



**TOWNSHIP OF PLAINSBORO**  
**Department of Planning and Zoning**  
**641 Plainsboro Road**  
**Plainsboro, NJ 08536**  
**609-799-0909 ext. 1502**

**Form No. 1**

**PLANNING/ZONING APPLICATION**

**I. SCHEDULE**

Pursuant to the Township of Plainsboro Municipal Code and applicable New Jersey State Law, application is made to the Township of Plainsboro for the following:

<b>Type of Application (Please Check)</b>	<b>Fee \$</b>	<b>Forms Needed</b>
<input type="checkbox"/> 1. Concept Plan		1, 6, 7, 11, 14, & W9
<input type="checkbox"/> 2. Minor Site Plan		1, 6, 7, 8, 13, 14 & W9
<input checked="" type="checkbox"/> 3. Preliminary/Final Major Site Plan	\$1,000	1, 6, 7, 8, 9, 13, 14 & W9
<input type="checkbox"/> 4. Minor Subdivision		1, 6, 7, 8, 11, 14 & W9
<input type="checkbox"/> 5. Preliminary/Final Major Subdivision		1, 6, 7, 8, 9, 11, 13, 14 & W9
<input checked="" type="checkbox"/> 6. Variance		
a. Bulk	\$250	1, 4, 6, 7, 8, 9, 10, 14 & W9
b. Use		1, 5, 6, 7, 8, 9, 10, 14 & W9
<input type="checkbox"/> 7. Appeal of Administrative Decision		1, 2, 14 & W9
<input type="checkbox"/> 8. Interpretation		1, 3, 14 & W9
<input type="checkbox"/> 9. General Development Plan		1, 6, 7, 8, 9, 14, 15 & W9

**II. CONTACT AND PROPERTY INFORMATION (Provide information as applicable):**

**Name of Applicant:** Princeton Healthcare System a New Jersey nonprofit Corporation d/b/a Penn Medicine Princeton Health

Address: 1 Plainsboro Road      City: Plainsboro      State: NJ      Zip: 08536

Email: Larry.Bell@PennMedicine.upenn.edu      Phone: 215-301-6702

**Applicant's Attorney:** Troutman Pepper c/o Thomas M. Letizia, Esq.

Address: 301 Carnegie Center, Suite 400      City: Princeton      State: NJ      Zip: 08540

Email: Thomas.Letizia@troutman.com      Phone: 609-951-4136

**Contact Person:** Thomas Letizia, Esq.

Address: 301 Carnegie Center, Suite 400      City: Princeton      State: NJ      Zip: 08540

Email: Thomas.Letizia@troutman.com      Phone: 609-951-4136

**Engineer/Surveyor:** French & Parrello, Associates, C/O Andrew French, PE

Address: 1800 Route 34, Suite 101      City: Wall      State: NJ      Zip: 07719

Email: andrew.french@fpaengineers.com      Phone: (732) 312-9800

**Architect:** Shepley Bulfinch, Luke A. Volland, AIA, LEED AP

Address: 99 Chauncy St. 4th Fl.      City: Boston      State: MA      Zip: 02111

Email: LVolland@Shepleybulfinch.com      Phone: 857-383-4148

**Owner's Name:** Penn Medicine Princeton Health

Address: 1 Plainsboro Road      City: Plainsboro      State: NJ      Zip: 08536

Email: Larry.Bell@pennmedicine.upenn.edu      Phone: 215-301-6702

## PreLim/Final Site Plan

**Address of Property:** 1 Plainsboro Road

Applicant Interest in property (owner, lessee, etc.) owner

When acquired 2012

Tax Map Sheet 17 Block 1701 Lot 3.01, 4.04 Date filed with County Recorder

- Is the property served by a public sewer system? Yes  No \_\_\_\_\_
- Is the property served by a public water system? Yes  No \_\_\_\_\_
- Is applicant willing to dedicate land for the widening of roads in compliance with the Township and/or County Master Plan? Yes  No \_\_\_\_\_

Is the proposed use on a Municipal , County , or State  road?

Area of property 49.42 acres or \_\_\_\_\_ sq. ft. Frontage on an improved street 2,570 ft. No. of proposed lots N/A

Present Zoning: Princeton Healthcare System Redevelopment Area Present Use of Property: Hospital Medical Office Complex

Proposed Use of Property: Parking Structure and temporary parking

Description of all present structures: Medical campus including hospital and medical office

Number of proposed Buildings 1 Floor area of all structures 846,652 sq. ft.

Percentage of coverage by buildings 11.3% Impervious coverage 57.16%

Has a subdivision previously been granted? Yes Date 2008

Has a variance previously been granted? No Date \_\_\_\_\_

Are there any existing or proposed covenants or deed restrictions on the property? Yes

Explain The property is subject to a Declaration outlining use restrictions, easements and maintenance obligations to implement the Redevelopment Plan.

- Is a variance requested? Yes, Deviation
- Describe in detail section of zoning ordinance from which applicant seeks relief: Setback & aisle width

### III. PLANS

Attach list of plans and exhibits submitted, indicating names, address, license #, and phone numbers of preparer.

### IV. CERTIFICATION

I hereby certify that the information and exhibits herewith submitted are true and correct to the best of my knowledge and that I am to file this application and act on behalf of the signatories of the above authorization. I further authorize Township Officials to inspect the site noted above.

Signature of Owner

Date

Signature of Applicant

Date

Sworn to and subscribed before me this

14th day of April

2023

By: James Demetriades, CEO  
Penn Medicine Princeton Health

Notary

### AGREEMENT TO PAY FOR PROFESSIONAL REVIEW Plainsboro Township

The undersigned, hereby agrees to pay for any professional review necessary for proposed application

James Demetriades  
Applicant Name (Print)

Date

James Demetriades  
Applicant Signature  
By: James Demetriades, CEO  
Penn Medicine Princeton Health

Date

Dated: April 14, 2023

## **Project Narrative**

### **Penn Medicine Princeton Health Parking Garage**

#### Introduction

The Penn Medicine Princeton HealthCare System (PMPH) operates its flagship facility on approximately 50 acres located between U.S. Route 1, Plainsboro Road and Scudders Mill Road in Plainsboro Township. The Hospital and Medical Offices (Medical Arts Pavilion) which opened in this location in 2012 are a vital part of the community and the region.

The 50-acre hospital campus is in a designated redevelopment area which is subject to the requirements of the Amended Redevelopment Plan for the Princeton HealthCare System at Plainsboro Site dated March 13, 2013 (the "Amended Redevelopment Plan"). Specifically, the subject property is in the Hospital Medical Office Complex (HMOC) district within the Amended Redevelopment Plan. The existing improvements on the property are the first phase of the HMOC development as defined in the Amended Redevelopment Plan. The second phase as defined in the Amended Redevelopment Plan consists of expansion of the medical space and a parking structure. The proposed parking structure is required by the Amended Redevelopment Plan to accommodate the parking needs of additional development on this site.

PMPH is developing a plan for a new cancer center (Cancer Center) as part of the second phase of development of the HMOC site. It has decided to separate this second phase into two site plan applications, one to address the new parking structure (Parking Garage) and one to address the new Cancer Center. The purpose of separating the overall project into two site plan applications is to allow the construction sequencing of the Parking Garage first and then followed by the Cancer Center to minimize the impact on the existing operation of the HMOC. This application seeks site plan approval for the Parking Garage which is a permitted accessory use in the HMOC district. PMPH has discussed these proposed improvements with its neighbors CHOP and Maplewood at Princeton.

#### Parking Garage Improvements

The new 1,161 space, six-level Parking Garage structure is proposed to be located on the north side of the existing hospital building within the area currently identified as the P6 parking area plus a portion of the P5 parking area. This location is consistent with the original master plan for the Health Care Campus as well as the Amended Redevelopment Plan. This is the location of the campus that experiences the highest demand for parking because of the close proximity to the Medical Arts Pavilion and the secondary entrance to the hospital. The Parking Garage will be engineered and designed to accommodate an expansion to the east should it be necessary to address future parking needs on the HMOC campus.

The existing site circulation on the north side of the hospital site will be maintained. Vehicular access on the southwestern portion of the Parking Garage will prevent queuing of vehicles on Hospital Drive. A second vehicular entrance to the Parking Garage will directly align with the exit of the expanded patient drop-off area. In addition, there will be an exit-only egress from the Parking Garage directly onto Hospital Drive which will be aligned with the P10 access driveway and with consideration of the pedestrian crossing of Hospital Drive.

The current drop-off area, on the north side of the hospital, located at the entrance to the Medical Arts Pavilion will be improved to accommodate additional patient drop-off and valet operations. The proposed expansion of the drop-off area provides an additional 75 feet of drop-off queuing length and the exit from the drop-off area will be aligned with the entrance to the Parking Garage. The improvement to the drop-off area will include additional space for delivery trucks such as UPS, Federal Express or other single unit or van delivery vehicles. The proposed expansion of the drop-off area will improve the site circulation on the north side of the hospital.

The existing outdoor seating area within the center island will be reconstructed to provide better turning movement into the expanded patient drop-off area. The stormwater runoff from the drop-off area will be directed to a rain garden located in the center island. The rain garden will be a slightly depressed area with a variety of native landscape plantings that are appropriate for a wet environment.

The landscaping for the Parking Garage has been designed to be complimentary with the overall Campus landscaping and in accordance with the requirements of the Amended Redevelopment Plan: it includes shade trees throughout the parking areas and along the access driveways, foundation plantings around the Parking Garage structure and a variety of landscape plantings along the pedestrian walkways. The expanded patient drop-off area will be enhanced with ornamental trees and benches.

Accent lighting will illuminate the shade and ornamental trees located along the patient drop-off area, center island and south side of the Parking Garage to provide a sense of arrival at the main entrance on north side of the hospital.

In addition to the improvements noted above, the existing P5 parking area located on the east side of the proposed Parking Garage will be reconstructed with a pervious pavement system to provide compliance with the Township's green infrastructure standards. Handicap accessible and electrical vehicle make-ready parking spaces will be provided within and just south of the Parking Garage and in the reconstructed P5 parking area. Pedestrian walkways and crossings will be installed on both sides of the Parking Garage with direct access to the Medical Arts Pavilion and hospital entrance.

The site lighting design includes a combination of pole mounted light fixtures, bollard lighting and recessed lighting for the canopy. The site lighting shall be LED cut-off style

fixtures that are Dark Sky compliant in accordance with the requirements of the Amended Redevelopment Plan. The proposed light fixtures shall be the same style and color as the existing light fixtures on the Hospital site.

Temporary Parking Lot

The construction of the parking improvements within the existing P6 and P5 parking lots will result in a temporary loss of approximately 182 parking spaces. The construction of the Cancer Center and associated site improvements and utility work is anticipated to displace approximately 167 additional parking spaces. The applicant proposes to construct 628 temporary parking spaces on Lot 4.04 area to manage the parking during the construction of the Cancer Center and Parking Garage.

The temporary parking area located on Lot 4.04 will use the existing access driveway on Punia Boulevard for both ingress and egress to the temporary parking area. The existing access driveway to the temporary parking area will align with the existing driveway for the hospital site on the west side of Punia Boulevard. The existing pedestrian crossing, located near the existing bus stop on Punia Boulevard will be used for pedestrian access to the hospital site. The temporary parking design includes site improvements, such as sidewalks, landscaping, lighting and stormwater management facilities.

PMPH proposes to construct two parking areas to minimize the impact on the existing trees on Lot 4.04. The front parking area is intended to be used by Penn Medicine staff and the rear parking area by the contractors working on the Cancer Center and Parking Garage. The temporary parking lot will be designed with a pervious pavement system to comply with the Township Stormwater Management requirements, which include stormwater quantity reductions and water quality treatment using Green Infrastructure (GI) elements. Because this is a temporary lot, the footprint and area of disturbance is minimized as much as possible and landscaping within the proposed temporary lot is not proposed.

After the completion and operation of the Cancer Center and Parking Garage, the temporary parking improvements will be removed, and the area restored to its pre-existing condition. It is anticipated that parking in the temporary parking lot will continue through December 31, 2026.

Detailed information is included with the submission addressing the consistency of the Parking Garage site plan with the Amended Redevelopment Plan (together with requested minor deviations therefrom) and the Township Site Plan Ordinance (together with one requested design exception therefrom).



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Department of Planning and Zoning  
641 Plainsboro Road  
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609-799-0909 ext. 1502

**Form No. 4**

**APPLICATION FOR BULK VARIANCE**  
(See R.S. 40:55D-70(c) and Zoning Ordinance)

- 1. Application is hereby made for a variance from the strict application of the following provisions of the Zoning Ordinance: (specify sections of Ordinance involved):**

See attached Addendum

- 2. Applicant requests a variance to the following extent: (set forth specific variances requested).**

See attached Addendum

- 3. The strict application of said provisions would result in: (complete one or both of the following in detail)**

- A. The following peculiar and exceptional practical difficulties.**

See attached Addendum

- B. The following exceptional and undue hardship:**

- 4. Said difficulties or hardship are by reason of:**

See attached Addendum

- 5. Said reasons are unique and peculiar to the lands or buildings for which the variance is sought and do not apply generally to lands or buildings in the neighborhood, because;**

See attached Addendum

- 6. The request variance is the minimum reasonable needed, because:**

See attached Addendum



Architects | Designers | Planners

1218 Chestnut Street  
5th Floor  
Philadelphia, PA 19107  
267.804.7040

## Addendum #1 to Form No. 4

April 14, 2023

As noted in the Application for Development, upon review of the Redevelopment Plan, we have identified that a minor deviation is required pertaining to the perimeter setback of the proposed Parking Garage within the HMOC sub-district.

The purpose of this addendum is to provide a more detailed review regarding the nature of the deviation, the justification for same, and how PMPH will meet the statutory criteria under N.J.S.A. 40:55D-70.c(1) and/or c(2) to allow for the Planning Board to grant the requested deviation.

### 1.0 Overview

The Redevelopment Plan anticipated that there may be a future need for a parking structure. *Figure 16: Conceptual Site Plan for Overall Redevelopment Area* in Section 5.0, page 54 of the Redevelopment Plan depicts a “parking structure” with a thin black dashed line, located at the northern portion of the Hospital/Medical Office Complex (“HMOC”) sub-district, adjacent to the Hospital Auxiliary District (“HAD”) sub-district, as depicted on **Exhibits A & B**.

Section 3.2.2 of the Redevelopment Plan provides for the area, yard and building requirements for the HMOC sub-district, including a minimum building setback from perimeter lot lines, with a minimum required / allowed dimension of 75 feet.

The location of the proposed Parking Garage is consistent with the location of a proposed parking structure depicted in the Redevelopment Plan, as depicted in **Exhibit C**. The proposed Parking Garage is to be situated directly north to an existing 25-foot-wide New Jersey American Water Easement, as depicted on **Exhibit D**. The existence of the water easement restricts the proposed Parking Garage from being located any further south and thus, setback any further, from this perimeter lot line.

Additionally, the structure has been designed based on US industry standards for structured parking as well as the extensive expertise of THA Consulting, utilizing a specific angle of parking space and access aisle width that carefully balances adequate level of service and parking yield. The proposed Parking Garage has been efficiently designed to minimize the footprint of the structure to the extent practical.

As a result, the proposed setback for the northeast portion of the proposed Parking Garage is 69.0 feet from the perimeter lot line, which requires a deviation. The maximum extent of the deviation is six (6) feet.

**Exhibit A. Conceptual Site Plan in the Redevelopment Plan**

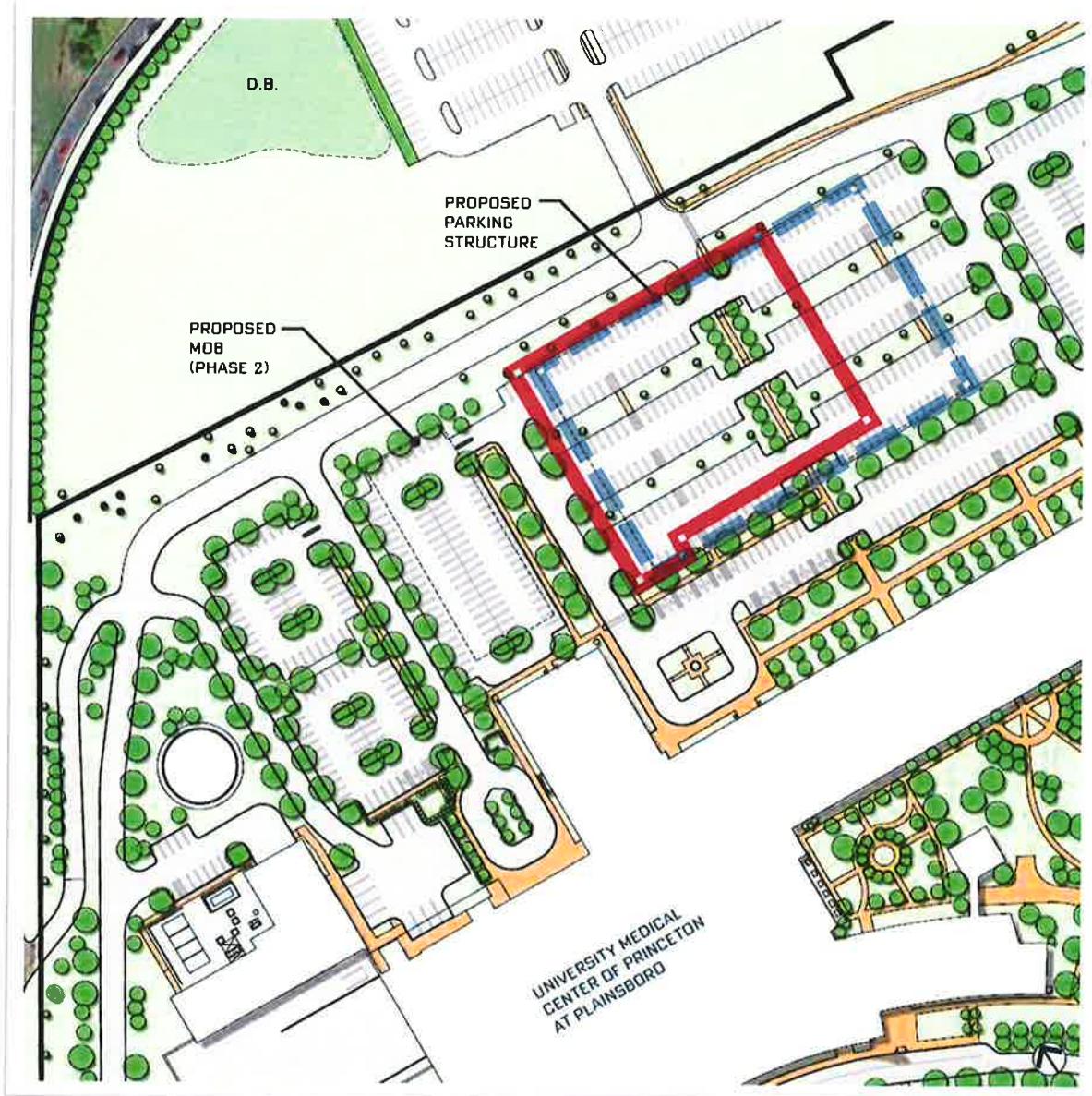


**Exhibit B. Conceptual Site Plan in the Redevelopment Plan (Zoomed In)**



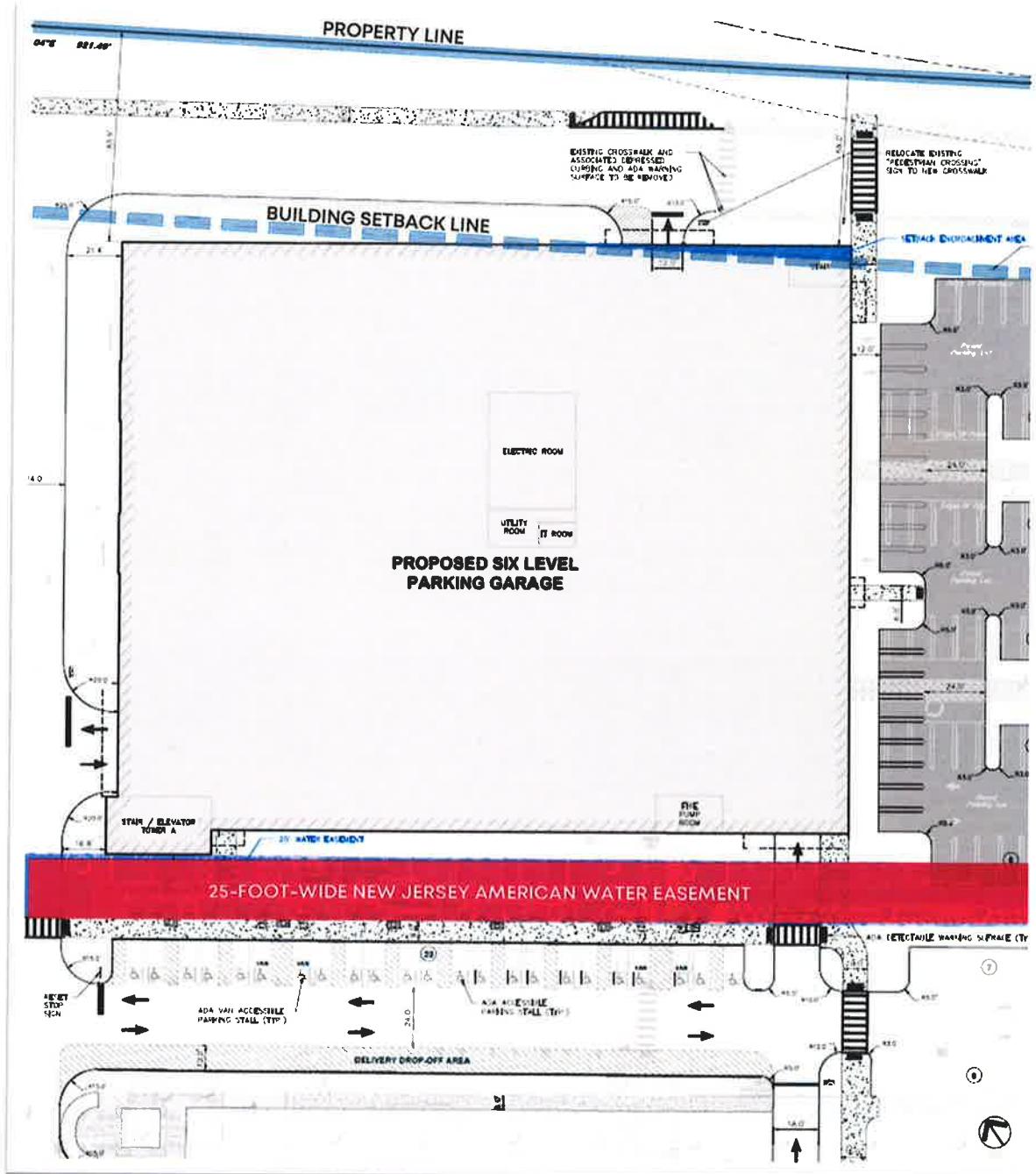
The Redevelopment Plan depicts the "proposed parking structure," outlined in a thick dashed blue line, to be located along the south side of Hospital Drive. The northeast portion of the "parking structure" has a setback measuring approximately 75 to 80 feet from the perimeter lot line.

**Exhibit C. Overlay of Proposed Parking Garage on Conceptual Site Plan**



The proposed Parking Garage, outlined in a thick solid red line, is overlaid on top of the "proposed parking structure," outlined in a thick dashed blue line, as depicted in the Redevelopment Plan.

## **Exhibit D. Proposed Concept Plan for the Proposed Parking Garage**



The proposed Parking Garage is generally located in the same location as originally contemplated in the Redevelopment Plan; however, it is constrained by the water easement from being able to be located any further to the south. The northeast portion of the proposed Parking Garage is setback 69.0 feet, and the northwest portion of the Parking Garage is 83.9 feet from the perimeter lot line.

## **2.0 Justification for the Deviation**

It is noted that the “perimeter” lot line is actually an internal lot line between the HMOC and HAD sub-districts, both of which are owned by PMPH, and not to the perimeter of the overall health care campus adjacent to U.S. Route 1 or Scudders Mill Road. Additionally, the purpose of the HAD sub-district is to provide overflow parking to support the hospital and other uses within the HMOC sub-district. They are contiguous, and the HAD sub-district is accessible only through the HMOC sub-district. As such, the HMOC and HAD sub-districts essentially function and are perceived as a single, cohesive district.

The encroachment, therefore, is internalized, and affects only an auxiliary surface parking / P10 lot that serves the HMOC sub-district and the overall health care campus, and does not encroach into the light, air, and space between buildings on the campus itself, the surrounding neighboring properties, and the overall community.

The proposed Parking Garage is specifically located in the area of the existing P5/P6 surface parking areas, which are the most desirable parking spaces because of their close proximity to the main entrance to existing hospital building and the existing Medical Arts Pavilion. Another benefit of this location is that it maintains the existing vehicular traffic flow within the overall health care campus, which includes the main access driveway from Hospital Drive to the patient drop-off area at the main entrance to the existing hospital building and the existing Medical Arts Pavilion.

The location of the proposed Parking Garage is oriented to be in proper visual and functional relationship with other elements of the Site, including siting the structure to be generally parallel with the existing hospital building and Hospital Drive as well as in alignment with the adjacent surface parking areas. While the proposed Parking Garage is properly sited within the surrounding context, the “perimeter” lot line, however, is not parallel with any of these various improvements, which results in a condition where only a small portion of the proposed Parking Garage encroaches into the setback area.

The location of the proposed Parking Garage, specifically the bump-out containing the vertical circulation element, relative to the water easement allows for adequate landscape treatment to be provided along the southern face of the proposed Parking Garage to comply with the landscape requirements of the Redevelopment Plan. The landscape treatment would otherwise not be allowed to be located within the water easement itself.

## **Mitigating Factors for the Deviation**

When averaging the setback distances along the northern face of the parking structure, the average setback distance is greater than 75 feet. Additionally, when reviewing the entire perimeter of the HMOC sub-district – and not just at one corner of the parking structure – the majority of buildings well exceed the minimum 75-foot setback requirement.

The height of the parking structure is proposed to be in compliance with the Redevelopment Plan. Within the encroachment area specifically, the parking structure will be approximately 60 feet in height, which is 15 feet lower than the maximum permitted height of 75 feet; therefore, the shorter height of the structure helps to mitigate any visual impact the encroachment might have.

The encroachment represents a small triangular area situated at the northeast corner of the parking structure, and given that the parking structure is generally parallel with Hospital Drive, users will not be able to perceive the encroachment.

Finally, the Conceptual Site Plan as depicted in the Redevelopment Plan provides an overall conceptual layout for multiple phases of development for the overall health care campus, including the HMOC sub-district. To date, implementation of the initial and subsequent phases of development has been guided by the Conceptual Site Plan, which has been refined through minor plan adjustments as the final details of each phase are designed and submitted for site plan approval. The location of the proposed Parking Garage is generally consistent with the Redevelopment Plan and involves a minor refinement to the Conceptual Site Plan, similar to minor plan adjustments that have taken place in prior phases and been approved in site plan applications.

### **3.0 Statutory Requirements for Granting a Deviation**

Section 9.7 of the Redevelopment plan outlines the procedure that allows for the Planning Board to grant deviations from the regulations contained within the Redevelopment Plan. The language for the basis of granting such deviations is taken directly from the powers granted to the Planning Board pursuant to the Municipal Land Use Law (MLUL) at N.J.S.A. 40:55D-70.c(1) and c(2).

As such, proofs must be provided to justify the granting of the deviation must be provided, satisfying both the “positive” and “negative” criteria, as more fully described below:

*Positive Criteria.* Proofs must be provided that satisfies the positive criteria based on either the “c(1)” or “c(2)” standards:

- (1) In the case of a “c(1)” variance, which is often referred to as the “hardship” variance, the applicant must meet the physical features test, as provided by N.J.S.A. 40:55D-70.c(1). The applicant must prove hardship where: (a) by reason of exceptional narrowness, shallowness or shape of a specific piece of property, or (b) by reason of exceptional topographic conditions or physical features uniquely affecting a specific piece of property, or (c) by reason of an extraordinary situation uniquely affecting a specific piece of property or the structures lawfully existing thereon.
- (2) In the case of a “c(2)” variance, which is often referred to as the “flexible-c” variance, the applicant need not to prove hardship; however, the applicant must meet the public benefits test, as provided N.J.S.A. 40:55D-70.c(2). The applicant must show that in an application or appeal relating to a specific piece of property: (a) the purposes of the Municipal Land Use Law (“MLUL”) at N.J.S.A. 40:55D-2 would be advanced by a deviation



from the zoning requirements, and (b) the (public) benefits of the deviation would substantially outweigh any detriment.

**Negative Criteria.** Proofs must be provided that satisfies the negative criteria in two (2) parts; such proofs shall demonstrate that the variance or other relief:

- (1) can be granted without substantial detriment to the public good and
- (2) will not substantially impair the intent and purpose of the zone plan and the zoning ordinance.

#### Summary Findings

Based on the above, the deviation can be granted under the c(2) standard.

The granting of the deviation from the Redevelopment Plan would advance several purposes of the Municipal Land Use Law, including:

- a. *To encourage municipal action to guide the appropriate use or development of all lands in this State, in a manner which will promote the public health, safety, morals, and general welfare – by facilitating the implementation of the Redevelopment Plan, as envisioned by the Township, including the construction of the proposed Parking Garage.*
- c. *To provide adequate light, air and open space – by providing a consistent setback, and associated light, air and open space along same, along Hospital Drive, notwithstanding that it is apparently not parallel with the lot line, and therefore the setback line. As previously noted, the lot line in question is in between the HMOC and HAD sub-districts, which essentially function as one cohesive development under the same ownership.*
- g. *To provide sufficient space in appropriate locations for a variety of agricultural, residential, recreational, commercial and industrial uses and open space, both public and private, according to their respective environmental requirements in order to meet the needs of all New Jersey citizens – by implementing the planned Parking Garage in its appropriate location, among other planned uses, as envisioned by the Redevelopment Plan, which helps to serve the various health and wellness needs of the State.*
- i. *To promote a desirable visual environment through creative development techniques and good civic design and arrangement – by providing for a high-quality, aesthetically-pleasing facilities that are compatible with each other and the overall vision of the Applicant and the Township to redevelop the redevelopment area.*
- j. *To promote the conservation of historic sites and districts, open space, energy resources and valuable natural resources in the State and to prevent urban sprawl and degradation of the environment through improper use of land - by implementing the planned Parking Garage as part of the overall redevelopment of the redevelopment area, including locating the Parking Garage that is located in an existing parking facility, thereby utilizing a Smart Growth approach to minimize sprawl and reuse existing infrastructure.*



m. *To encourage coordination of the various public and private procedures and activities shaping land development with a view of lessening the cost of such development and to the more efficient use of land* – by coordinating with Township Staff to facilitate the implementation of the proposed Parking Garage which provides parking in the most efficient manner possible, and therefore an efficient use of land.

Additionally, the granting of the deviation from the Redevelopment Plan offers (public) benefits that would allow for a substantial number of additional parking spaces in an area where parking is typically found to be in demand, helps manage circulation and traffic in a predictable manner, and provides for adequate space for landscaping, screening and a larger drop-off area at the entry to the hospital site. All of these benefits, among others, substantially outweigh any detriment that may be caused by a slight encroachment into a shared lot line between the HMOA and HAD sub-districts.

Finally, the deviation can be granted without substantial detriment to the public good – as the slight encroachment of the proposed Parking Garage into the setback area will not have any measurable impact on the visual environment and the general public. The granting of the deviation will not substantially impair the intent and purpose of the Redevelopment Plan, Master Plan and Zoning Ordinance – as the proposed Parking Garage is generally located as envisioned by the Redevelopment Plan.



Architects | Designers | Planners

1218 Chestnut Street  
5<sup>th</sup> Floor  
Philadelphia, PA 19107  
267.804.7040

## Addendum #2 to Form No. 4

April 14, 2023

As noted in the Application for Development, upon review of the Redevelopment Plan, we have identified that a minor deviation is required pertaining to parking lot landscaping requirements for the proposed Temporary Parking Lot within the ORC sub-district.

The purpose of this addendum is to provide a more detailed review regarding the nature of the deviation, the justification for same, and how PMPH will meet the statutory criteria under N.J.S.A. 40:55D-70.c(1) and/or c(2) to allow for the Planning Board to grant the requested deviation.

### 1.0 Overview

The Redevelopment Plan anticipated that there would be a residential health care facility and office/research complex, together with surface parking areas within the Office/Residential Complex (“ORC”) sub-district, as depicted on **Exhibits A & B**.

Section 5.1.5.E of the Redevelopment Plan provides for the parking lot landscaping requirements for the ORC sub-district, including the following:

- Parking lots shall be broken up with landscaped islands so that connected parking areas do not exceed 120 feet by 135 feet in area (equivalent to four double-loaded rows of parking spaces containing a maximum of 15 spaces per row, for a total of 60 spaces).
- The landscaped islands shall have low groundcover plantings and/or grasses, as well as rows of deciduous trees planted no more than 30 feet on center.
- The design of such parking lots should consider the possible installation of a solar energy canopy system over portion of the parking.

The location of the proposed Temporary Parking Lot is generally consistent with the location of the proposed surface parking area associated with the planning office/research complex depicted in the Redevelopment Plan. The proposed Temporary Parking Area is intended to offset the parking displaced during construction of the Parking Garage and future Cancer Center facility. Given the nature of the temporary use, the footprint and the area of disturbance is minimized as possible and landscaping within the proposed Temporary Parking Lot is not proposed.

As a result, the temporary parking lot landscaping will not comply with the Redevelopment Plan, which requires a deviation.

**Exhibit A. Conceptual Site Plan in the Redevelopment Plan**



**Exhibit B. Conceptual Site Plan in the Redevelopment Plan (Zoomed In)**



The Redevelopment Plan depicts a surface parking lot as part of the future development within the ORC sub-district.

## **2.0 Justification for the Deviation**

It is recognized that the construction of the proposed Parking Garage will result in a loss of approximately 182 parking spaces and the construction of the future Cancer Center facility will displace approximately 167 additional parking spaces. PMPH proposes to construct a 628-space Temporary Parking Lot on Lot 4.04 within the ORC sub-district to manage the displaced parking associated with these projects in the most efficient way possible, mainly for PMPH staff and contractors working on the proposed Parking Garage and future Cancer Center facility.

Given the temporary nature of the project, creating landscaped islands would require the removal of landscaping almost as soon as it is established. Additionally, not creating landscape islands will allow for PMPH to maintain a much more compact footprint and preserve some of the existing mature vegetation. Due to its proposed location and compact footprint, all existing landscaping surrounding the proposed Temporary Parking Lot, including those within the Green Corridor, will be maintained.

Additionally, the proposed Temporary Parking Lot will be designed with a pervious pavement system to comply with the Township Stormwater Management requirements, which include stormwater quantity reductions and water quality treatment using Green Infrastructure (GI) elements, which will mitigate any impacts of large areas without intermittent landscape islands, therefore meeting the functional intent of landscape islands.

Upon completion of the future Cancer Center facility, the temporary parking lot improvements will be removed, and the area restored to its pre-existing condition, which will eliminate the deviation. Therefore, the deviation itself is technical in nature only, and will be extinguished.

## **3.0 Statutory Requirements for Granting a Deviation**

Section 9.7 of the Redevelopment plan outlines the procedure that allows for the Planning Board to grant deviations from the regulations contained within the Redevelopment Plan. The language for the basis of granting such deviations is taken directly from the powers granted to the Planning Board pursuant to the Municipal Land Use Law (MLUL) at N.J.S.A. 40:55D-70.c(1) and c(2).

As such, proofs must be provided to justify the granting of the deviation must be provided, satisfying both the "positive" and "negative" criteria, as more fully described below:

**Positive Criteria.** Proofs must be provided that satisfies the positive criteria based on either the "c(1)" or "c(2)" standards:

- (1) In the case of a "c(1)" variance, which is often referred to as the "hardship" variance, the applicant must meet the physical features test, as provided by N.J.S.A. 40:55D-70.c(1). The applicant must prove hardship where: (a) by reason of exceptional narrowness, shallowness or shape of a specific piece of property, or (b) by reason of exceptional topographic conditions or physical features uniquely affecting a specific piece of

property, or (c) by reason of an extraordinary situation uniquely affecting a specific piece of property or the structures lawfully existing thereon.

- (2) In the case of a "c(2)" variance, which is often referred to as the "flexible-c" variance, the applicant need not to prove hardship; however, the applicant must meet the public benefits test, as provided N.J.S.A. 40:55D-70.c(2). The applicant must show that in an application or appeal relating to a specific piece of property: (a) the purposes of the Municipal Land Use Law ("MLUL") at N.J.S.A. 40:55D-2 would be advanced by a deviation from the zoning requirements, and (b) the (public) benefits of the deviation would substantially outweigh any detriment.

*Negative Criteria:* Proofs must be provided that satisfies the negative criteria in two (2) parts; such proofs shall demonstrate that the variance or other relief:

- (1) can be granted without substantial detriment to the public good and
- (2) will not substantially impair the intent and purpose of the zone plan and the zoning ordinance.

#### Summary Findings

Based on the above, the deviation can be granted under the c(2) standard.

The granting of the deviation from the Redevelopment Plan would advance several purposes of the Municipal Land Use Law, including:

- a. *To encourage municipal action to guide the appropriate use or development of all lands in this State, in a manner which will promote the public health, safety, morals, and general welfare* – by facilitating the phased implementation of the Redevelopment Plan, as envisioned by the Township, including the construction of the proposed Parking Garage and future Cancer Center.
- c. *To provide adequate light, air and open space* – by utilizing the planned area of parking as a parking area for a temporary basis, without infringing upon setback and buffer areas.
- g. *To provide sufficient space in appropriate locations for a variety of agricultural, residential, recreational, commercial and industrial uses and open space, both public and private, according to their respective environmental requirements in order to meet the needs of all New Jersey citizens* – by utilizing a compact form of development that accommodates the displaced parking and better manages existing parking demand; taken together, they help facilitate the phased implementation of the Redevelopment Plan and allows for the health care campus expand, serving the needs of the community.
- j. *To promote the conservation of historic sites and districts, open space, energy resources and valuable natural resources in the State and to prevent urban sprawl and degradation of the environment through improper use of land* – by facilitating the implementation of

the planned Parking Garage as part of the overall redevelopment of the redevelopment area, including locating the proposed Temporary Parking Lot in a planned location, albeit on a temporary basis only, thereby utilizing a Smart Growth approach to minimize sprawl and reuse existing infrastructure.

- m. *To encourage coordination of the various public and private procedures and activities shaping land development with a view of lessening the cost of such development and to the more efficient use of land – by coordinating with Township Staff to facilitate the implementation of the proposed Temporary Parking Lot in a compact form, accommodating limited landscape improvements which in turns makes it a cost-effective and efficient use of land on a temporary basis.*

Additionally, the granting of the deviation from the Redevelopment Plan offers (public) benefits that would allow for a substantial number of additional parking spaces to offset the parking spaces displaced by the construction of the proposed Parking Garage and future Cancer Center facility. Parking within the proposed Temporary Parking Lot will mainly be utilized by PMPH staff and site contractors, which will also allow for more of the parking spaces adjacent to the existing hospital building to become available for the public. All of these benefits, among others, substantially outweigh any detriment that may be caused by a lack of parking lot landscaping within a temporary lot, particularly since it will eventually be removed.

Finally, the deviation can be granted without substantial detriment to the public good – as the lack of parking lot landscaping will not have any measurable impact on the visual environment and the general public since it will not be utilized by the general public. The granting of the deviation will not substantially impair the intent and purpose of the Redevelopment Plan, Master Plan and Zoning Ordinance – as the proposed Temporary Parking Lot is generally located in the same location as a future surface parking area serving a future office/research complex, and will facilitate the phase implementation of the core of the health care campus.



Architects | Designers | Planners

1218 Chestnut Street  
5<sup>th</sup> Floor  
Philadelphia, PA 19107  
267.804.7040

## Addendum #3 to Form No. 4

April 14, 2023

As noted in the Application for Development, upon review of the Plainsboro Township Subdivision and Site Plan Review Ordinance, we have identified a minor design waiver is required pertaining to the angled parking spaces and drive aisle width dimensions within the proposed Parking Garage.

The purpose of this addendum is to provide a more detailed review regarding the nature of the design waiver, the justification for same, and how PMPH will meet the statutory criteria under N.J.S.A. 40:55D-51 to allow for the Planning Board to grant the requested exception, as described below.

### **1.0 Overview**

Section 85-44.B.(1) of the Township of Plainsboro Subdivision and Site Plan Review Ordinance requires that "parking spaces and access aisle dimensions shall be adequate to accommodate anticipated volumes, types of vehicles and vehicle turnover. Generally, off-street parking spaces and access aisles shall be dimensioned in accordance with the following schedule, with permitted waivers, as conditions warrant."

Angle of Parking Space	Access Aisle Width With 9-foot Parking Space (feet)
90	24
60	20
45	15
30	12
Parallel	18

The functional layout of the proposed Parking Garage is designed utilizing 90-degree parking spaces in certain bays and 75-degree spaces in the remaining bays. The access aisle width at the 90-degree parking spaces is 24'-0" as shown on the garage architectural floor plans. The minimum access aisle width at the 75-degree parking spaces is 20'-6".

As a result, the proposed layout at the bays with 75-degree angled parking does not exactly match the prescribed layouts in the ordinance (including both the parking angle and access aisle width), which requires an exception.

### **2.0 Justification for the Exception**

The functional layout and parking dimensions of the proposed Parking Garage has been designed based on US industry standards for structured parking garages as well as the extensive

expertise of THA Consulting, utilizing a specific angle of parking space and access aisle width that carefully balances adequate Level of Service ("LOS") and parking yield.

The parking dimension requirements contained in Section 85-44.B.(1) of the Township of Plainsboro Subdivision and Site Plan Review Ordinance are not based on achieving a minimum LOS. Using US industry standards for structured parking garages, the parking dimension requirements of the Township Ordinance have varying Level of Service ranging from C+/B- to much better than A. For example, 90-degree parking spaces with the required access aisle width of 24 feet have a LOS of C+/B-, implying that this specific parking dimension, while adequate, is not ideal for the anticipated volumes, types of vehicles and vehicle turnover. In contrast, 60-degree parking spaces with the required access aisle width of 20 feet have a LOS of much better than A, implying that there is an inefficiency in the layout and the use of land, which results in additional construction costs without any gain in parking yield.

The functional layout and parking dimensions for the proposed Parking Garage have been specifically designed to meet a minimum LOS of B+, with some areas better than B+, otherwise generally consistent as it pertains to the overall layout of the proposed Parking Garage.

- With regard to the parking angle, the Township Ordinance does not include the proposed 75-degree parking angle, which may be interpreted as requiring an exception.
- With regard to the required access aisle width, since the Township Ordinance does not accommodate the proposed 75-degree parking angle, there is no required access aisle width; when utilizing a linear interpolation of the data provided in the Township Ordinance, it would result in a required access aisle width of 22 feet, which is 1'-6" larger than the proposed 20'-6", which may be interpreted as requiring an exception as well.

While the proposed access aisle width may be viewed as undersized as per the Township Ordinance, the functional layout and parking dimensions of the proposed Parking Garage serving patients and visitors alike, have been designed to achieve a LOS of B+ or greater, and are adequate to accommodate the anticipated volumes, types of vehicles and vehicle turnover.

Additionally, it is noted that the requested exception applies to the angled parking spaces within the two (2) parking bays located south of gridline "C" that have 20'-6" wide access aisles, and this applies to each tier of the proposed Parking Garage. In total, this affects less than 50% of the total number of parking spaces contained in the proposed Parking Garage.

### **3.0 Statutory Requirements for Granting an Exception**

In accordance with Municipal Land Use Law (MLUL) at N.J.S.A. 40:55D-51, proofs must be provided to justify allowing the Planning Board to grant exceptions from applicable provisions of the Ordinance for site plan approval as may be reasonable and within the general purpose and intent of the provisions for site plan review and approval, if the literal enforcement of one or more provisions of the Ordinance is impracticable or will exact undue hardship because of peculiar conditions pertaining to the land in question.



*Summary Findings*

Based on the above, exceptions can be granted because literal enforcement of the parking dimensions contained in the Township Ordinance is impracticable, such that the parking angles are limited in scope, and required drive aisle widths vary significantly in LOS. A 75-degree parking angle is commonly utilized, but yet is not permitted, and utilizing a 22-foot-wide access aisle is excessive, particularly for structured parking, which results in significantly additional construction costs without any gain in parking yield. Finally, it is noted that the Township Ordinance recognizes the rigidity of the parking dimensions, indicating that the schedule provided is to be used for general purposes, with permitted waivers, as conditions warrant.

## **TOWNSHIP OF PLAINSBORO**

**Department of Planning and Zoning  
641 Plainsboro Road  
Plainsboro, NJ 08536  
069-799-0909 ext. 1502**

**Form No. 6**

### **APPPLICANT'S DISCLOSURE STATEMENT (CORPORATION OR PARTNERSHIP) AS REQUIRED BY NEW JERSEY LAW\***

Princeton HealthCare System, a New Jersey Nonprofit Corporation d/b/a Penn Medicine Princeton Health is part of the University of Pennsylvania Health System ("UPHS"). There are no owners of 10% or more interest in UPHS.

## TOWNSHIP OF PLAINSBORO

Department of Planning and Zoning  
641 Plainsboro Road  
Plainsboro, NJ 08536  
609-799-0909 ext. 1502

Form No. 7

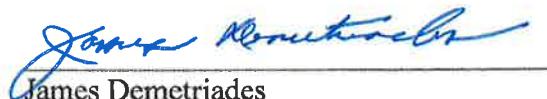
### AFFIDAVIT OF OWNERSHIP

STATE OF NEW JERSEY )

SS )

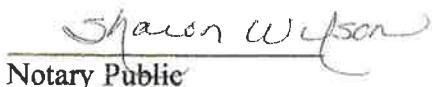
COUNTY OF MIDDLESEX )

James Demetriades, of full age, being duly sworn according to law on oath deposes and says that the deponent is the Chief Executive Officer for Penn Medicine Princeton Health, with an address of 1 Plainsboro Road, Plainsboro, NJ 08536 and that Princeton HealthCare System a New Jersey Nonprofit Corporation d/b/a Penn Medicine Princeton Health is the owner in fee of all that certain lot, piece or parcel of land situated, lying and being in the Township of Plainsboro, New Jersey, and known and designated as Block 1701, Lot 3.01 and Lot 4.04.



James Demetriades

Sworn and subscribed  
before me this 14th day  
of April 2023.



Sharon Wilson  
Notary Public

### AUTHORIZATION

(If anyone other than above owner is making this application, the following authorization must be executed).

To the Planning Board:

\_\_\_\_\_ is hereby authorized to make the within application.

Dated: \_\_\_\_\_



**TOWNSHIP OF PLAINSBORO**  
**Department of Planning and Zoning**  
**641 Plainsboro Road**  
**Plainsboro, NJ 08536**  
**609-799-0909 ext. 1502**

**Form No. 8**

**TAXES COLLECTED**

Re: Property Tax Status

On: Block(s) 1701 Lot(s) 3.01 and 4.04

Current as of: 4/20/23

Delinquent as of: \_\_\_\_\_

Signed \_\_\_\_\_

Municipal Tax Collector

Date \_\_\_\_\_

4/20/23



**TOWNSHIP OF PLAINSBORO**  
**Department of Planning and Zoning**  
**641 Plainsboro Road**  
**Plainsboro, NJ 08536**  
**609-799-0909 ext. 1502**

**Form No. 13**

**SITE PLAN CHECKLIST**

Mark each item below with an  (X) Information is provided on site plan or  
 (W) Waiver is requested for this item (attach a list identifying,  
briefly explaining and justifying each requested waiver)

- plans on proper size sheets
- scale of plat
- key map in relation to remainder of municipality & land owner
- plan certified by licensed architect or engineer
- boundaries of tract, dimensions and bearings
- north arrow
- date
- zone district
- existing & proposed streets
- street names
- existing contours at proper intervals
- proposed contours
- existing & proposed streams
- existing & proposed easements
- existing flood hazard elevations
- location of proposed buildings
- location of existing building
- location of proposed & existing signs
- total building coverage in acres
- total building coverage in square feet
- percentage of lot covered by buildings
- parking layout
- total number of parking spaces
- dimensions of parking spaces
- dimensions of all building setbacks and yards
- size and height of proposed and existing buildings or structures
- building dimensions
- size location, rendering of existing and proposed signs on the tract and within 100' of tract
- written descriptions, see ordinance §85-36B.5
- floor plan

- building elevations, each side
- building material to be used
- indicate buildings to remain
- driveways
- proposed circulation plan
- curbs
- aisles & lanes
- fire lanes
- loading areas
- loading berths & docks
- pedestrian walks
- facilities for movement and storage of goods
- location of exterior lighting
- location of exterior light standards, direction, reflection, intensity of lighting on the tract and within 100' of tract
- cross sections of \_\_\_\_ streets  aisles  
 lanes  driveways
- existing & proposed wooded areas
- buffer areas
- landscape plan  species, caliper & location planting  seeded areas  sodded areas  
 grading
- retaining walls
- fencing
- recreation areas
- man-made improvements
- location & grades & size of proposed  
 drain  sewer  water
- type material for drainage water & sewer
- method of sewer disposal
- method of waste disposal and incineration
- percolation test & soil log, if applicable
- location, height direction of illumination, power & type of proposed outdoor lighting with photometric diagram on plan

N/A architectural or historic significance of any existing building to remain or to be removed

X earthwork balance (surplus/shortage)

X soil type(s)

W3 scale model of proposed development

W4 traffic study, including but not limited to:

W anticipated traffic volumes

W capacity of existing and proposed roadway

W traffic volume impact from other developments

W roadway network problems e.g. unsafe intersections, turns, grades

W need for traffic signals and other improvements

X photographs of any unusual topographic, environmental, historic or physical aspect

X location of all structures with all setbacks, heights, yards, and floor area ratios, and finished floor evaluations

X sketches, plans and photographs of other known similar developments

X common open space including acreage calculations and proposed recreation facilities

X section or staging plan

X conformance to preliminary plan

X detailed soil erosion and sediment control plan

X detailed architectural and engineering data

X architect's ground floor or other floor plans

X illustrations of any signs visible to the public

X all taxes paid

X environmental impact assessment per §20-10 of the Township Code

X 200 foot property search list – obtain from Tax Assessor's Office

**Checklist Waiver Request**

- W1. A waiver is requested for the locations of signs within 100 feet of the tract. There is no change proposed to the existing signs within 100 feet. A waiver is requested for the locations and renderings of proposed building and freestanding identification signs.
- W2. A partial waiver is requested for the location of exterior light standards, direction, reflection, intensity of lighting on the tract and within 100 feet of the tract. This information is shown for the project areas within the tract only. No changes are proposed for the lighting on the remainder of the campus.
- W3. A waiver is requested for the scale model of the proposed development. A model and/or renderings of the proposed development will be provided at the public hearing.
- W4. A waiver is requested for the Traffic Study of the proposed development as the proposed Parking Garage and Temporary Parking Lot shall not add new permanent traffic to the project site. A Traffic Study shall be provided for the proposed Cancer Center and shall be submitted as part of the Site Plan application for the Cancer Center.