

PLAINSBORO TOWNSHIP PLANNING BOARD
AUGUST 21, 2023
MINUTES

MEETING HELD:

August 21, 2023 in the Court Room of the Municipal Center

PLANNING BOARD MEMBER ATTENDANCE:

Peter Cantu, Ed Yates, Cary Spiegel, Arthur Lehrhaupt, Richard Keevey, Sanjeev Agarwal, Joseph Greer and Sanjana Raturi were present.

Jetal Doshi and Ramesh Rajagopal were absent.

TOWNSHIP/CONSULTANT ATTENDANCE:

Ron Yake, Township Planner/Zoning Officer; Lou Ploskonka, CME Associates, Planning Board Engineer; Abd Elazeem Youssef, CME Associates, Planning Board Engineer; Trishka Cecil, Mason, Griffin & Pierson, P. C., Planning Board Attorney and Josi Easter, Board Secretary.

MEMBERS OF THE PUBLIC:

There were 13 members of the public in the audience including applicant.

MEETING CALLED TO ORDER:

Arthur Lehrhaupt called the meeting to order at 7:01 p.m. and read the certification of meeting notices.

It was MOVED by KEEVEY and seconded by AGARWAL to approve the April 17, 2023 Planning Board Minutes as submitted.

Via voice vote the April 17, 2023 Planning Board Minutes were approved.

P23-03 Princeton Healthcare System d/b/a Penn Medicine Princeton Health – Preliminary and Final Site Plan with requested deviations and parking regulations design waiver, Block 1701, Proposed Lots 3.01 and 4.04

Thomas M. Letizia, Esq. from Troutman Pepper stated that he is representing the applicant Penn Medicine Princeton Health and that his office provided proof of notice of the hearing by certified mail and publication in the official newspaper of the Township to the Board staff.

Mr. Letizia asked Ms. Cecil if the Board has jurisdiction to proceed.

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Ms. Cecil replied that the Notice is in order and that they could proceed.

Mr. Letizia noted that Penn Medicine Princeton Health appeared before the DRC and is the owner and designated redeveloper of the site. It is approximately a 50-acre parcel located between Route 1 North, Plainsboro Road and Scudders Mill Road. It's currently developed with a hospital and a Medical Arts Building. In 2008 the Township Committee adopted a Redevelopment Plan to establish standards for redevelopment of the site. The plan was last amended in 2013, which is the current governing zoning document of the site.

Mr. Letizia stated that the hospital property is identified as Lot 3.01 on Block 1701. It is within the HMOC, Hospital Medical Office Complex, Zone and is consistent with phase 1 of the Amended Redevelopment Plan. The other lot is the nearly 9-acre vacant parcel across Punia Boulevard from the hospital identified as Lot 4.04 in Block 1701. This lot is in the ORC, Office Residential Complex, Zone of the Amended Redevelopment Plan.

Mr. Letizia indicated that the improvements that they are proposing make up a portion of phase 2 of the HMOC Redevelopment. Phase 2 of the Amended Redevelopment Plan envisioned additional hospital rooms, medical office space and structured parking to accommodate the additional parking needs. Penn Medicine has determined that the medical needs for this community is a new cancer center. They are seeking to build the garage first to gain a head start on parking construction while the cancer center plans are being finalized. They intend to file the site plan application for the cancer center this fall.

Mr. Letizia noted that the proposed parking garage and the proposed cancer center will be in areas that are currently surface parking that support the Hospital and the Medical Arts Building which will remain open during construction. They have thoroughly analyzed the anticipated parking needs during construction and propose to construct temporary parking lots for staff and construction personnel across Punia Boulevard.

Mr. Letizia indicated that the proposed application is substantially in conformance with the Amended Redevelopment Plan. However, they are requesting three minor deviations which are supported by the DRC and Staff. The first is in section 3.2.2 of the Amended Redevelopment Plan to allow the north east corner of the parking garage to be 69' from the lot line where 75' is required; The second deviation is from section 5.52 which sets forth design standards for standalone parking garages, to **allow variation in the façade treatment** of the garage based on exposure and views from the public, lastly the third deviation is from section 5.15E of the Amended Redevelopment Plan that permits the applicant to forgo the installation of new landscaping within the temporary parking lots.

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Mr. Letizia stated that they are requesting one site plan design waiver from section 85-44B1 of the site plan ordinance that relates to aisle width and parking angle and four check list items that relate to signage and lightning as well as a waiver to allow them to provide a rendering in lieu of a model of the project. All waivers have been deemed reasonable and supported by staff.

Mr. Letizia noted that the plans reflect changes that address the comments from the DRC and Staff and the applicant agrees to comply with all comments in the Planning Board Memo dated August 7, 2023 including those listed in the Appendix. The supplemental materials required under the Amended Redevelopment Plan were submitted as well as a consistency review letter by the planning firm LRK. Staff opined that they have met all supplemental requirements.

Ms. Cecil swore in all the witness for the applicant and the Township Staff.

Lawrence Bell, Sr. Project Manager with Penn Medicine Princeton Health stated that the proposed garage and the temporary Punia parking lot are to support the proposed new cancer center building. They are expanding their current cancer services to better serve the surrounding community. The proposed cancer center is being designed with patients and their loved ones in mind. It will include: a cancer clinic; space for radiation treatment, chemotherapy treatment; social work; nutrition; blood draw services and radiology imaging in order to have all required services be conveniently located in one building to ease the cancer patients' journey. The intended time line is to start the Punia Lot this fall, upon approval, and finish by early spring of next year with the garage construction starting in the spring of next year to spring of 2025.

Andrew French, PE, of French & Parrello Associates gave an overview of his professional credentials and Chairman Lehrhaupt accepted him as an expert witness without objection.

Mr. Letizia asked Mr. French to describe the existing conditions.

Mr. French stated that exhibit A-1 titled Campus Plan prepared by Shepley Bulfinch on August 21, 2023 represents the location, existing conditions and surrounding uses where the parking garage and temporary parking areas are proposed from an overall campus perspective. The hospital site has frontage on Route 1 to the west, Plainsboro Road to the south, Punia Boulevard to the east and Hospital Drive to the north. The existing conditions are that the hospital tower and diagnostic treatment are in the center of the property. To the west is the central utility plant, loading dock and helipad. Centered to the building extending to the north is the Medical Arts Pavilion. The education building is to the east and further to the east is the Fitness Center. North of Hospital Drive is the existing P10 Lot known as the Crescent Parcel

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and on the east side is the P10 expansion for an additional 128 parking spaces that have already been approved by the board.

Mr. French noted that the proposed cancer center is to be located on the east side of the hospital tower within the existing P2 parking area. They are proposing that the new parking garage be located on the north side of the education building and south of Hospital Drive with 1161 parking spaces. On the east side of Punia Boulevard is a vacant parcel which is south of Maplewood Assisted Living and north of CHOP where 628 temporary parking spaces will be located. For a perspective on the surrounding uses, Maplewood Senior Living is on the East side of Punia Boulevard, north of that is the daycare and adult daycare facility, south of the temporary parking is CHOP and further south on the other side of Plainsboro Road is the skilled nursing facility and then the Millstone River Park.

Mr. French indicated that exhibit A-2 is a rendering of the Landscape Plan and illustrates where the parking garage will be situated. There was a concept plan that showed the location of the proposed parking garage as part of the consistency with the Amended Redevelopment Plan. They placed it south of Hospital Drive to maintain the existing site circulation. Hospital Drive is located on the north side and north to that is the P10 parking lot expansion and the P10 lot. The parking garage itself will have three access driveways. One on the north side is an exit only and is aligned with the P10 existing two-way driveway so that they don't have cars queuing up on Hospital Drive. The intent is if a car is driving westbound on Hospital Drive and turns left to go south towards the Medical Arts Pavilion and to the north entrance of the Hospital, there will be a driveway on the west side which will be the main access two-way driveway into the parking garage. As you extend down further towards the Medical Arts Pavilion and north of the hospital entrance they realized that the existing drop off area gets congested. Therefore, they are making improvements by expanding the patient drop off area to make it large enough to create queuing opportunities for drop off and valet operations and when exiting it extends to the entrance of the parking garage.

Mr. French stated that they also have pedestrian improvements. The P10 parking lot has two options for pedestrian access. From the west it extends to a new crosswalk over Hospital Drive and a new sidewalk to the Medical Arts Pavilion entrance. They are reconfiguring the pedestrian sidewalk from the P10 parking lot with a new crossing on Hospital Drive including new signage and flashing signals to identify the pedestrians crossing to make it safer. Crossing the crosswalk, pedestrians can enter the parking garage. It will have a covered walkway on the east side of the garage to protect against the elements, and leads to a staff entrance which improves the connection from the P10 lot. On the south side of the parking garage there are additional sidewalk connections. Coming out of the parking garage the sidewalk

Entrance. They are reconfiguring the handicap parking spaces on the south side and furthest to the east is the EV make ready handicap parking spot. Further to the east there are three EV Make ready parking spots in accordance with the Township's requirements.

Mr. French noted that there is extensive landscaping being proposed such as foundation plantings along the parking garage, a series of evergreen trees and ornamental trees surrounding the parking garage. Within the east side they are reconstructing the existing parking lot and adding landscaping features around the parking lot. On the south side of the parking garage, trees with tree wells will be added along the walkway. At the expanded drop off space, the center island will be enhanced when the drop off space is enlarged. The outdoor plaza is being reconfigured to make a better turning radius as you enter and exit the patient drop off area. The center island will be a rain garden with native planting species, ornamental trees and shrubs that are tolerant of wet conditions. On the north side of the island the delivery loading space will be extended to provide more opportunity to queue along that space, again improving the circulation. The landscaping is designed to be complimentary with the campus landscaping and is consistent with the Redevelopment requirements.

Mr. French indicated that the existing poles, color, LED cut off style fixture that illuminate downward and are dark sky compliant that the Amended Redevelopment Plan requires, and are within the existing parking area, will be relocated and reused around the reconstructed parking area and drop off space. Additional bollard lighting will be extended to the drop off as part of the improvements to that space. Some accent lighting will be added to the shade trees on the south side of the garage as well as the shade ornamental trees at the drop off space to give a sense of arrival at night and some trees will have up lights.

Mr. French stated that the area is currently developed with an existing stormwater system. The site drains to the wet pond that is located on the south side of the hospital site. The wet pond was designed to handle the water quality and water quantity treatments for the full build out of the hospital site. However, a porous pavement parking lot on the east side, which is a green infrastructure element, will be provided. Below a portion of it, will be an underground retention basin that collects, holds back the flow and slowly releases it, in accordance with stormwater management regulations. The runoff from the parking lot itself will go through a water quality treatment device to cleanse the water before it goes to the underground system.

Mr. French noted that trees will be removed to build the parking lot but to compensate, seventy trees will be replaced. They have agreed with staff to plant those trees on Scudders Mill Road and Route 1 to provide supplemental landscaping

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screening at those locations. They will be native trees and a list will be given to staff for approval.

Mr. French indicated that they are seeking a deviation for the north east corner of the garage where the plan has a 69' set back but the Amended Redevelopment Plan has a 75' set back requirement to the perimeter lot line. That perimeter lot line is the separation between the hospital site and the P10 or Crescent Parcel. However, the P10 Crescent Parcel is owned by Penn Medicine Princeton Healthcare. Therefore, if the P10 was part of the application, they would not be seeking the deviation because it would not be the perimeter lot line of the application. The overall campus plan shows the P10 and the parking lot with the lot line separating the two, but from an overall perspective the perimeter lot line is on Scudders Mill Road which is over 200' away from the parking garage. The hospital site and the crescent parcel act as one site itself. Therefore, the sliver of the parking garage that is encroaching on that lot line is de minimis and won't be noticed when on the property. Another reason why they are maintaining the existing site circulation throughout and surrounding the parking garage is that on the south side of the garage there is an existing 25' wide New Jersey American Water Easement. Therefore, they can't move the parking garage further south because it will encroach within that easement.

Mr. Letizia asked Mr. French to speak about the Utility service to the garage.

Mr. French stated that one of the comments in the PB review Memo is to provide will serve letters from PSEG for gas and electric service to the garage. The garage is an open-air garage and there is limited space that needs heating and cooling. Penn Medicine has elected not to provide gas service to the garage. As for the electrical, the co-generation plant that is on the west side of the hospital site provides electrical power for the hospital. The electrical engineer has determined that there is sufficient capacity with the existing infrastructure from the cogeneration facility to provide service from the hospital out to service the parking garage. Therefore, they don't need to request service from PSEG.

Mr. Letizia asked Mr. French to speak to the temporary parking site.

Mr. French indicated that exhibit A-3 is a rendering of the site layout and dimension plan showing the temporary lot on the east side of Punia Boulevard south of the Maplewood Assisted Living Senior facility and north of CHOP. The combination of the two sections will be 628 parking spaces. 304 spaces will be in the front section with porous pavement parking for staff and the rear section will have 324 stone

surface parking for contractors to park and intended to be in use for 6 months or less. They are providing 25' set back along the north side of the property line as well as the south side property line and along Punia Boulevard. There will be over

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100' from the center line to the edge of the proposed parking. They meet the setback requirements of the Amended Redevelopment Plan for the proposed temporary parking area. There is an existing two-way driveway on Punia Boulevard that will be utilized to provide access to the temporary parking. It aligns directly with an existing driveway on the west side of Punia Boulevard that extends towards the fitness center and parking on the hospital site. There is pedestrian access that goes through the center portion of the temporary parking area and extends to Punia Boulevard. It aligns with the walkway along Punia Boulevard and the existing crosswalk on Punia Boulevard that provides access to the hospital site. As far as site lighting, the front portion will be provided with new site lighting that is 25' high LED low profile cutoff style fixtures that will be dark sky compliant in accordance with the Amended Redevelopment Plan. They will not be providing lighting for the back portion since it is only for 6 months or less. For stormwater, the front part that is porous pavement will be green infrastructure and have storage below to collect and control the runoff and slowly release it to a new storm sewer that will extend to the existing regional basin on the east side. The original basin was designed to accommodate the full build out of the daycare, adult daycare and Maplewood and the full build out of the property. Therefore, they are proposing more than what is anticipated for a storm water management perspective and it is compliant with the Township's requirements and DEP storm water rules. On the east side adjacent to the regional basin there is an existing pathway that Maplewood constructed and stops on their southern property line. On CHOP's property they extended the walkway up to their northern property line. There is a missing link across the vacant parcel and Penn Medicine has agreed to construct the connection which is a 6' wide asphalt pathway from CHOP to Maplewood.

Mr. French noted that there is a deviation that they are requesting on the temporary parking lot. As part of the Amended Redevelopment Plan, parking lot landscaping is required, but since this is for a temporary parking lot, they feel that it is not appropriate to install landscaping trees around the parking area when they will be removing them by the time that they get established.

Mr. Letizia asked Mr. French to give an update on outside agency approvals.

Mr. French stated that they have submitted to Middlesex County, Freehold Soil and Delaware Raritan Canal Commission and anticipate the approvals soon.

Mr. Letizia asked Mr. French if he had read the Planning Board Review Memo dated August 7th.

Mr. French indicated that he had read the memo and does not have any issue with any comments and is confident that they can address any comments to staff's satisfaction.

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Kevin Corrigan from THA Consulting reviewed his credentials and Chairman Lehrhaupt accepted without objection.

Mr. Corrigan stated that Exhibit A-4 is a ground floor plan with an isometric view that shows the internal circulation of the garage. It is a six-tier parking structure using precast construction. The structure will provide 1161 spaces with 10% being accessible spaces, some closest to the hospital and the rest distributed throughout the upper level of the garage. There will be areas dedicated for EV Ready spaces with a certain amount being accessible. Based on the DRC comments, they placed the bicycle parking at the right-hand corner of the garage which is closest to the bicycle route on campus. They will provide 16 vertical bike racks and, in the future, if needed, a compact space to the left of the bike racks can be converted to add 16 additional bicycle parking spaces.

Mr. Corrigan noted that the parking structure is classified based on the building code as an open parking structure. That means that there is sufficient natural ventilation and does not require mechanical ventilation. There will be various life safety systems within the garage. First is the fire alarm system, second is an automatic sprinkler system and third is a manual dry stand pipe system. The stand pipe system will be distributed throughout the footprint in each level of the garage in case that there is a fire, a hose can be installed to extinguish it. Security cameras and emergency call stations will be distributed through each level of the garage. The garage is designed with provisions for future horizontal expansion to the east.

Mr. Corrigan indicated that the traffic flow for the main vehicular entry/exit is in the lower left corner of the garage. Patients will enter the garage and make a left-hand turn. There will be barriers to prevent them from going into the accessible space. If they stay in the ground tier they will circulate in a clockwise fashion to get to the accessible parking. If there isn't parking available on the ground tier they will make a right-hand turn to go up the ramp. This ramp bay is two-way traffic and is on the south side of the garage with 90 parking spaces. The northern bay on the upper level is angle parking at 75. The drive isles on the two southern bays are 20' 6" wide. They are requesting a design waiver based on those dimensions because they are not listed on the site plan regulations.

Mr. Corrigan stated that the parking industry uses what is called "level of service" to identify the ease of use in a garage. An "A" level of service provides an ease of maneuverability and parking within the garage, while an "F" is very difficult to maneuver. The minimum level of service throughout the garage is a B+. This is

appropriate for patient and visitor parking and it is sufficient to accommodate the anticipated traffic volumes, type of vehicles and the vehicular turnover within the garage.

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Mr. Corrigan specified that once a patient/visitor parks their vehicle there are stairs as well as three elevators in the left-hand corner closest to the hospital building and a secondary egress stair on the upper right-hand corner of the garage.

Mr. Corrigan indicated that signage and graphics will be provided throughout, to provide and promote safety and security and to create ease of use and increase flow efficiency within the garage. Some of the types of signage and graphics are: code and accessibility signage; safety and security signage; floor identification signage; pedestrian wayfinding signage; vehicle wayfinding signage and special use parking space signage.

Mr. Corrigan noted that exhibit A-5 is the second-tier architectural plan labeled drawing A1.2. It shows the accessible spaces, some being EV Ready, located in the lower left-hand corner closest to the main stairwell. Regarding traffic flow within the garage, coming up the ramp there is one-way traffic in the lower two bays as well as the upper bay. Therefore, patrons are forced to make a right hand turn and circulate in a clock wise fashion to ascend the garage. To exit they go to the far bay and circulate in a clock wise fashion. The reason they do this is to minimize crossover traffic, congestion and decision points in the garage which makes it more user friendly.

Mr. Corrigan stated the A-6 exhibit is the 3rd tier architectural plan labeled A1.3 and is a similar layout as the previous plan. Exhibit A-7 is the 4th tier architectural plan labeled A1.4. A-8 is the 5th tier architectural plan labeled A1.5 and also shows the elevator control room in the right-hand corner closest to the elevators. The reason why they put it there is because it is a covered level and it will be protected from the elements. The last level is exhibit A-9 which is the 6th tier architectural plan labeled A1.6 showing the roof which has a snow dump zone on the east side of the garage. In the event that there is a lot of snow accumulated on the roof, snow will be plowed to that area and then a bobcat will dump the snow over the side of the garage. The stair and elevator towers will be enclosed to protect the lobby and the stairs from the elements.

Mr. Corrigan indicated that exhibit A-10 is a three-dimensional image showing lighting. Lighting levels and distribution within the garage are designed to meet industry standard recommendations with the main purpose being to promote safety and security and enhance user comfort. The lighting will be controlled by occupancy sensors. Design techniques are being used to prevent light spilling outside of the garage and the point source from being seen from the exterior of the garage.

Additionally, perimeter spandrels in the garage will extend 3½' above the floor surface so headlights will be shielded.

Patricia DeLauri Architect from Shepley Bulfinch gave an overview of her credentials
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and Chairman Lehrhaupt accepted as an expert witness without objection.

Mr. Letizia asked Ms. DeLauri to describe the garage aesthetic.

Ms. DeLauri stated that the exterior design of the proposed garage includes numerous design features referenced in section 5.2.2 of the Amended Redevelopment Plan. They provided a high level of articulation that carefully balances public visibility, ensuring that the new structure compliments the campus's appearance and enhances operation. Exhibit A-11 is the garage materials pallet. For architectural compatibility the exterior materials match the Penn Medicine Princeton Campus standards. They are using clear glazing and curtain wall around the stairs to match the adjacent buildings. They are using metal panel around the two vertical elements. The garage is precast in a gray color. On two sides of the garage there will be a Teflon coating silver mesh that will be used in stretched panels.

Ms. DeLauri indicated that exhibit A-12 is the west elevation of the garage that will be passed when turning off of Hospital Drive. It is precast concrete and scored to match the panellation modulation of the metal mesh panels. The main entrance is demarcated by the suspended canopy. Security is provided along the first floor by a black metal picket fence. On the south corner closest to the hospital northern entry is the stair tower clad in metal panel with visible vision glass and curtain wall.

Ms. DeLauri noted that exhibit A-13 is the south elevation facing the Medical Education Building and is the most visible from the Hospital's north entry. Along the **façade panelized mesh** is arrayed in a pattern that reaches across bays.

Ms. DeLauri specified that exhibit A-14 is the east side elevation that is across from the P10 lot. **They are using the mesh in a pattern that stands across the façade.** The snow dump zone will be scoring and the entrances are marked with canopies and the egress stairs is clad in metal panel.

Ms. DeLauri indicated that exhibit A-15 is the north elevation and the stair tower is clad in metal panel and the exit is marked with a canopy with screening coming around the side. On the side they will be using scoring in the concrete to represent the panels modulation.

Ms. DeLauri stated that exhibit A-16 is a day time rendering of the south west corner showing the main elevator and stair tower clad in metal and canopy over the main entrance.

Ms. DeLauri indicated that exhibit A-17 is a daytime rendering showing the north east corner stair tower covered in gray metal panel.

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Ms. DeLauri noted that exhibit A-18 is the view from Route 1 showing the garage elevation. Another view from Route 1 is exhibit A-19 showing additional trees shielding the garage and A-20 is the view from Punia Boulevard.

Charles Holt from DTS Provident gave an overview of his credentials and was accepted by Chairman Lehrhaupt without objection as an expert witness.

Mr. Letizia asked Mr. Holt to explain the parking study that he prepared.

Mr. Holt stated that they prepared a technical memorandum dated April 14, 2023 as well as a technical memorandum addendum dated June 16, 2023. Exhibit A-21 illustrates Table 1 and Table 2 from the memo dated April 14th. Table # 1 shows how the proposed parking will be consistent with the Amended Redevelopment Plan criteria. The required HMOC Campus parking is 1,540 spaces. The Fitness and Wellness Center is being considered as medical office at four spaces per 1,000 sq. ft. which will require an additional 177 spaces. The Cancer Center expansion will have four spaces per 1,000 sq. ft. requiring an additional 606 spaces. Thus, the HMOC Campus will require a total of 2,323 spaces. Currently there is 1,539 spaces on the campus and the parking structure will add 1,161 spaces. The proposed parking to be displaced by the cancer center expansion will be 167 spaces and the existing parking being displaced by the parking structure is 182 spaces. The result is 2,351 parking spaces with an additional 28 spaces than that of the 2,323 required.

Mr. Holt indicated that Table # 2 is essentially the same as Table 1 but includes the parking of the P10 lot. There are currently 315 spaces in the P10 lot and an additional 128 spaces will be added with the expansion, resulting in an actual parking supply of 2,794 spaces. Although it is not allowed to be considered for compliance with the Amended Redevelopment Plan. The parking does exist and it is utilized which will result in excess parking of 471 spaces.

Mr. Holt noted that one of the staff comments indicated a minor one space discrepancy on the 2,794 number versus some documentation indicating 2,793 parking count. For the record, 2,793 is the correct value and they will update the plans and any future reports. However, the one space difference does not make any material change to the findings and the study.

Mr. Holt specified that exhibit A-22 represents the cancer center parking. They focused on how they could meet the demand for a standalone cancer center and performed parking surveys during peak parking demand from 10 am to 4 pm at two existing standalone MSK Cancer Centers. Table # 3 shows that the Amended Redevelopment Plan requires four spaces per 1,000 sq. ft. or 606 spaces, but based on the actual counted parking demand at the two cancer centers they saw a parking demand ratio of 2.07 and 2.2 parked vehicles per 1,000 sq. ft. Thus, only requiring

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314 or 333 parking spaces and when applied to the proposed cancer center square footage, it means that the 606 spaces provided creates a surplus of 300 spaces. They found that there will be more than adequate parking spaces provided in the HMOC Campus and when you factor in the P10 parking lot there will be an excess supply of 750 parking spaces.

Mr. Holt stated that exhibit A-23 is from the June 16, 2023 parking technical memorandum addendum which looked at the eight critical phases of construction to determine whether there was adequate parking supply based upon displaced parking, temporary parking created and increase parking demand from the contractors. Table # 6 and Figure # 6 is a sample of one of the phases, which is the most critical phase when accounting for the amount of parking being displaced and the number of contractors on site. In summary, the total parking supply in this scenario would be 2,610 spaces, with a demand of 1,852 parked vehicles and displacing 518 spaces there is a surplus of 240 spaces. They are being very conservative to ensure adequate parking supply during construction and in every phase the excess parking capacity was over 200 spaces.

Stephen Ryan, from L.F. Driscoll Construction Managers gave an overview of his credentials and Chairman Lehrhaupt accepted without objection.

Mr. Ryan noted that exhibit A-24 is labeled L-02 which is a Shepley Bulfinch drawing that he annotated for the presentation. It is a plan view of the parking garage showing the construction fencing around the perimeter of the construction area for safety and security. It shows pedestrians on the north side of the garage traveling on the west side of the garage to the Medical Arts Pavilion and the north entrance to the hospital. Vehicular traffic will cross on the north side of the parking garage on Hospital Drive and turn to get to the valet drop off location.

Mr. Ryan indicated that exhibit A-25 labeled L-01 is an annotated Shepley Bulfinch drawing, showing the renovations of the drop off area with construction fencing and pedestrian walkways coming from the north and east side parking spaces.

Mr. Ryan stated that exhibit A-26 labeled L-03 is the construction traffic flow showing inbound traffic to the site and outbound off the site. They plan to use Route 1 to Scudders Mill Road to Campus Road and onto Hospital Drive. It's a plan

view of the parking garage with fencing around the outside as well as the temporary Punia lot.

Christopher Cosenza of LRK gave an overview of his credentials and was accepted by Chairman Lehrhaupt without objection as an expert witness.

Mr. Cosenza noted that he prepared a Consistency Review report as well as various addendum outlining the planning background and reasons for the deviations being
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requested. The project is subject to the Zoning requirements that are promulgated by the Amended Redevelopment Plan. The report shows that the project is substantially consistent with the Amended Redevelopment Plan and indicates the need for three deviations from the plan as well as an exception or a design waiver from the Township's Site Plan Ordinance. The three deviations from the plan are from sections: 3.2 – 2, the perimeter setback for the proposed parking garage; 5.1 - 5E, the temporary parking lot landscaping; 5.5 – 2, the exterior design of the proposed parking garage and from the Township's Ordinance for the parking angle, space and aisle dimensions, which the Township Staff is supportive of all.

Mr. Cosenza indicated that exhibit A-2 shows the proposed parking garage located such that the minor deviation requested is that 75' is required where 69' is proposed and the perimeter lot line is internal to the overall campus. The footprint of the parking structure is in alignment with the site improvements including Hospital Drive but not necessarily the lot line. The deviation is limited to a small sliver which is a small portion of the structure. The structure can not be moved further south and has been designed in a compact manner to avoid further deviation.

Mr. Cosenza stated that another minor deviation being requested is to not provide landscaping for the temporary parking lot. The parking lot will be removed following the completion of certain phases of construction. Therefore, landscaping will be removed as soon as it would be established. Additionally, not having to do the landscaping in the middle of the parking lot, will allow for a more compact footprint which means more parking as well as preserving the existing mature vegetation both in the center and surrounding the parking lot. This parking facility will not be used by the public.

Mr. Cosenza noted that the parking garage exterior design shown on exhibit A-13 is the last deviation being requested. The plan calls for at least one of several strategies for designing the parking garage be used to make sure that what is built, is compatible architecturally with other buildings on the campus. They are taking those strategies into account and being conservative. However, they understand that they may not be fully complying with the Amended Redevelopment Plan. Hence their request for the Deviation. The more visible facades are using scoring and masonry precast concrete, metal paneling and glazing which is consistent with

materials used at the central utility plant as well as the main hospital tower. There is an additional layer on the facades using the attractive mesh material which will help further disguise the levels of parking as well as playing a role in allowing the structure to be creatively lit at night. The less visible facades will use similar scoring patterns as well as long horizontal openings which is consistent with the long horizontal window pattern used at the Medical Arts Pavilion. Any apparent visible portions of the structure from Route 1 and Scudders Mill Road can be further screened with additional landscaping in coordination with Township staff.

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Mr. Cosenza indicated that the Amended Redevelopment Plan provides for process and procedures in granting deviations which are consistent with the Municipal Land Use Law on C variances. As such, proof must be provided to justify the granting of the deviations by utilizing and complying with the positive and negative criteria. The positive criteria can be granted under either the C1 and C2 criteria. In this case they are seeking to utilize or justify the requested deviation under the more flexible C2 criteria. The applicant must show that A. the purpose of the Municipal Land Use Law will be advanced by the deviation being requested from the Zoning requirements and B. the public benefits of the deviation will substantially outweigh any detriment. As to the negative criteria the applicant must demonstrate that the deviation 1. can be granted without substantial detriment to the public good and 2. will not substantially impair the intent and purpose of the Amended Redevelopment Plan, Master Plan and Zoning Ordinance.

Mr. Cosenza stated that in regards to the positive criteria, granting the deviation will advance several purposes of the Municipal Land Use Law including letters A, C, G and I. A. is encouraging Municipal Action through the review of the planning; C. provide adequate light, air and open space; G. to provide sufficient space in appropriate locations for a variety of uses and open spaces and I. to promote a desirable and visual environment. Additionally, the granting of the deviations offers a public benefit that allows for the parking garage and temporary parking to provide a substantial number of additional parking spaces and allowing for the parking garage to be easily identifiable in an area where a parking lot was found to be most in demand. This helps manage circulation and traffic in a predictable manner and helps improve the overall operation of the healthcare campus.

Mr. Cosenza noted that as to the negative criteria, granting the deviation will not have any detrimental impact on the general public as the apparent set back deviation or encroaching and the facades of the parking garage will not be seen by the public. Any visible portions of the parking garage will be addressed with additional landscaping in coordination with Township Staff. The deviation will not impair the intent or purpose of the Amended Redevelopment Plan, Master Plan or the applicable provisions of the Zoning Ordinance since they are minor in nature and help facilitate the implementation of the Plan as envisioned by the Township. The

public benefits and advancements that have been outlined in granting the deviation far outweigh any perceived detriment by the public.

Mr. Cosenza indicated that the exception needed for the parking structure having to do with the angled parking and the access aisle width, is because the parking garage is utilizing a parking angle and aisle width that is not contemplated by the ordinance. However, the functional layout and parking dimensions seek to utilize a high level of service which is based on industry standards.

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Mr. Cosenza stated that as per the statutory requirements they have to provide reasons to allow the Planning Board to justify the granting of the exceptions from the requirements for site plan approval as may be reasonable and within the general purpose and intent of the standard if literal enforcement is impractical or will exact undue hardship. The exception or the design waiver can be granted because literal enforcement of the parking dimensions contained in the Township Ordinance is impractical such that the permissive parking angles are limited in scope. Having to comply with them will result in excessive aisle width and longer and wider building without any gain in parking and may require a larger structure which will exasperate the perimeter parking lot deviation they are requesting. For these reasons they believe it is reasonable to grant the relief.

Ron Yake, Township Planner and Zoning Officer indicated that the Board has a review memo dated August 7, 2023, indicating that there are three deviations and a site plan exception which the DRC and Staff have reviewed and support the granting of the deviations and site plan exception for the reasons provided in the application as well as in this evening's testimony. The waivers related to the site plan checklist submission have been reviewed by staff and the DRC and they are of the opinion that such waivers are reasonable and support they be granted. The Amended Redevelopment Plan requires the submission of supplemental plans and information, the applicant has provided such information and the DRC and Staff have reviewed same and are of the opinion that the applicant fulfills that requirement. The applicant has documented how the proposed development complies with all the provisions of the Amended Redevelopment Plan and the DRC and Staff have reviewed the materials provided. It is clear that the applicant has demonstrated that the proposed application is substantially consistent with the Amended Redevelopment Plan with the exception of the requested deviations and the site plan exception.

Lou Ploskonka from CME Associates the Township Engineer noted that the bulk of the items remaining in the engineering report relates to stormwater and they are fine tuning the design that was submitted by the applicant. There is one item that has already been addressed since the staff report was issued and that is item # 3A on page 12 which deals with sight distance calculations. They have reviewed them

with Mr. French and are satisfied with the calculations that have been submitted and suggest, that if the Board approves the application, item # 3 A not be included as a condition of the approval since it has already been addressed.

Chairman Lehrhaupt asked if there were any question or comments from the Board.

Ed Yates asked what is the definition of EV Ready?

Mr. Kevin Corrigan, PE, SE of THA Consulting stated that based on the State and local requirements, EV ready means you are installing the electrical provisions. That

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means the conduit and the wiring and boxes to make it ready to install the charging unit in the future.

Mr. Yates asked when will the charging units be installed?

Mr. Corrigan replied that it is based on demand.

Mr. Yates asked if that is consistent with the Township Ordinance?

Mr. Yake replied that yes. The Township and State Ordinances have specific requirements having to do with scheduling and implementation. There is a program that they have to follow through implementation for the first several years.

Mr. Yates asked if they are sure they have the right number of EV Charging handicap spaces, that have the 96" height requirement which is usually difficult to maintain in a parking garage?

Mr. Corrigan replied that yes, they definitely do on the ground floor.

Mr. Yates asked if they have addressed the comment from Mr. Wagner of the Fire Department that because of the difficulty in extinguishing EV Fires he was looking for stand pipe connections near the areas of where EV Charges would be?

Mr. Corrigan replied that there are stand pipe connections throughout each level of the garage and close enough to use a standard hose to extinguish fires.

M. Yates asked if the temporary electrical service is coming directly from the hospital or will PSE&G provide it?

The reply was that the temporary electrical is going to come from the hospital.

Cary Spiegel asked to clarify the site logistics in their L:01 and L:02 drawing?

Mr. Corrigan stated that exhibit L:01 is when they are building the garage itself. The second exhibit is when they are renovating the drop off area.

Mr. Spiegel asked if they are planning on installing snow melt in the corners where they plan on having the snow accumulation area on the roof?

Mr. Corrigan stated that based on the amount of snow in New Jersey, the plan is to push the snow next to the drains and let it melt on its own. If there is a large enough snow fall where they will need to remove it, they will plow it to the east side of the garage and dump it over.

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Mr. Spiegel asked if the drains will get heat traced?

Mr. Corrigan replied that they will not.

Mr. Greer ask what is the distance between the garage and the Medical Arts Pavilion and if they have contemplated putting in a breezeway between the two buildings?

Mr. French replied that it is about 60' and the corridors do not align. Therefore, it is not feasible to have a breezeway between the two buildings.

Rich Keevey wanted to commend them on putting on a good presentation

Mayor Cantu asked them to clarify the parking spaces projected upon completion.

Mr. Cosenza stated that the Amended Redevelopment Plans requires them to have 2,323 parking spaces. The total parking supply excluding the P10 lot is 2,351 just on the HMOC Campus. That exceeds the number of spaces that the Amended Redevelopment Plan requires. When they add the P10 lot the total number of spaces is 2,792 spaces.

Mayor Cantu asked if the lot that they are excluding already exists?

Mr. Letizia replied that yes under the plan they are not able to take credit for that lot to show compliance with the Zoning.

Mayor Cantu asked do they have an obligation to keep the P10 lot and if we should include an obligation that they have to come back to the Board if they decide to abandon it in the future?

Mr. Letizia replied that there isn't any plan to remove that lot.

Mr. Ploskonka stated that when the P10 lot was approved there was a concern that it would replace some of the parking on the HMOC, so a condition was included that

they had to provide the required number of parking spaces on the HMOC but they could have additional parking on the P10. They can ask the applicant if they would be willing to accept a condition that if they ever plan on abandoning the P10 lot they will need to come back to the board.

Mr. Letizia replied that they do not have a problem with the condition that they would need to come back to the board if they ever decide to abandon the P10 lot.

Chairman Lehrhaupt stated that without objection they will add that as a condition.

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Chairman Lehrhaupt asked if there were any other comments or question from the Board.

Chairman Lehrhaupt asked if there were any comments or questions from the public.

There being no further question or comments from the Board or members of the public, it was moved by CANTU and seconded by GREER and unanimously passed to close the public hearing.

Ms. Cecil stated that the draft resolution before them for consideration includes findings which start with an overview of the application and go into the details of the parking garage and the temporary lot. It references signage and parking calculations. She will add to the resolution, as part of the findings, that the utilities into the garage will be done through the existing infrastructure from the hospital.

Therefore, not needing additional services from PSE&G. Other additions will be regarding barrier free accessibility requirements, replacement trees and the lighting.

Ms. Cecil noted that the resolution mentions the deviations that they are seeking from the Amended Redevelopment Plan as well as the one exception from the Township's site plan requirements. It goes into the conditions that are drawn from the Planning Board Memo and contains a catch all phrase that the approval is conditioned on any of the recommendations in the memo even if they have been omitted from the resolution.

Ms. Cecil indicated that condition number four on page 16 regarding sight distances will be removed as mentioned by Lou Ploskonka and add a condition with respect to the P10 lot, that if there is ever a decision to abandon it or remove it they will need to come back to the Board first.

It was MOVED by YATES and seconded by GREER to accept the application and the draft resolution with the proposed amendments.

ROLL CALL:

Cantu -	Yes	Keevey -	Yes	Raturi -	Yes
Yates -	Yes	Agarwal -	Yes	Rajagopal -	absent
Spiegel -	Yes	Doshi -	absent		
Lehrhaupt -	Yes	Greer -	Yes		

Mr. Lehrhaupt asked if there were any members of the public who would like to comment.

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There being no further questions or comments from the Board or members of the public, the meeting was adjourned at 8:54 p.m.

Respectfully submitted,

Josi Easter, Board Secretary

Board Approval Date: _____