



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:

Type of Application (Please Check)	Fee \$	Forms Needed
<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 X No _____
- Is the property served by a public water system? Yes X No _____
- Is applicant willing to dedicate land for the widening of roads in compliance with the Township and/or County Master Plan? Yes X No _____

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

Area of property 49.42 (3.01) 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 848,652 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 _____

James Demetriades
Signature of Applicant _____

Date _____

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

By: James Demetriades, CEO
Penn Medicine Princeton Health

Sharon Wilson
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 _____

Date _____

By: James Demetriades, CEO
Penn Medicine Princeton Health

Bulk Variance



TOWNSHIP OF PLAINSBORO

Department of Planning and Zoning

641 Plainsboro Road

Plainsboro, NJ 08536

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

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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





Penn Medicine Princeton Health – Parking Garage

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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.



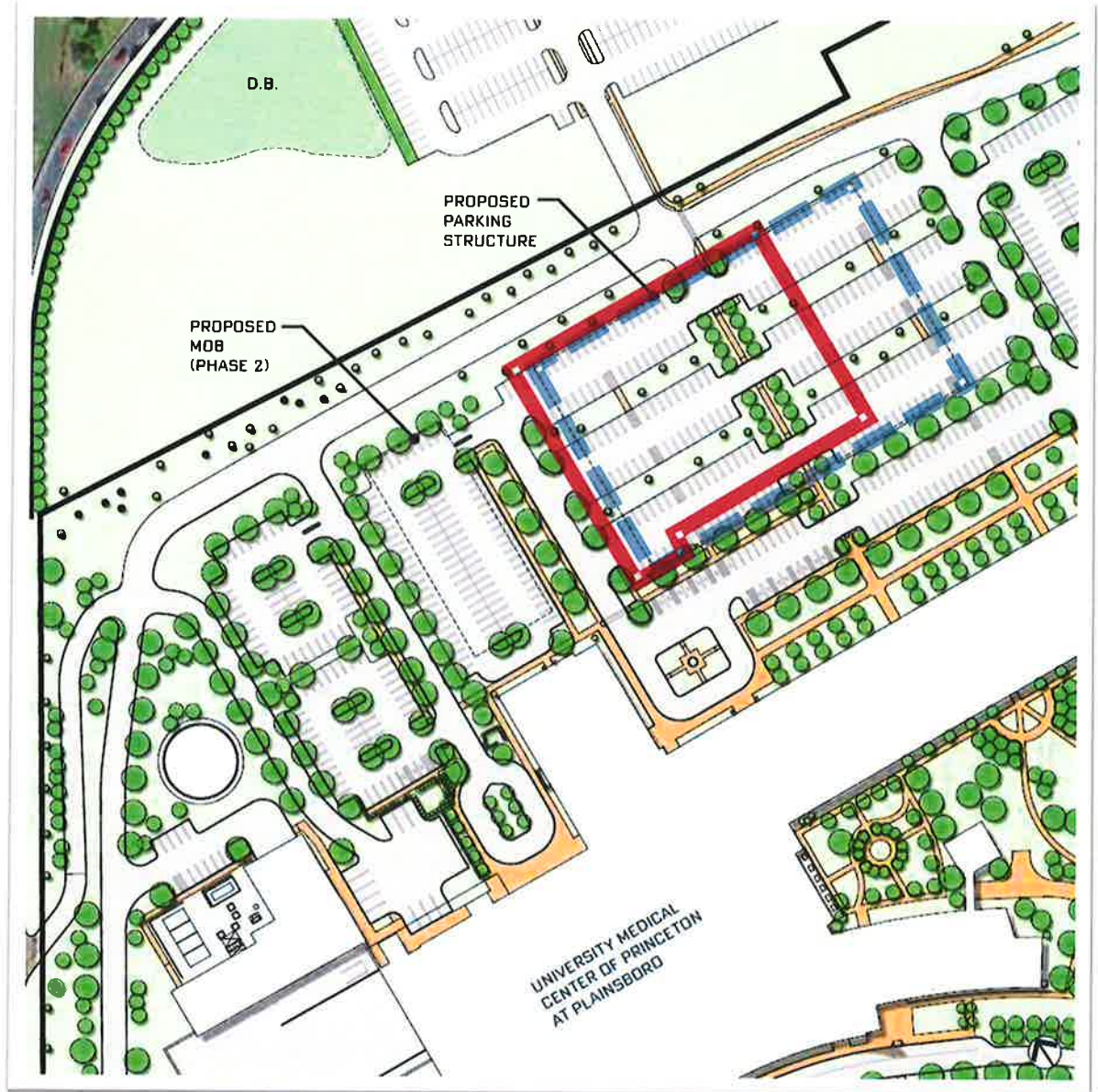
Penn Medicine Princeton Health – Parking Garage

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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.



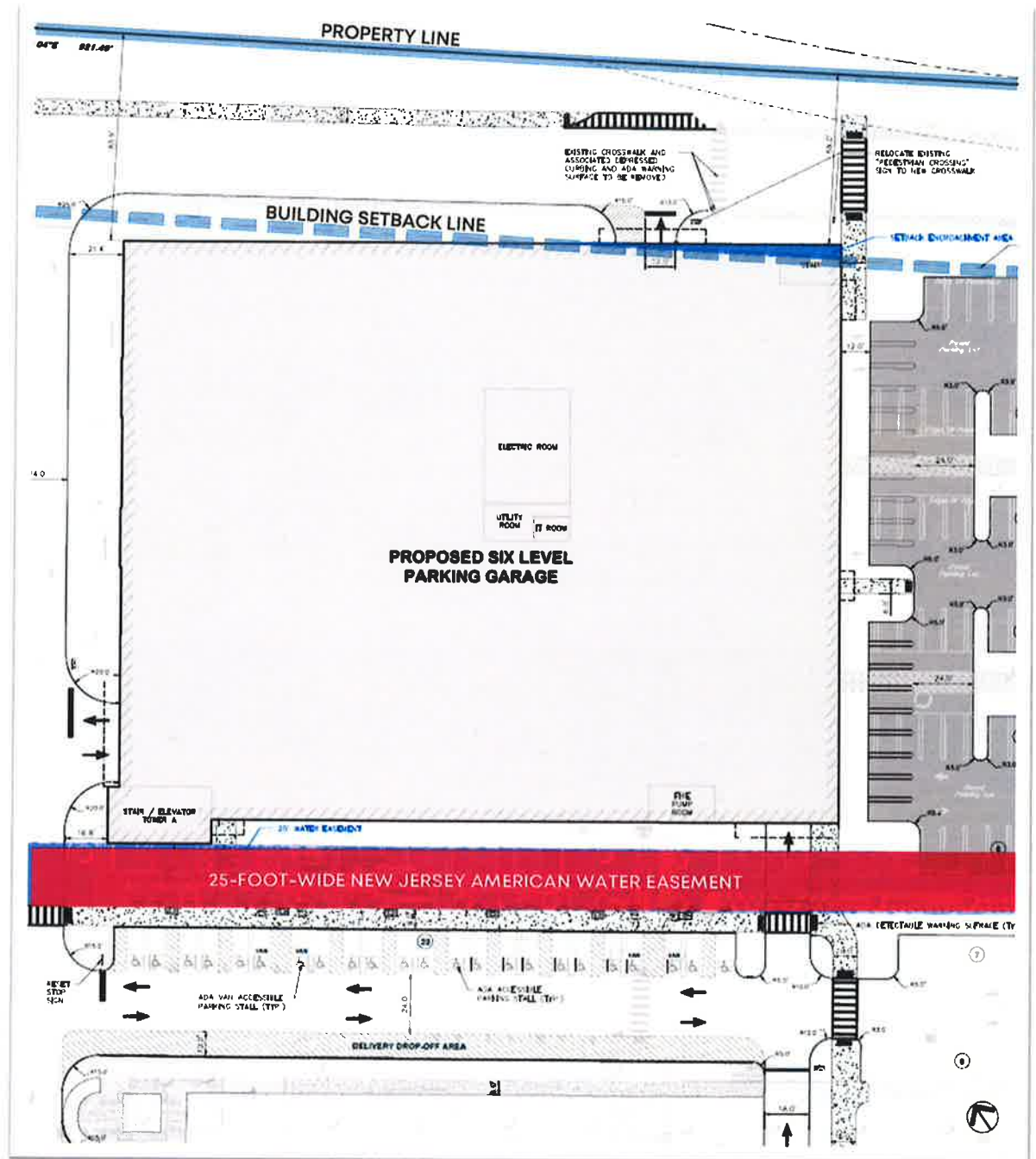
Penn Medicine Princeton Health – Parking Garage

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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



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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.



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- 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 HMOC 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.



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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



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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.



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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.



Architects | Designers | Planners

1218 Chestnut Street
5th Floor
Philadelphia, PA 19107
267.804.7040

Addendum #4 to Form No. 4

June 15, 2023

A minor deviation is required from the standards in the Redevelopment Plan related to the exterior design of the proposed Parking Garage for the HMOC campus. The purpose of this addendum is to provide a more detailed review regarding the nature of the deviation, the justification for same, and how the proposal satisfies 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. Section 5.2.2 of the Redevelopment Plan provides for the design standards for a parking structure in the HMOC sub-district, as follows:

Freestanding parking garages shall be architecturally compatible with the primary buildings in each subarea.

Where a freestanding structured parking garage is either permitted or required (i.e., in the HMOC), the garage shall be fully hidden or architecturally screened from view by one or more of the following features:

- *The garage should be attached to and hidden behind office space, for example located at the interior of a building, mechanically ventilated as necessary;*
- *The garage façade shall be articulated like a non-curtain wall office building, with regularly-spaced openings covered with grilles and/or translucent glazing, mechanically ventilated as necessary. The articulation should disguise the low ceilings and sloping ramps of the garage.*
- *The garage façade shall be hidden behind a separate screen, mounted at a distance from the façade (so as to allow natural ventilation) that mimics a curtain wall building or a more traditional building with separate windows. The screen should extend above the roof level of the garage, so as to disguise any roof parking and mechanical equipment.*
- *The garage façade shall be covered with metal architectural mesh or other creative covering that disguises the levels of parking and ramps, preferably creatively lit at night.*
- *The developer is encouraged to install a solar energy canopy system over the parking on the top of the garage.*

The design goal underlying the standards above is to ensure such structures are designed as an integral component of the buildings they serve, and that the architectural and functional elements of such structures, including the use of materials, fenestration, screening, and vehicular and pedestrian circulation/access, are handled in a manner that complements and enhances the overall operation and appearance of the healthcare campus.

The exterior design of the proposed Parking Garage utilizes various design features as specified in the Redevelopment Plan above, with the level of articulation and design elements of each façade carefully balanced based on public visibility, to ensure that the proposed Parking Garage complements and enhances both the overall operation as well as the appearance of the healthcare campus.

Notwithstanding the above, PMPH understands that the overall design of the parking structure may be viewed as not fully complying with the specific requirements of the Redevelopment Plan.

As a result, the exterior design of the proposed Parking Garage requires a deviation.



2.0 Justification for the Deviation

Consistent with one of the options offered in the Redevelopment Plan, the articulation of the proposed Parking Garage will “disguise the low ceilings and sloping ramps” by locating ramps to the interior of the garage, while level parking will be provided along the perimeter.

As to the exterior façade of the proposed Parking Garage, the overall structure will utilize various design considerations, materials, colors, and finishes designed to match or otherwise be architecturally compatible with the adjacent primary campus buildings, as called for in the Redevelopment Plan, with each façade utilizing different design considerations based on its relationship with the overall healthcare campus and visibility to the public.

The more visible facades (that is, the east and south facades) will utilize masonry in the form of scored precast concrete wall panels, metal curtain wall and metal panels, which are architecturally compatible with the adjacent Central Utility Plant. These facades also incorporate strategically placed tensioned fabric mesh panels in an alternating pattern. The south façade has the pattern applied in alternating bays; the east façade has the pattern applied across the entire elevation except for the snow dump zone. These facades are consistent with the design standard in the Redevelopment Plan that the garage façade be covered with “metal architectural mesh or other creative covering that disguises the levels of parking and ramps”.

The screens will extend from above the low exterior landscaping to the parapet of the top level. The mesh panels will be 52% open which is consistent with the requirements for natural ventilation, and it will be stretched between continuous steel clips at the head and sill of each panel, allowing it to flutter slightly or shimmer in the breeze. Because the mesh is silver, it will dynamically reflect sunshine as the sun arcs through the sky. At night, light from inside the structure will permeate the screen, changing its character from reflective to translucent.

Interior lighting associated with the interior of the structure has been carefully designed for low glare and positioned one (1) foot above the bottom of the structure tees of each level to further reduce direct views from both the interior and exterior. Light levels will be LED, dimmable, and tied to motion sensors. The combination of light fixture shielding, façade screening of the proposed Parking Garage, dimmable controls and target illumination level for the interior of the proposed Parking Garage being lower than other buildings within the overall health care campus, will ensure minimal light trespass and glare from the proposed Parking Garage itself.

Additionally, darker metal panels and glass curtain wall will be utilized at tower elements expressing vertical circulation, which are consistent with the campus materials and color palette found throughout the campus, particularly at the main hospital building. These elements assist in making the proposed Parking Garage identifiable, which benefits the overall operation of the health care campus, for patients and visitors alike looking for parking as they approach the Site.

As to the other facades (that is, the north and west facades), they will likewise utilize masonry in the form of scored precast concrete wall panels and a series of infill panels designed to give the appearance of long horizontal openings, consistent with the fenestration pattern of the adjacent Medical Arts Pavilion.

While the north and west facades face Route 1 and Scudders Mill Road, visibility into the medical campus from these roads is minimal because of the speed and direction of travel and existing vegetation. This vegetation will be enhanced with the additional plantings that PMPH is required to provide to replace trees being removed as part of the construction of the Parking Garage. In coordination with the municipal staff and consultants, additional planting will be located to fill in gaps in the existing perimeter landscaping along those roadways to further screen the views of the proposed Parking Garage.

In summary, the exterior of the proposed Parking Garage has been designed to achieve the overarching goal of the Redevelopment Plan, i.e., ensuring that the proposed Parking Garage will complement and enhance the overall operation of the health care campus. Additionally, specific design features have been carefully balanced on each façade to ensure



that the more visible façades of the Parking Garage enhance the overall appearance of the health care campus, and other strategies are utilized to mitigate any impact to the viewing public.

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 to ensure that such complements and enhances the overall operation of the health care campus.
- 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, particularly where appropriate on the more visible facades facing the primary entrance to the parking area, including the approach from Punia Boulevard and Hospital Drive, in such a manner that is architectural compatible with other buildings within the overall health care campus.



Additionally, the granting of the deviation from the Redevelopment Plan offers (public) benefits that would ensure that the proposed Parking Garage remains identifiable, in an area where parking is typically found to be in demand, helps manage circulation and traffic in a predictable manner, which improves the overall operation of the health care campus. All of these benefits, among others, substantially outweigh any detriment that may be caused by slightly less emphasis on the articulation of those facades not otherwise visible to the general public.

Finally, the deviation can be granted without substantial detriment to the public good – as those facades not otherwise visible to the general public, 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.

TOWNSHIP OF PLAINSBORO

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

Form No. 6

**APPLICANT'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

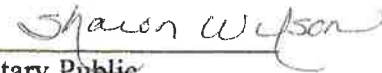
AFFIDAVIT OF OWNERSHIP

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.


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: _____

PreLim/Final Site Plan



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

Dated: June 16, 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 north 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 area of the campus 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 has been engineered and designed to accommodate a garage expansion to the east should it be necessary to address future parking needs on the HMOC campus.

The proposed site plan layout maintains the existing site circulation on the north side of the hospital site. 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 Parking Lot 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 complementary 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.

The Parking Garage is proposed to be located in an existing parking lot. There are currently 70 shade trees in the parking lot which will be removed and 15 ornamental (crabapple) trees proposed to be relocated on-site. The 70 shade trees will be replaced on-site at a 1:1 ratio at locations to be determined in consultation with the Township staff or consultants. Due to existing landscaping and the speed and direction of travel on Route 1 and Scudders Mill Road there is minimal visibility of the proposed Parking Garage from these roads. However, it is anticipated that some of the replacement trees will be planted to fill in gaps in the existing landscaping along these roads to further screen the views of the Parking Garage.

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 proposed site lighting design includes a combination of pole mounted light fixtures, bollard lighting and recessed lighting for the canopy. The site lighting will 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 will be the same style and color as the existing light fixtures on the hospital site.

The Parking Garage interior lighting fixtures and optics are designed for low glare. To further increase visual comfort, the fixtures will be positioned one foot above the bottom of the structural tees to reduce direct fixture views for both the interior and exterior views. The top level light poles of the Parking Garage will have full cutoff fixtures (no light above horizontal) with controlled lighting distribution. Garage light fixtures will be LED and dimmable. Interior garage area and top level light poles will be tied to motion sensors that will dim the lighting when the space is inactive after a period of time. The target illumination level for the interior garage area is an average of 6 footcandles which matches the Illuminating Engineering Society's (IES G-1-22) recommended minimum average security light level for parking garages. Given the light fixture shielding, façade screening, dimmable lighting controls, and the lower target illumination level as compared to the surrounding hospital buildings, minimal light trespass and glare are anticipated from the Parking Garage.

The exterior design of the proposed Parking Garage uses various design features as specified in Section 5.2.2 of the Amended Redevelopment Plan. The level of articulation of each façade is carefully balanced based on public visibility to ensure that the Parking Garage complements and enhances both the overall operation as well as the appearance of the healthcare campus as called for in the Amended Redevelopment Plan.

Temporary Parking Area

The construction of the Parking Garage will result in a temporary loss of approximately 246 parking spaces within the existing P6 and P5 parking lots. The construction of the Cancer Center and associated site improvements and utility work is anticipated to displace approximately 272 additional parking spaces. The applicant proposes to construct

628 temporary parking spaces across Punia Boulevard on Lot 4.04 to manage the parking needs during the construction of the Parking Garage and Cancer Center. The temporary parking area (Temporary Parking Area) will be used by construction personnel and HMOC staff. A Technical Memorandum Addendum Parking Study prepared by DTS Provident Design Engineering is included with the submission which analyzes the parking needs and inventory throughout the construction of the Parking Garage and the Cancer Center. This study confirms that the proposed Temporary Parking Area (together with construction of the previously approved Parking Lot P10 expansion) will adequately serve the parking needs of the HMOC during the Parking Garage and Cancer Center construction process.

The Temporary Parking Area will use the existing access driveway on Punia Boulevard which is aligned with the existing hospital driveway for both ingress and egress. The existing pedestrian crossing, located near the existing bus stop on Punia Boulevard will be used for pedestrian access to the hospital site from the Temporary Parking Area.

The Temporary Parking Area will consist of two sections to minimize the impact on the existing trees on Lot 4.04. The front section consisting of 304 spaces closer to Punia Boulevard will be constructed first because it will be needed for a longer duration and is anticipated to be completed and operational prior to the start of the Parking Garage construction. The design of the front section includes site improvements such as sidewalks, landscaping, lighting, and stormwater management facilities. This section will also include 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 temporary parking, the footprint and area of disturbance is minimized as much as possible, and no landscaping is proposed within the Temporary Parking Area. The rear section of the Temporary Parking Area, consisting of 324 parking spaces, is anticipated to be needed for less than 6 months. Therefore, it will consist of only a stone surface and not require additional stormwater management improvements.

After the Cancer Center and Parking Garage are constructed and operational, 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 Area will continue through early 2027.

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).



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)

- | | |
|---|---|
| <input checked="" type="checkbox"/> plans on proper size sheets | <input checked="" type="checkbox"/> building elevations, each side |
| <input checked="" type="checkbox"/> scale of plat | <input checked="" type="checkbox"/> building material to be used |
| <input checked="" type="checkbox"/> key map in relation to remainder of municipality & land owner | <input checked="" type="checkbox"/> indicate buildings to remain |
| <input checked="" type="checkbox"/> plan certified by licensed architect or engineer | <input checked="" type="checkbox"/> driveways |
| <input checked="" type="checkbox"/> boundaries of tract, dimensions and bearings | <input checked="" type="checkbox"/> proposed circulation plan |
| <input checked="" type="checkbox"/> north arrow | <input checked="" type="checkbox"/> curbs |
| <input checked="" type="checkbox"/> date | <input checked="" type="checkbox"/> aisles & lanes |
| <input checked="" type="checkbox"/> zone district | <input checked="" type="checkbox"/> fire lanes |
| <input checked="" type="checkbox"/> existing & proposed streets | <input checked="" type="checkbox"/> loading areas |
| <input checked="" type="checkbox"/> street names | <input checked="" type="checkbox"/> loading berths & docks |
| <input checked="" type="checkbox"/> existing contours at proper intervals | <input checked="" type="checkbox"/> pedestrian walks |
| <input checked="" type="checkbox"/> proposed contours | <input checked="" type="checkbox"/> facilities for movement and storage of goods |
| <input checked="" type="checkbox"/> existing & proposed streams | <input checked="" type="checkbox"/> location of exterior lighting |
| <input checked="" type="checkbox"/> existing & proposed easements | <input checked="" type="checkbox"/> location of exterior light standards, direction, reflection, intensity of lighting on the tract and within 100' of tract |
| <input checked="" type="checkbox"/> existing flood hazard elevations | <input checked="" type="checkbox"/> cross sections of ___ streets <input checked="" type="checkbox"/> aisles |
| <input checked="" type="checkbox"/> location of proposed buildings | <input checked="" type="checkbox"/> lanes <input checked="" type="checkbox"/> driveways |
| <input checked="" type="checkbox"/> location of existing building | <input checked="" type="checkbox"/> existing & proposed wooded areas |
| <input checked="" type="checkbox"/> location of proposed & existing signs | <input checked="" type="checkbox"/> buffer areas |
| <input checked="" type="checkbox"/> total building coverage in acres | <input checked="" type="checkbox"/> landscape plan <input checked="" type="checkbox"/> species, caliper & location planting <input checked="" type="checkbox"/> seeded areas <input checked="" type="checkbox"/> sodded areas |
| <input checked="" type="checkbox"/> total building coverage in square feet | <input checked="" type="checkbox"/> grading |
| <input checked="" type="checkbox"/> percentage of lot covered by buildings | <input checked="" type="checkbox"/> retaining walls |
| <input checked="" type="checkbox"/> parking layout | <input checked="" type="checkbox"/> fencing |
| <input checked="" type="checkbox"/> total number of parking spaces | <input checked="" type="checkbox"/> recreation areas |
| <input checked="" type="checkbox"/> dimensions of parking spaces | <input checked="" type="checkbox"/> man-made improvements |
| <input checked="" type="checkbox"/> dimensions of all building setbacks and yards | <input checked="" type="checkbox"/> location & grades & size of proposed |
| <input checked="" type="checkbox"/> size and height of proposed and existing buildings or structures | <input checked="" type="checkbox"/> drain <input checked="" type="checkbox"/> sewer <input checked="" type="checkbox"/> water |
| <input checked="" type="checkbox"/> building dimensions | <input checked="" type="checkbox"/> type material for drainage water & sewer |
| <input checked="" type="checkbox"/> size location, rendering of existing and proposed signs on the tract and within 100' of tract | <input checked="" type="checkbox"/> method of sewer disposal |
| <input checked="" type="checkbox"/> written descriptions, see ordinance §85-36B.5 | <input checked="" type="checkbox"/> method of waste disposal and incineration |
| <input checked="" type="checkbox"/> floor plan | <input checked="" type="checkbox"/> percolation test & soil log, if applicable |
| | <input checked="" type="checkbox"/> location, height direction of illumination, power & type of proposed outdoor lighting with photometric diagram on plan |

over →

- 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.



April 14, 2023

RE: Supplemental Plans and Information for
**Penn Medicine Princeton Health
Cancer Center Garage (Phase 1)**
FPA No. 06C028T.003

The applicant/owner Princeton Healthcare System, a New Jersey nonprofit corporation, d/b/a Penn Medicine Princeton Health, is proposing to construct a new Parking Garage on the hospital site known as Block 1701, Lot 3.01 in Plainsboro, New Jersey. The project proposes the construction of a new six (6) level Parking Garage with approximately 1,161 parking stalls and other site improvements, such as sidewalks, landscaping, lighting, and stormwater management facilities. Also, as part of this site plan application, the applicant is proposing to construct a Temporary Parking Area on Lot 4.04 to provide parking that is displaced during the construction of the Parking Garage structure and for contractor parking.

As part of the submission requirements for site plan applications, the applicant must address Section 9.2.1 of the Amended Redevelopment Plan for Supplemental Plans and Information for this project. Therefore, we offer the following response to this requirement:

A. General Land Use Plan

The Penn Medicine Princeton HealthCare System Campus has been designated as an area for redevelopment in Plainsboro Township and the township has adopted the Amended Redevelopment for the Princeton HealthCare System at Plainsboro Site, dated March 13, 2013 which establishes the zoning requirements for the project. The project site for the Cancer Center and Parking Garage is located in the Hospital Medical Office Complex (HMOC) district within the Redevelopment Plan.

Penn Medicine Princeton HealthCare System is developing a plan for a new cancer center as part of the second phase of development of the HMOC site. It has been decided to separate the second phase into two site plan applications, one to address the new parking structure 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 the Cancer Center to minimize the impact on the existing operation of the HMOC. This application is for site plan approval for the Cancer Center Parking Garage which is a permitted accessory use in the HMOC district.

A deviation is necessary for the "minimum building setback from perimeter lot lines" for the proposed Parking Garage setback of proposed 69 feet where 75 feet is required.¹ Also, a deviation from the landscape requirements is needed for the temporary parking lot. A temporary parking lot is being proposed across Punia Boulevard to manage the displaced parking during construction of the Cancer Center and Parking Garage and to maintain adequate parking for the current operation on the project

¹ A design waiver is also required for the drive aisle width in the parking garage to be 18.83 feet (75 degree angled parking is proposed) where the Plainsboro Ordinance does not specify a width for 75 degree parking, but a width of 22 feet is inferred from the ordinance.



site. Given the temporary nature of the project, creating landscaped islands would eventually require removal of curbing and landscaping almost as soon as the landscaping is established. By not creating the landscaped islands will allow the applicant/owner to maintain a much more compact footprint and preserve some of the existing mature vegetation. The intent is to maximize the temporary parking and minimize the overall disturbance of the project. The temporary lot will be removed upon the completion of the construction of the Cancer Center, therefore, the landscaping would also be removed. Other than the deviations noted, the proposed project conforms to the land use plan and bulk design standards set forth in the Redevelopment Plan. The Parking Garage structure's orientation, massing, materials and landscape design will be consistent with the Plan requirements and will maintain the same high quality standards within the healthcare campus.

B. Circulation Plan and Traffic Impact Analysis

The project site is located at the intersection of Route 1 and Plainsboro Road with two main access locations to the health care campus. Punia Boulevard is the main “spine” entry roadway into the Health Care Campus. Punia Boulevard starts at Plainsboro Road and proceeds northward to connect to Hospital Drive. Hospital Drive is the secondary entry roadway that links Punia Boulevard to Campus Road to the east.

The site location of the proposed Parking Garage structure will be on the north side of the existing hospital within the existing P6 parking area. This location experiences the highest demand for parking as a result of the close proximity to the Medical Arts Pavilion and the secondary entrance to the hospital. This location for the garage is also consistent with the original master plan for the Health Care Campus and the Amended Redevelopment Plan.

The proposed Parking Garage is situated within the existing P6 parking area which will maintain the existing site circulation on the north side of the hospital site. Vehicular access to the Parking Garage will be on the southwestern portion of the structure, which will keep queuing of vehicles off of Hospital Drive. There will be another vehicular entrance to the Parking Garage directly aligned with the exit of the expanded patient drop-off area. Also, there will be an exit only access 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 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 aligns 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.

Pedestrian pathways are being proposed for the Parking Garage to be consistent with the Amended Redevelopment Plan and in order to maintain pedestrian circulation throughout the hospital site.

C. Open Space Plan

The proposed development complies with the Open Space requirements of the Amended Redevelopment Plan and does not impact the existing open space areas on the hospital site. The open space areas located on the project site will remain, which includes the healing gardens, educational gardens and landscape areas on the hospital site. The existing Public Park on the south side of Plainsboro Road will not be impacted by the proposed development and pedestrian access to the passive park will be maintained.

D. Utility Plan

The existing utility infrastructure within the hospital site is adequate to provide service to the proposed Parking Garage. As part of the initial phase of construction, some of the existing utilities will be relocated to accommodate the construction of the proposed Parking Garage.

For the Parking Garage, the sanitary sewer will be connected to an existing sanitary sewer main and an oil water separator will be provided within the Parking Garage structure. The water service, both domestic and fire service, will be provided from an existing water main located on the south side of the proposed Parking Garage. Electric and communication services will be provided from the existing on-site facilities.

E. Stormwater Management Plan

The proposed Parking Garage will be designed to comply with the Township Stormwater Management requirements, which include stormwater quantity reductions, water quality treatment and groundwater recharge using Green Infrastructure (GI) elements.

Stormwater quantity – The proposed Parking Garage project will result in an increase of 0.468 acres in impervious cover on the hospital site. The existing wet pond was designed to handle the stormwater runoff from the hospital site for the full maximum build out of 60% impervious coverage on the project site. For the Parking Garage, porous pavement system with underground storage in the parking areas are proposed to provide peak flow reductions for the additional impervious surfaces being proposed for each respective project area. A portion of the Parking Garage roof areas will be piped into the underground storage bed directly as it is considered clean runoff. The peak flow reductions will be provided via the porous pavement system. Because porous pavement system is considered a Green Infrastructure BMP, the project quantity reductions for the Cancer Center and Parking Garage will comply with the GI requirement.

Stormwater water quality - As an overall combined project, from a stormwater management perspective, the Parking Garage and Cancer Center will result in an overall decrease in motor vehicle surface. The



proposed Cancer Center and Parking Garage shall result in an increase of total impervious of 36,242 sf. However, there will be a decrease in motor vehicle surface of 20,604 sf for the combined overall project. Since there is a decrease in motor vehicle surface area, water quality treatment is not required as per NJAC 7:8-5.5(a):

This section contains the minimum design and performance standards to control stormwater runoff quality impacts of major development. Stormwater runoff quality standards are applicable when the major development results in an increase of one quarter acre or more of regulated motor vehicle surface.

However, the Parking Garage portion of the project site will result in an increase of impervious coverage of 20,386 sf. and 19,820 sf of the 20,386 sf is motor vehicle surface. Our site plans for the Parking Garage identify 20,000 Square Feet of existing parking area to be removed. This approach will result in a net decrease in motor vehicle surfaces for the Parking Garage site plan and water quality treatment is not required. In the event that the Parking Garage is constructed, but the Cancer Center project does not proceed, then there will be a large excess of available parking on the campus even with the removal of the 20,000 square feet of existing parking (79 spaces to be removed). For instance, the Cancer Center would be displacing 167 parking spaces but without the Cancer Center the 167 parking spaces would be now available for use. Once the pavement is removed, the garage project by itself will not result in an increase of more than 0.25 acres of motor vehicle surface requiring water quality treatment for the Parking Garage project.

Groundwater recharge - The existing soil condition on the project site consists of mostly Glacial Till, which is decomposed shale with clay and silt. The project area has already been developed in the past and the subsurface soil conditions are heavily compacted and do not provide groundwater recharge under the existing conditions. We have performed a subsurface soil assessment, consisting of test borings and percolation testing that indicates that the existing soils are not suitable for infiltration. These findings are consistent with other projects throughout the healthcare campus and the Township has granted waiver from this requirement in the past. Therefore, the annual pre-construction groundwater recharge is zero and the requirement for post-construction recharge would be the same.

The temporary parking lot will be designed to comply with the Township Stormwater Management requirements, which include stormwater quantity reductions, water quality treatment and groundwater recharge using Green Infrastructure (GI) elements.

Stormwater quantity – The proposed temporary parking lot will result in an increase of impervious coverage on Lot 4.04. The existing regional detention basin located on the east side of Lot 4.04 was designed to provide the stormwater quantity reductions for the full build out of 60% of Lot 4.04. However since the regional extended detention basin is not considered a Green Infrastructure element, we are proposing to provide a porous pavement system with underground storage to comply and meet the stormwater quantity reductions for the proposed temporary parking area.



Stormwater quality –Porous pavement system is a Green Infrastructure element and provides water quality treatment and 80% TSS removal. The porous pavement system has been designed to provide the required water quality treatment for the proposed temporary parking area.

Groundwater recharge - The existing soil condition on Lot 4.04 consists of mostly Glacial Till, which is decomposed shale with clay and silt. We have performed a subsurface soil assessment, consisting of test borings and percolation testing that indicates that the existing soils are not suitable for infiltration. These findings are consistent with other projects throughout the healthcare campus and the Township has granted waiver from this requirement in the past. Therefore, the annual pre-construction groundwater recharge is zero and the requirement for post-construction recharge would be the same.

F. Environmental Inventory

The environmental impact of this proposed project is addressed in the Environmental Impact Assessment submitted with this application. The report sets forth in detail the environmental assessment in accordance with the township ordinance and the steps that can be taken to minimize impact to the environment. The project areas have been previously developed and do not contain any freshwater wetlands and/or floodplain areas. Therefore, there are no environmentally sensitive areas, such as flood plains and/or freshwater wetlands, that will be impacted by the proposed development of the Parking Garage.

G. Community Facility Plan

The community facility plan is being implemented by the creation of additional walkways around and throughout the project site. The pedestrian pathways will be connected into the existing pathways and are consistent with the standards of the Amended Redevelopment Plan. The linking of the pathways allows for pedestrian and bike circulation throughout the campus but also provides pedestrian links to the community as per the vision of the Amended Redevelopment Plan.

H. Housing Plan

There are no changes to the housing plan as a result of the proposed development.

I. Local Service Plan

Local utility services are available for the project site from the existing utility infrastructure on the healthcare campus. Utility service connections for the proposed development are shown on the site plans.

J. Fiscal Impact Report

The proposed Parking Garage is the first phase towards the development of the Cancer Center. The proposed Cancer Center project will result in approximately 110 new permanent jobs (over a period of time) for the operation of the facility. The construction estimate for the project is an investment of



approximately \$200 million which is anticipated to create approximately 200 jobs throughout the construction period of this project.

K. Phasing Plan

This project is consistent with Phase II of the Amended Redevelopment Plan. During the construction of the Parking Garage, parking spaces will be displaced as a result of the construction activities and temporary staging areas. The construction of the Parking Garage will be phased to minimize the impact on the operation of the hospital and other uses.

Phase 1A – Construction of a temporary parking area on the vacant lot, known as Lot 4.04, that is located on the east side of Punia Boulevard. The temporary parking area will consist of approximately 628 parking spaces and will be provided with temporary site lighting. As part of a separate application which was previously approved by the Planning Board (Resolution #P19-16, dated December 16, 2019), the Applicant will be proceeding with the expansion of the P10 parking lot (permanent overflow parking). The completion date for that parking expansion is anticipated in the Summer of 2023.

Phase 1B – Existing utilities located within the proposed Parking Garage area will be relocated to accommodate the proposed construction. The Phase 1B improvements near the Parking Garage area will be limited to utility relocation work only to minimize the displacement of parking spaces so that there is minimal impact on the operation of the existing uses.

Phase 1C – After Phase 1 improvements are complete and the temporary parking area is available for use, then construction of the Parking Garage can be started.

Phase 2 – A separate site plan application will be submitted for the construction of the proposed Cancer Center and any associated utility relocation work. After completion of the Cancer Center and Parking Garage, then the temporary parking area on Lot 4.04 will be removed and restored to its condition that existed prior to construction of the temporary parking.

If you have any questions or require additional information, please do not hesitate to contact me.

Respectfully Submitted,
FRENCH & PARRELLO ASSOCIATES, P.A.

A handwritten signature in blue ink, appearing to read 'Andrew L. French', is written over a light blue horizontal line.

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