this application.
- 7.03 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. Electronic copies of the Stormwater Management Report and Maintenance Manual are also requested upon approval of same. 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:
- Mercer County Planning Board
 - Mercer County Soil Conservation District
 - Delaware and Raritan Canal Commission
 - NJDEP (FHA Permit, Wetlands fill, TWA, construction stormwater discharge permit)

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


FG:IH

Enclosure – survey review

cc: Ian Hill, PE
Michael J. McGuire, PLS
Robert Byra, Applicant – rbyra@bridgeindustrial.com

West Windsor Township Fire & Emergency Services

Memorandum

DATE: May 4, 2022
TO: Chairman, West Windsor Planning Board
FROM: Chief Timothy M. Lynch 
REGARDING: PB 21-04 Bridgepoint 8 Industrial Park

OVERVIEW

The proposed application is for a complete redevelopment of the former American Cyanamid site located along Clarksville Road between US route 1, Quakerbridge Road, and the Northeast Corridor Train Tracks. The proposed application would include the development of approximately 5.5 million square feet of warehouse space and associated improvements.

ACCESS

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

WATER SUPPLY FOR FIRE PROTECTION

- Utility plans show placement of hydrant that appears in compliance with Township Fire Prevention Ordinance.

MISCELLANEOUS

- A lock box to allow immediate access by the Fire Department shall be installed at the front of the building.
- The positions of the fire department connections that supports the fire sprinkler systems are approved as shown on the applicants submitted drawings.
- Applicant should be aware that under N.J.A.C. 5:70, 510.1 *Emergency Responder Radio Coverage* – “All new buildings shall have approved radio coverage for emergency responders within the building based upon existing coverage levels of the public safety communications systems of the jurisdiction at the exterior of the building.”
 - The applicant will be required by the construction official to conduct a radio signal strength survey of the building while under construction, and if deemed necessary a radio signal amplification system would need to be installed.
- Applicant should be aware of Township fire prevention requirements for before and during construction:



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

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

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

CONCLUSION

The applicant has addressed all concerns raised by this office. It should be noted that the applicant willingly provided fire hydrants and emergency vehicle access beyond what is required by the Township Fire Prevention Ordinance at my request. I recommend approval of this application.



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