

## Plainboro Township

Preliminary/Final Major

Subdivision & Site Plan

Application: P24-03

Memo Date: 3/6/2025

Meeting Date: 3/18/2025

# DRC Project Review Memo

Applicant: WRV Nurseries Plainsboro Owner, LLC

Property Owner: Same

Type of Application: Preliminary/Final Major Subdivision and Site Plan with design waivers (Sidewalk, §85-22B.1.)

Name of Project: Princeton Nurseries Mixed-Use Development

Property Location: Block 102, Lots 5 and 6  
Block 106, Lot 1

Zone: PMUD-Planned Unit Development Zone  
Designated “Integrated Mixed-Use Neighborhood Development” on the PMUD Use Location Map

Present Use: Substantially undeveloped (portion of existing roadway and stormwater management system improvements)

Adjacent Land Uses: North -- South Brunswick Twp.  
(planned for non-residential development)  
South -- Princeton Forrestal Village and Assisted  
Living/Nursing Facility  
East -- US Route 1  
West -- Multifamily (Barclay Square Apartments)

---

## I. BACKGROUND

On September 21, 2020, the Planning Board adopted a General Development Plan (GDP) for a 109-acre area within the PMUD Zone owned by the Trustees of Princeton University and known as Princeton Nurseries. According to the GDP, the

intent of the Princeton Nurseries development is the creation of a highly “amenitized” neighborhood that is anchored by a commercial main-street destination retail-commercial environment that will support a diverse range of shopping opportunities, modern innovative-collaborative office spaces, dining and entertainment options, integrated and activated open space, new and varied housing choices, including affordable housing, and vibrant gathering places for events. Over the course of the last two years, Township staff have been meeting with representatives for the Applicant and contract purchaser of the site, WRV Nurseries Plainsboro Owner, LLC, in consideration of, initially, a concept plan, and now their formal development application for the site (preliminary/final major subdivision and site plan).

*For further information on Land Use History involving this property and application, refer to the September 27, 2024, Zoning and Land Use Conformance Review memo prepared by Phillips Preiss.*

## **II. ZONING AND LAND USE CONFORMANCE**

The Applicant’s professional planner, Kate Keller, of Phillips Preiss Grygiel Leheny Hughes LLC (Phillips Preiss), who had been involved with Princeton University in preparing the University’s 2020 GDP document, has prepared a detailed zoning and land use conformance document, dated 9/27/2024, last revised 10/15/2024, in which she describes how the proposed plans for the project conform with the requirements of the adopted GDP, as well as the PMUD Zone and the subdivision site plan regulations that were amended in anticipation of this planned development. The following is a summary of the highlights of that document.

### **A. General Development Plan Compliance**

- 1) In the first part of the Applicant’s compliance document there is a detailed discussion on the land use history related to the overall Princeton Forrestal Center and the subsequent planning and zoning changes leading up to the development and adoption of the GDP for the Princeton Nurseries project.
- 2) A detailed overview of the Princeton Nurseries GDP document is provided, explaining how the proposed subdivision and site plan application satisfies the requirements of the GDP, including the general location of land use areas across the site (i.e., residential areas, flex/transition areas, and mixed-use core area), adherence to

the vision for the site related to the guiding principles in the GDP involving land use, circulation, open space, utility/local services, and stormwater management.

- 3) The next section provides a discussion on the circulation elements of the GDP, including facilities for pedestrians, vehicular circulation, parking, and management of on and off-site traffic impacts from the development (see shared parking analysis and the analysis of traffic impacts).
- 4) The section on open space describes how the proposed Nurseries project exceeds the total amount of open space required for the project (30% required, 42% provided), which includes the central civic space (min. 1 acre required, 2+ acres proposed), the neighborhood parks (over min. 2 acres), and the conservation area at the northeast corner of the site.
- 5) The discussion on the Community Facilities portion of the GDP makes reference to proposed roadway improvements, opportunities for expanded or alternative transportation services such as a pilot shuttle service (required to operate for min. 12 months), as well as future expanded New Jersey Transit service to the site, a possible bike share program, the provision of shopping, food and beverage establishments, as well as access to a high quality network of open space areas serving the project site, the Princeton Forrestal Center generally, as well as the township and surrounding areas.
- 6) In compliance with the Housing Plan in the GDP, the Applicant's plan proposes 950 dwelling units, of which up to 200 units may be age-restricted. 96 units shall be affordable family units in accordance with the State requirements under the Uniform Housing Affordability Controls (UHAC). Consistent with the GDP, the Applicant's plan calls for a diversity of housing types, including freestanding multifamily, mixed-use multifamily, townhouse, stacked units, and single-family detached dwellings. The Applicant proposes to limit all units to three or fewer bedrooms as required in the GDP.
- 7) In addition to the GDP provisions referenced above, the Applicant is required to demonstrate the adequacy of on and off-site infrastructure to support the build-out of the proposed project, including stormwater management, water, sewer, electric, gas, and solid waste disposal.

The Applicant has provided detailed engineering analysis demonstrating compliance with this portion of the GDP and the applicable regulatory requirements.

- 8) While the proposed project has been granted a twenty (20) year vesting period per the approved GDP (which vesting period begins at the time of final approval of the first development application on the project), the Applicant anticipates the build-out of the project to occur within a shorter time frame. According to the GDP, Phase 1 is expected to be completed within approximately 3 years from the start of construction; Phase 2, within 5 to 8 years from the start of construction; and Phase 3, sometime between 8 and 19 years from the start of construction. While the Applicant doesn't specify absolute time frames regarding their proposed phasing schedule, it appears the Applicant does expect to complete Phases 1 and 2 within the first six years from the start of construction.
- 9) A projected phasing schedule for this project is included as Exhibits A and B, which are attached to the Zoning and Land Use Conformance Review memo prepared by Philips Preiss, dated September 27, 2024, and is further described in the Applicant's project narrative.

Phases 1 and 2 are included in association with this application, Phase 3 is not but will be subject to review and approval under a separate major site plan application(s) subject to the applicable building use and floor area limitations set forth in this application. Under the above referenced exhibits, the Applicant indicates that 518 for-sale residential units and 432 rental units will be "unlocked" for development in Phase 1, however, since 97 of the rental units include the age-restricted rental units planned for Building E1 in Phase 3, technically Phase 1 will include 335 rental units and not the 432 rental units identified in subject exhibits. Also, the Phase 3 column of the exhibits makes no reference to the 97 units planned in that phase, but only references the possible retail development on Lots E1 and E2.

Per the Applicant's project narrative, the current submission includes the following three phases of development:

- Phase 1:
  - Building A (136 multifamily rental units and 24,710± sq. ft. retail/commercial),

- Building B (199 multifamily rental units and 30,005± sq. ft.),
- Buildings A and B together include 44 affordable units,
- Recreation/Clubhouse Building (14,600± sq. ft.), and
- Building D1 (30,550± sq. ft. retail, 80,080± sq. ft. office).
- 518 for-sale residential units and 335 rental residential units.
- Affordable housing shall be provided in accordance with the provisions of Paragraph 7 of the 2020 GDP Developer's Agreement.

- Phase 2:
  - Building C (Hotel/125 keys, max. 75,000 sq. ft.),
  - Building D2 (10, 590± sq. ft. retail), and
  - Building D3 (30,000± sq. ft. retail/grocery).
- Phase 3:
  - Building E1 (97 age-restricted rental units.
    - Possibly also 28,288± sq. ft. retail
  - Building E2 (40,000± sq. ft. retail)
- Phases 1-3 Totals:
  - Retail floor: 222,470 to 240,470 sq. ft.
  - Office: 80,080 sq. ft.
  - Residential: 518 for-sale and 432 rentals

10) Consistent with the GDP, a fiscal impact analysis (FIA) was prepared for the project demonstrating that the proposed development will have a positive fiscal benefit to the Township (see the FIA document provided).

## **B. Zoning Compliance**

Under the PMUD Zone compliance review, while it's indicated that the proposed development will comply with all applicable zoning and development standards, certain among these are worth highlighting as requirements that may require further discussion, including:

1) §101-141D of the zoning regulations, which includes reference to §85-62D of the subdivision and site plan regulations, mentions that the Applicant will conform with the Township's requirements regarding the

ownership and maintenance of open space. Since the proposed development involves three development entities, which include the Applicant and their two residential development partners (Pulte Group and NVR Inc.), the issue of the maintenance of all common elements including open space is a matter that needs to be addressed in the Developer's Agreement for this project.

- 2) The proposed vehicular, bicycle, and pedestrian circulation network will be privately owned and maintained by the Applicant or an association entity created to manage and maintain common elements in the development. The Applicant has requested the main north-south commercial street in the development be a Township roadway subject to a perpetual private maintenance agreement. The Applicant states that because the water service provider for the development (New Jersey American Water Company) requires a fifteen feet wide exclusive easement for all water mains in private streets, there is not enough room for the other underground utilities that will be necessary for this development (electric, gas, sanitary, stormwater). If this matter is to be considered, it will need to be addressed within the context of the Developer's Agreement for this project.
- 3) Regarding §101-142D of the zoning regulations relating to vehicular and pedestrian circulation, including the proposed street system, interior drives, parking areas, as well pedestrian sidewalks, walkways, and bikeways, the Applicant explains that the development will feature an extensive and safe pedestrian, bicycle, and vehicular circulation network that promotes connectivity and accessibility. The pedestrian-oriented design of the circulation system proposed will result in traffic calming and safe vehicular, bicycle, and pedestrian circulation. In this regard and specifically regarding bicycle circulation in the development, the Applicant has prepared a Bicycle and Pedestrian Plan (dated 9/26/2024) that proposes utilizing existing roadways for bicycle circulation. To accommodate this option, low vehicular travel speeds, generous *share the road* signage and sharrows (pavement markings designating roadways for shared vehicular/bicycle travel) will be necessary.
- 4) §101-142S(3) of the zone states that – “In the event an adjoining area in South Brunswick Township is developed, the main commercial roadway shall be extended into South Brunswick when it has been determined by the Planning Board that such connection will be adequately

accommodated and supported by the Township roadway network and will contribute to the vitality and functioning of the integrated mixed-use neighborhood development." Staff directed the Applicant to locate the proposed roundabout at the northern border of the main commercial roadway entirely inside the Nurseries site in Plainsboro to facilitate efficient traffic flow in the development. The Applicant wishes to shift the roundabout north to straddle the municipal boundary with South Brunswick and extend the roadway north into South Brunswick when detailed traffic analyses have been prepared and submitted to the Township and reviewed by the Planning Board's Engineer's office, which would allow the Planning Board to conclude that the requirements set forth above have been satisfied.

- 5) The phasing plan on Sheet CS0802 shows a portion of Phase 1 of the project extending into South Brunswick to accommodate the shift of the roundabout north onto the Nurseries site in South Brunswick as noted above. Until such time as the Planning Board approves such plan change, the phase line for Phase 1 shall not extend north of Plainsboro's municipal border with South Brunswick.
- 6) §101-142S(3) of the zone states that – "A second crossing shall be provided if all the necessary approvals can be secured (e.g., NJDEP, DRCC, South Brunswick Township). If the adjoining area in South Brunswick contains compatible land uses relative to the approved plan for Plainsboro (i.e., residential adjoining residential), the connection shall be a roadway; otherwise, it shall be limited to a pedestrian/bikeway connection. Since the adjoining land in South Brunswick has been planned for non-residential development only (per an adopted redevelopment plan for the Nurseries property in South Brunswick, also being developed by the Applicant), the Applicant is proposing the second crossing into South Brunswick to a bicycle and pedestrian path only, consisting of natural materials so as to cause minimal disturbance to the environmentally sensitive area along Harry's Brook.
- 7) Parking spaces shall be provided as required in §101-143D unless the Applicant can demonstrate to the satisfaction of the Planning Board, by way of a shared parking analysis, that an adequate amount of parking will be provided on the site for all proposed uses. The methodology used by the Applicant to calculate the reduced number of parking spaces may consider the methods recommended in "Shared Parking,"

published by the Urban Land Institute, or other recognized standards acceptable to the Planning Board.

According to the Applicant, particularly within the core of the site where the non-residential uses are concentrated, shared parking may be required at times to best reflect the unique mixed-use nature of the development. A shared parking analysis has been provided to demonstrate the adequacy of the proposed parking scheme for the proposed use mix, using recognized traffic engineering standards.

- 8) With regard to signage, §101-142G indicates that the sizes, locations, designs, colors, textures, lighting and materials of all temporary and permanent signs and outdoor advertising structures or features shall not detract from the design of proposed buildings and structures and the surrounding properties. As has been discussed with the Applicant and as noted in the Design Guidelines compliance section of this memo, a comprehensive signage plan shall be prepared and reviewed by staff based on the guidance provided by the GDP Design Guidelines (Part 7 Signage & Public Art) and subject to the approval of the Planning Board.
- 9) Due to the interrelated nature of the uses within an integrated mixed-use neighborhood development, per §101-142S(4), the build-out of such a development shall take place in a coordinated fashion in accordance with an approved phasing plan. The terms of such phasing plan shall be set forth in a Developer's Agreement for the project.

### **C. Subdivision & Site Plan Regulations Compliance**

- 1) Per Chapter XIV of the GDP, the Subdivision and Site Plan Review regulations (§85-57) require that, prior to approval of any planned development, the Planning Board shall conduct a study as required by N.J.S.A. 40:55D-45 (Findings for planned developments). In approving the GDP application for the Princeton Nurseries development, the Planning Board in effect found that the following facts and conclusions have been satisfied, which remain valid as it pertains to the current application.
  - i. That departures by the proposed development from zoning regulations otherwise applicable to the subject property conform to the zoning standards applicable to the planned development.

- ii. That the proposals for maintenance and conservation of the common open space are reliable, and the amount, location and purpose of the common open space are adequate.
- iii. That provision through the physical design of the proposed development for public services, control over vehicular and pedestrian traffic and the amenities of light and air, recreation and visual enjoyment are adequate.
- iv. That the proposed planned development will not have an unreasonably adverse impact upon the area in which it is proposed to be established.
- v. In the case of a proposed development which contemplates construction over a period of years, that the terms and conditions intended to protect the interests of the public and of the residents, occupants and owners of the proposed development in the total completion of the development are adequate.

2) As indicated in Article XIII, planned developments require unique site design and planning. This was understood to be the case with the proposed Princeton Nurseries project, which the PMUD Zone regulations referred to as an “Integrated Mixed-Use Neighborhood Development.” To accommodate the flexibility needed for this planned development, revisions were made to the PMUD Zone and subdivision and site plan regulations, and a GDP (including design guidelines) was adopted. All of which was done to facilitate the implementation of an overall Vision for the project – which was that of creating a truly integrated, amenity rich and walkable mixed-use neighborhood.

3) The proposed development complies with all the applicable subdivision and site plan requirements except for a requested design waiver from a requirement in the subdivision and site plan regulations involving Integrated Mixed-Use Neighborhood Development. In §85-22B1 of the regulations, sidewalks or other pedestrian walkways are required to be provided on both sides of all streets. The Applicant notes that there are five locations within the development where sidewalks are not provided on both sides of the street due to environmental constraints, utility connections, or similar impediments that make the installation of a sidewalk impracticable. The Applicant’s submission includes a plan that identifies the location of each segment of sidewalk where they are seeking this waiver. In all cases where sidewalks are provided on only one side of the street, crosswalks are

proposed at the nearest safe location (including mid-block in residential areas), to ensure that a comprehensive, integrated pedestrian network will exist on the site.

**D. Affordable Housing Compliance**

- 1) The discussion on the affordable housing requirements for this project refers to the requirements set forth in the GDP and the affordable housing requirements contained in the Developer's Agreement of the GDP. Per the GDP, the project shall include an affordable housing set aside equal to 12.7 percent of the 750 non-age-restricted units approved for this project, or a total of 96 units. All the affordable units are to be interspersed among the non-age-restricted market rate units among multiple buildings. All affordable units will be subject to compliance with the New Jersey Fair Housing Act, the Uniform Housing Affordability Controls (UHAC), the Township Code provisions dealing with affordable housing, and as set forth in the GDP Developer's Agreement.
- 2) The Applicant states that all the affordable units will be integrated with the market-rate units. For example, the affordable multifamily units in the mixed-use core (Buildings A & B) are located within the same buildings, building floor levels, and wings as the market-rate units. Market-rate units are located within buildings adjacent to the affordable units, with such buildings having similar cladding and integrated into the development. A uniform architectural treatment will be incorporated across both the market rate and affordable units, so that the affordable units are not segregated or separated from the market-rate units in the development. The Applicant notes further that the affordable housing units will be interspersed such that there will be no indication from the exterior building materials or finishes that affordable units are located within.

**E. Design Guidelines Compliance**

- 1) The Applicant provided a detailed review and commentary on compliance with the Design Guidelines (Guidelines) referenced in §101-142S(1) of the PMUD Zone regulations and contained in the adopted GDP. As noted by the Applicant, the Guidelines are not intended to be viewed as regulations, but instead as "guidelines" that

encourage creativity in addressing development related matters, while maintaining a desired level of aesthetic and functional quality within the physical environment, including building typologies, architecture, circulation, open space & landscaping, and public art and signage.

- 2) Under Section 4.0 of the Applicant's compliance review document dealing with non-residential and mixed-use building "Architecture," it indicates that the Guidelines include recommendations regarding the placement of buildings; quality of exterior building materials/colors; location and frequency of building entrances; types, design, and relationship of windows to walls areas; variations in rooflines, including concealment of rooftop equipment; establishment of "green roofs;" in addition to other design related matters. The Applicant notes that their plan complies with each of these Guideline recommendations.
- 3) Under Section 4.4 of the Applicant's compliance document specifically dealing with residential buildings, it notes that the Guidelines recommend where residential buildings are located on a site, how they should relate to other adjoining buildings and the street, what kind of building setbacks that are appropriate, and what qualities the exterior elevations of buildings should have. The Applicant notes that their plan complies with each of these recommendations.
- 4) Under Section 4.5c of the Applicant's compliance document dealing with Townhouse type residential units, reference is made to the recommendation in the Guidelines that each townhouse dwelling unit shall be provided with private or semi-private outdoor space, which may include lawn, deck, patio or terrace, breezeway, or an all-season room, and may be located at ground level or on an upper floor. The Applicant indicates that the majority of the proposed townhouse units are provided with such outdoor space.
- 5) Under Section 5.0 of the Guidelines dealing with Circulation, mention is made that residential parking areas may be restricted to owners, tenants, or guests. While most of the townhouse units (traditional side-by-side and stacked units) include unit garage parking, some of the affordable units do not include garage parking (e.g., Pulte affordable stacked townhouse units and NVR's Johnson/Taylor stacked units).
- 6) Under Section 5.2 of the Applicant's compliance document dealing with Vehicular Mobility & Entrances, mention is made of the need to accommodate mass transit, including signage, stops, shelters, and pull-offs. The Applicant indicates that pull-off areas are proposed on

the main commercial street and in the vicinity of on-street parking in the residential areas.

- 7) Under Section 5.3 of the Guidelines, Pedestrian/Bicycle Circulation & Facilities, it states that – All sidewalks, walkways, and multi-use pathways shall be designed in accordance with the requirements set forth in §85-22B of the Township Subdivision and Site Plan regulations. As noted under the discussion above under Subdivision and Site Plan Regulations Compliance, the Applicant is seeking a waiver from the requirement that sidewalks be provided on both sides of all streets. Further discussion on this request is covered under the Subdivision and Site Plan Waiver section of this memo.
- 8) Other than the sidewalk waiver referenced above, all other pedestrian walkways, including the proposed pathway that will serve as the required second connection to the Nurseries property in South Brunswick Township, shall comply with the pedestrian walkway requirements in §85-22 (Sidewalks, Walkways, and Multi-Use Pathways).
- 9) The Guidelines (Section 5.3g) indicate:

*“Shared facilities should be accessible from all buildings and connected both internally and externally by a comprehensive on-site pedestrian/bicycle circulation system. A combination of on-road bike lanes, sharrows, and off-road multi-purpose paths should be designed for safe use by pedestrians and bicyclists.”*

In response to compliance with the above Guideline, the Applicant indicates – “A pedestrian and bicycle circulation plan is provided as Exhibit C to this report.” The referenced plan is labeled “Russo Development LLC, Bicycle & Pedestrian Plan, Dated 9/26/24.” The plan which the Applicant references as Exhibit C includes a legend that identifies all bicycle circulation with a solid line and all pedestrian circulation with a dashed line. There is no specific reference on the plan to the manner in which bicycle circulation facilities are proposed, whether they are to be on-road bike lanes, sharrows, off-road multi-purposed paths, or a combination of these.

- 10) Under Section 5.4 of the Guidelines, Street Typologies & Frontage Guidelines, it states that – *“A design speed of 25 mph should be used for all roadways within the Princeton Nurseries neighborhood.”* The Applicant indicates that the street network within the development has been designed as a pedestrian-forward experience with posted

speeds of 15 mph in many locations and a maximum speed of 25 mph.

11) Under Section 6.2 of the Guidelines, Buffering & Screening, states that all above-ground utility equipment, such as PSE&G transformers, shall be screened. The Applicant notes that all such equipment shall be screened using landscaping and board-on-board fencing that is consistent with the surrounding residential buildings.

Section 6.2c also requires screening of loading areas, dumpster and compactor facilities, generators and electrical and mechanical equipment, which screening treatment shall utilize six to eight foot tall brick or decorative masonry walls and decorative metal gates compatible in color and texture with nearby building walls.

The Applicant indicates that while refuse collection will generally be located within the proposed buildings, where not feasible, structures such as compactors and dumpsters shall be screened with masonry materials matching the nearby buildings. Loading and similar service areas shall include substantial landscape buffers, as well as fencing and/or decorative masonry walls to screen such areas from residential and general public view.

12) According to Section 8.2 (Solid Waste) of the Guidelines, a solid waste and litter management plan shall be developed in association with the review of this project. Such plan shall address issues related to the disposal, collection, and removal of solid waste, including recycling throughout the site. The Applicant indicates that private trash and recycling hauling services are anticipated within the mixed-use core/commercial areas, and that public trash collection will handle residential waste in the other areas of the development. See the staff recommendation to this comment in the Project Wide Issues section of this memo, under Sanitary Sewer and Solid Waste Issues.

13) According to Section 7.0 of the Guidelines dealing with Signage and Public Art, signs are an important design element that can improve the visual quality of a project; bring human scale and legibility to the street environment and public realm; and create a sense of interest, activity, and vibrancy. Signage shall be considered in an imaginative way through the use of traditional signage, as well as public art and identity signage that will contribute to branding the distinct identity of Princeton Nurseries and will contribute to placemaking efforts. The Applicant

notes that a comprehensive sign package will be provided and reviewed by Planning Board staff at the appropriate time for consideration by the Planning Board.

*For further information on this application's conformance with the Township's Zoning and Land Use regulations, refer to the September 27, 2024 memo prepared by Phillips Preiss.*

### **III. SUBDIVISION AND SITE PLAN CHECKLIST WAIVERS**

The Applicant has requested eighteen (18) subdivision plan checklist and seven (7) site plan checklist submission waivers and has submitted a list that identifies the requested waivers with an explanation and justification for each. Staff have reviewed the requested waivers and are of the opinion that such waivers are reasonable and support their being granted.

### **IV. SUBDIVISION AND SITE PLAN WAIVER**

As noted under the Zoning and Land Use Conformance discussion above as it relates to "Subdivision and Site Plan Regulations Compliance," the Applicant is seeking a waiver from the requirement that sidewalks be provided on both sides of all streets. Staff have reviewed the five locations where this waiver request will apply. Three of these segments of sidewalk (along Roads B, C, and E) appear to offer limited pedestrian access benefits because they adjoin areas that will not be developed or are somewhat redundant relative to a nearby segments of sidewalk (e.g., segment along Road E). The other two areas where sidewalk waivers are being sought include the segment of sidewalk along the east side of Road G, next to the parking area serving mixed-use Building A, and the segment of sidewalk on the west side of Road K, next to the parking area serving mixed-use Building B. Both segments of sidewalk involve grade conditions (3:1 noted on plan) that are too steep to accommodate sidewalks. The Applicant shall explain how these two steep sloped areas will be stabilized to avoid erosion, and what combination of retaining walls and landscaping are being considered to address these areas. **Staff recommend** that the screening and landscaping treatment recommended in this memo for this area be made a condition of granting these two waivers (see Comment B.4 i) under Non-Residential/Mixed-Use Area, Landscaping and Screening Issues (page 46).

The Applicant is also requesting a waiver from the segment of sidewalk along the east edge of future Building E2, located along the west side of Road K. Since this segment involves a site that is in Phase 3, which is not included in this application,

**staff recommend** that consideration of this waiver be deferred until an application for that site is under consideration.

## **V. STAFF COMMENTS AND RECOMMENDATIONS**

Given the size and complexity of this project, and in order to facilitate compliance with staff recommendations and Planning Board conditions of approval, the comments and recommendations that follow will be organized into four different categories, including those that apply to the entire project, those that apply to the Non-Residential/Mixed-Use portions of the project to be developed by the Applicant, and those that apply to the East and West residential only portions of the project to be developed by the Applicant's residential partners, Pulte Group and NVR Inc.

### **A. PROJECT WIDE ISSUES**

- 1) General Subdivision and Site Plan Issues
  - i. The subdivision plans shall be amended to indicate all proposed sight triangle easements.
  - ii. All easements and rights in favor of the Township shall be expressed in deeds and grants suitable for recording at the County Clerk's Office, the form of which shall be approved by the Planning Board Attorney and the description in which shall be approved by the Township Engineer.
- 2) Residential Site Improvement Standard (RSIS) Compliance Issues
  - i. The Applicant's engineer has indicated that the project is in compliance with the state's RSIS standards. The Applicant shall provide a written compliance report demonstrating conformance to the RSIS, including but not limited to the following items:
    - a. Roadway classifications
    - b. Sidewalk locations and widths
    - c. Right-of-way, cartway and parking lane widths
    - d. Average daily vehicle computation and analysis
    - e. Storm system design and construction
    - f. Storm water management design and construction
    - g. Water system and fire hydrant design and construction

- h. Sanitary collection system design and construction
- i. Parking requirements and dimensions
- j. Roadway alignment and grade standards
- k. Requirements for curbing and pavement shoulders
- l. Bikeways
- m. Underground utilities
- n. Street and traffic signs and sign locations
- o. Sight lines / easements

3) Parking (EV) Issues

- i. The Applicant shall be required to demonstrate and comply with the Township EV regulations as they apply to the Non-Residential/Mixed-Use Area, as well as the East and West residential areas, including the distinction in the regulations between Publicly Accessible EV spaces (e.g., those within the non-residential area) versus Non-Publicly Accessible EV spaces (e.g., generally the proposed residential areas).
- ii. The EV charger details provided on Sheet CS6009 of the engineering site plan lack signage details required for publicly accessible EV chargers and lack dimensional details referenced in §101-13.8F(4)(c) of the Township regulations that apply to both publicly-accessible and non-publicly accessible EV chargers. **Staff recommend** the plans be amended to include such information to the satisfaction of Planning Board staff.

4) Traffic Impact and Circulation Issues

- i. Staff has the following comments regarding the traffic study:
  - a. It should be noted that the Applicant's Engineer previously prepared a traffic study for the approved GDP prior to the COVID-19 pandemic with traffic counts taken in 2018-2019, and the Applicant's Engineer did not utilize pre-COVID traffic volumes within the traffic study, nor did they make a comparison of the traffic counts taken in 2024 with the pre-COVID traffic volumes. The Applicant's Engineer shall perform an analysis of the existing, no-build, and build conditions with Pre-COVID

Volumes and provide a comparison of pre-COVID traffic volumes, post-COVID traffic volumes, delays, and Levels of Service results.

b. It should be noted that there is a Traffic Agreement in place from Exhibit 5 of the original GDP and that the Applicant's responsibilities to off-site intersection improvements and milestones are as summarized in the table below:

<b>Summary of Traffic Mitigations from the Adopted Princeton Nurseries Developer's Agreement dated December 9, 2020</b>		
Study Intersection	Improvement Summary	Construction Trigger or Milestone
College Road West and Seminary Drive and Nursery Road	Signal Timing Changes for the AM, PM, and Saturday Peak Hours	Signal Timing Changes prior to the first certificate of occupancy
	Intersection Improvements – Lane Modifications	Design Improvements as part of the initial site plan application. Improvements to be completed prior to the issuance of a Certificate of Occupancy for any development projecting an overall LOS D or worse.
Seminary Drive and Mapleton Road / Barclay Boulevard	Construct Southbound Dedicated Right Turn Lane	Improvements to be completed prior to Certificate of Occupancy for any development projecting a Southbound approach LOS E or worse.
Scudders Mill Road (CR 614) and College Road East / Crowne Plaza Driveway	WB and SB Intersection Improvements – Lane Modifications, Increasing Max cycle length to 120 seconds	When Princeton Nurseries Development generates a projected 400 trips in the AM or PM Peak Hour.
College Road East and Research Way	Install Traffic Signal	Submit Traffic Signal Warrant Analysis. If warranted, 6 months after Township requests the signal in writing.
Seminary Drive and Evergreen Drive / proposed Western Drive	Intersection Improvements – Lane Modifications	Intersection Improvements at the time the proposed Western Drive is constructed
	Install Traffic Signal	Submit Traffic Signal Warrant Analysis. If warranted, 6 months after Township requests the signal in writing.

For full details, including all the improvements and milestones, see Exhibit 5 of the adopted Princeton Nurseries Traffic Agreement dated December 9, 2020.

- c. The Applicant's Engineer indicated that they utilized a 2.5% background growth rate to derive the 2029 base volumes. Staff notes that Scudders Mill Road (County Route 614) is an urban minor arterial. However, the Applicant indicated that the projected build out for the proposed site is 8-19 years from start of construction. In addition, the NJDOT Background Growth Rate Table indicates that urban minor arterials have a background growth rate of 2.75%. The Applicant's Engineer shall review the background growth rates and years of background growth for all the roadways and revise any no-build and build traffic volumes, figures, capacity analyses, delays, levels of service, and conclusions as necessary.
- d. The Applicant's Engineer shall include traffic volumes expected to be generated with proposed Buildings E1 and E2 in the traffic study. If the exact development is not known at this time, the Applicant's Engineer shall propose the worst-case scenario for proposed Buildings E1 and E2. The Applicant's Engineer shall revise any build traffic volumes, figures, capacity analyses, delays, levels of service, and conclusions as necessary.
- e. Staff notes there were no traffic volumes in the *Projected* or *Projected with GDP Conditions* for the existing intersection of Seminary Drive and Evergreen Drive. The Applicant's Engineer shall provide the missing traffic volumes in those figures in order to verify the build and build with mitigation volumes for this intersection.
- f. The Applicant shall clarify the use of the clubhouse and if it will only be accessible to residents within the Princeton Nurseries Development. If visitors to events such as wedding receptions or other gatherings are anticipated, then these volumes shall be included in the trip generation in the traffic study.

- g. The Applicant's Engineer listed the banquet hall 500 seats as part of this application. However, Staff understands that the banquet hall is no longer proposed. References to the banquet hall shall be removed from the shared parking analysis and the traffic impact study.
- h. The Applicant's Engineer shall supply the internal trip capture worksheets utilized in order to verify the internal trip capture reductions for the proposed development.
- i. The Applicant's Engineer utilized pass by rates of 29% for the PM Peak Hour and 31% for the Saturday Peak Hour regarding the retail portion of the proposed project and indicated that they utilized Land Use Code 820. A review of the Trip Generation Appendix did not reveal a Saturday pass by percentage for Land Use Code 820. The Applicant's Engineer shall provide documentation of the 31% Saturday Peak Hour Pass by Rate utilized in order to verify same.
- j. The total number of residential trips in Table 4 does not appear to correctly sum up from the individual residential trip generation estimates. The Applicant's Engineer shall revise Table 4 of the Trip Generation Estimates and any build traffic volumes, figures, capacity analyses, delays, levels of service, and conclusions as necessary.
- k. The Applicant's Engineer provided a trip generation comparison of the proposed new trips vs the proposed trips under the prior 2020 GDP Approval and indicated that there are 326 less new trips in the AM Peak Hour, 379 less new trips in the PM Peak Hour, and 567 less trips in the Saturday Peak Hour. Staff notes the current application proposes 154,515 square feet less retail, 139,920 square feet less office, the same number of hotel rooms, 97 less senior adult multi-family units, 11 less single-family houses, and 11 more multi-family units than the 2020 GDP. The Applicant's Engineer shall address the previous trip generation comments noted above.

- I. There is a volume discrepancy in Figure 5 of the Traffic Report where the northbound through volumes on PM peak periods on US Route 1 appear to be miscalculated. The Applicant listed 2,884 vehicles for PM Peak Period on US Route 1 Northbound, but our independent calculations based on the Applicant's data suggest this value may be 2,984 vehicles. The Applicant's Engineer shall revise the Figure and any traffic volumes, figures, capacity analyses, delays, levels of service, and conclusions as necessary.
- m. There is a volume discrepancy in Figure 14 of the Traffic Report where the northbound through volumes on Saturday peak periods along College Road East appear to be miscalculated. The Applicant listed 118 vehicles for Saturday Peak Period on College Road East Northbound, but our independent calculations based on the Applicant's data suggest this value may be 188 vehicles. The Applicant's Engineer shall revise the Figure and any traffic volumes, figures, capacity analyses, delays, levels of service, and conclusions as necessary.
- n. There is a volume discrepancy on Figure 14 of the Traffic Report where the northbound left turn volumes on Saturday peak periods along Crowne Plaza Driveway appear to be miscalculated. The Applicant listed 14 vehicles for the Saturday Peak Period on Crowne Plaza Driveway, but our independent calculations based on the Applicant's data suggest this value may be 23 vehicles. The Applicant's Engineer shall revise the Figure and any traffic volumes, figures, capacity analyses, delays, levels of service, and conclusions as necessary.
- o. The Applicant's Engineer performed capacity analyses and calculated levels of service and delays for the Intersections of Nursery Road / Road A and Road D, Nursery Road and Road P, and Nursery Road and Roads B / Road C Roundabout. However, no volume figures were provided. The Applicant's Engineer shall

provide volume figures in order to verify same for each of these internal intersections.

- p. The Applicant's Engineer submitted capacity analyses and listed delays and levels of service for Township off-site intersections within various tables of the report. Based on the Applicant's analyses, all levels of service for the Township Intersections are D or better under the Build Conditions and the Build with Mitigation Conditions. However, the results may change based on the previous traffic comments above. The Applicant's Engineer shall review the previous traffic comments above and confirm or update level of service and delays under Build and Build with Mitigation conditions.
- q. The Applicant's Engineer performed a traffic signal warrant analysis indicating the warrants were not met at the unsignalized intersections of College Road East and Research Way and the intersection of Seminary Drive / Road E. The warrants appear to have been performed with the 2009 warrant thresholds as seen on the bottom of each warrant analysis page; however, the MUTCD was updated in December of 2023. In addition, the Applicant's Engineer only analyzed the first three warrants. The traffic signal warrant analyses shall be performed with the warrant volume thresholds from the current MUTCD, and the remaining warrants in the MUTCD shall be reviewed as part of the warrant analyses.
- r. The Applicant's Engineer shall submit a warrant analysis for the College Road East and Research Way intersection and the Seminary Drive and Evergreen Drive / Western Site Access Roadway (Road E) intersection with each future preliminary site plan application.
- s. The Applicant's Engineer shall implement the proposed signal timing changes listed in the Traffic Agreement in the adopted Princeton Nurseries Development Agreement, dated December 9, 2020 for the signalized

intersection of College Road West and Seminary Drive prior to the first certificate of occupancy.

- t. The Applicant's Engineer noted that the Overall Level of Service for the signalized intersection of College Road West and Seminary Drive is projected to be a Level of Service C or better during the peak hours prior to the implementation of the traffic signal changes and the geometric intersection improvements. However, the agreement requires the intersection improvements to be designed as part of this current site plan application.

The Applicant's Engineer shall submit an Intersection Capacity and Level of Service analyses with future site plan applications. If future site plan applications degrade the overall Level of Service to D or worse, then necessary intersection and/or traffic signal improvements shall be required to be implemented prior to the certificate of occupancy for the future site plan applications.

- u. The Applicant's Engineer noted that the southbound Approach Level of Service for the signalized intersection of Seminary Drive and Mapleton Road / Barclay Boulevard is projected to be a Level of Service C or better during the peak hours prior to the implementation of geometric intersection improvements and associated traffic signal improvements. The agreement requires the intersection improvements and associated traffic signal improvements to be implemented when the southbound approach Level of Service degrades to E or worse. Intersection Capacity and Level of Service analyses shall be submitted with future site plan applications. If future site plan applications degrade the southbound approach Level of Service to E or worse, then intersection improvements and associated traffic signal improvements shall be required to be implemented prior to the certificate of occupancy for the future site plan applications.

- v. The Intersection Improvements including associated traffic signal improvements required (as listed in the Traffic Agreement in the adopted Princeton Nurseries Development Agreement, dated December 9, 2020) for the signalized Intersection of Scudders Mill Road and College Road East / Crowne Plaza Driveway shall be implemented as the Princeton Nurseries Development is expected to generate a projected 982 trips in the AM peak hour and a projected 1,178 trips in the PM Peak Hour. Plans for the signal timing modifications and the intersection improvements shall be submitted to the Township and Middlesex County for review and approval as a condition of any approval granted by the Planning Board. The improvements shall be constructed and operational prior to the issuance of the first certificate of occupancy.
- w. The intersection improvements (as listed in the Traffic Agreement in the adopted Princeton Nurseries Development Agreement, dated December 9, 2020) at Seminary Drive and proposed Western Access Drive / Road E shall be completed at the time the proposed Western access Drive / Road E is constructed.

- ii. The Applicant notes that while the roadways in the project are proposed as private roadways, they are requesting consideration be given to making the main boulevard street a Township street subject to a perpetual private maintenance agreement between the Applicant and the Township. The Applicant has explained that because the New Jersey American Water Company requires a fifteen (15) feet wide exclusive easement for all their water mains in private streets, and given the urban design goal of limiting the width of the roadway to one travel lane each way, along with on-street parking, there would not be enough room for other necessary utilities in the roadway (electric, sanitary sewer, storm sewer, gas) if it were required to be a private roadway. By entering into a comprehensive perpetual maintenance agreement whereby the Applicant would be wholly responsible for the maintenance of all improvements within the street right-of-way, one could achieve the same objective in terms of maintenance

responsibilities as would be the case if the roadway were to be privately owned and maintained. **Staff recommend** that this matter shall be addressed within the Developer's Agreement for the project.

- iii. Staff directed the Applicant to locate the proposed roundabout at the northern border of the main commercial roadway entirely inside the Nurseries site in Plainsboro. The Applicant wishes to shift the roundabout north to straddle the municipal boundary with South Brunswick and extend the roadway north into South Brunswick when detailed traffic analyses have been prepared, submitted to the Township, and reviewed by the Planning Board Engineer's office, and concluding with a recommendation to the Planning Board that the requirements set forth above have been satisfied. **Staff notes that the traffic volumes utilized in the analyses do not take into account traffic into and out of the South Brunswick site. Staff recommend** that the Applicant clarify for the DRC and the Planning Board their intention regarding this matter.
- iv. As noted earlier under the Applicant's conformance memo, the proposed street network within the development has been designed with pedestrian safety in mind, where posted speeds of 15 mph in many locations and a maximum speed of 25 mph are planned. If such travel speeds are to be effectively enforced, **staff recommend** the Applicant enter into a Title 39 Enforcement Agreement with the Township (**NJSA 39:5A-1**), which would allow the Township Police to enforce parking, speeding, and careless driving motor vehicle laws throughout the development. **Staff recommend** that this matter be addressed within the context of the Developer's Agreement for the project and that the Applicant be required to provide all studies and documentation required for same.
- v. Fire lanes and striping are subject to the approval of the Fire Subcode Official.
- vi. Bus pullout lanes shall be provided where buses are anticipated to circulate. These bus pullout lanes shall not be within the traveled way of the roadways.

vii. Detailed plans and signal timing analyses, as applicable, shall be submitted to the Township for review and approval prior to the implementation of any traffic mitigation improvements.

5) Pedestrian and Bicycle Circulation Issues

- i. The GDP and PMUD Zone regulations require the second crossing into South Brunswick, which will be subject to outside agency approvals (e.g., NJDEP, DRCC, South Brunswick Township). Due to the commercial/industrial land uses planned for the adjoining area in South Brunswick, such connection shall be limited to a pedestrian/bikeway connection. Consistent with this, the Applicant is proposing the second crossing as a bicycle and pedestrian path consisting of natural materials to cause minimal disturbance to the environmentally sensitive area along Harry's Brook. The site plan regulations (§85-22B6) require multi-use pathways be at least eight (8) feet wide. The proposed second crossing pathway shall meet this requirement. **Staff recommend** that the Applicant provide greater detail regarding the "natural materials" and width of the proposed pathway and include such details with the other pedestrian and bikeway details to be provided on the plan. Furthermore, this pathway connection shall be a bonded improvement until such time as development on the Nurseries parcel in South Brunswick is developed to include a pathway to connect to the required pathway on the Princeton Nurseries site in Plainsboro.
- ii. In the zoning and land use conformance review memo, mention is made of a pedestrian and bicycle circulation plan (referred to as Exhibit C). The plan, which is on an 8½ inch by 11 inch sheet of paper, includes a legend that identifies all bicycle circulation within the roadways with a solid line and all pedestrian circulation with a dashed line. There is no indication as to the manner in which bicycle circulation facilities are proposed, whether they are to be on-road bike lanes, sharrows, off-road multi-purposed paths, or a combination of these. For motorists and cyclists to safely share the use of all roadways, low vehicular travel speeds, generous *share the road* signage, and sharrows (pavement markings designating roadways for shared vehicular/bicycle travel) will be necessary. **Staff recommend** that a detailed pedestrian and

bicycle circulation plan or one bicycle circulation plan and a separate pedestrian circulation plan be provided that clarifies all the details of the proposed pedestrian and bicycle circulation system serving the project, including the second connection (pedestrian/bicycle) into the Princeton Nurseries site in South Brunswick Township. For readability, the pedestrian and bicycle circulation plan shall utilize the full-scale site plan as a base plan and be printed on a full-size plan sheet.

- iii. Given the pedestrian and bicycle orientation of the proposed development, **staff recommend** that the final plans include a detailed plan sheet that identifies the type, quantity, and location of all proposed bike racks on the site, as well as designated bicycle storage facilities (indoor storage or outdoor bike storage lockers) in or near each of the following buildings:
  - a) Mixed-Use Buildings A and B,
  - b) Clubhouse Building B2,
  - c) Hotel/restaurant building,
  - d) Buildings D1, D2, and D3,
  - e) Pulte Clubhouse,
  - f) Pulte Multifamily age-restricted buildings, and
  - g) Affordable units without garages.

Provide information on the above recommended plan indicating which plan sheet shows where on the site and/or where in each of the above-referenced buildings the location of the proposed bike racks and designated bike storage facilities are located.

## 6) Landscaping, Screening, and Fence Issues

- i. As noted in the prior discussion regarding the Design Guidelines, Section 6.2 (Buffering & Screening), all above-ground utility equipment, such as PSE&G transformers, shall be screened. The Applicant notes that all such equipment shall be screened using landscaping and board-on-board fencing that is consistent with the surrounding residential buildings. Note, such fencing around PSE&G transformers need to remain open on one side to allow PSE&G to gain unrestricted access to their transformers, as is typically required.

- ii. The engineering site plan identifies a six-foot-high wood board-on-board/shadowbox fence around the proposed pump station facility. The detail of this fence is on Sheet CS3003 of the site plan. Sheet L-14 of the landscape plan also includes a fence detail, but it's a different fence detail (five foot high, pvc/vinyl privacy) than that shown on the site plan. To be more consistent with the screening standards in the Guidelines, which rely more heavily on the use of masonry walls for screening purposes, **staff recommend** that, at a minimum, the project utilize a unified fence design for all fences used for screening purposes (solid fences), which fences would be attractive, durable, and of high quality. In this regard, **staff recommend** the use of composite-board privacy fences of variable heights (six to eight feet), medium to dark in color to blend in with adjoining landscaping and building materials (e.g., Trex fencing in Woodland Brown or equivalent). The engineering and landscape plans shall be revised accordingly.
- iii. Regarding other required screening, the Applicant notes in the Conformance memo that while refuse collection will generally be located within the proposed buildings, where not feasible, structures such as compactors and dumpsters shall be screened with masonry materials matching the nearby buildings. Loading and similar service areas shall include substantial landscape buffers, as well as decorative solid fencing and/or decorative masonry walls to screen such areas from residential and general public view. **Staff recommend** that such screening requirements also apply to the screening of other large equipment not listed above (e.g., generators, HVAC equipment for non-residential buildings) and that the plans include a conspicuous note reflecting the comments expressed in the Conformance memo and the staff recommendation above.
- iv. Sheet CS6008 of the site plan identifies a construction detail for a trash or recyclable materials dumpster enclosure. The plan detail notes a height of six feet for such an enclosure. The height of such enclosures shall be variable from six to eight feet depending on the storage needs of the users. No trash or recyclables or dumpster containers shall be allowed to be visible above the height of the enclosure structure. Landscape

plantings shall be provided between all such enclosure structures and an adjoining street (e.g., enclosure structure at northwest corner of hotel site and such structure located east of Building D2). **Staff recommend** that the plans be revised to note the above restrictions and that the individual site plan sheets that identify the location of a proposed dumpster or other enclosure structure, include reference to the construction detail of that enclosure structure.

- v. The Applicant has agreed to provide decorative masonry screen walls at the rear of each stacked-townhouse and traditional townhouse building where views down the townhouse garage alleys are visible from the lettered streets, including where such alleys meet the streets labeled Roads B, D, E, F, G, H and O. Images of this decorative screen walls are provided in a document prepared by the Applicant entitled – “Pulte/NVR Rear Alley Perspective Views.” The landscape plans provide a construction detail labeled “Driveway Screen Wall” on Sheet L-14, which detail matches the screen walls depicted in the rear alley views of the proposed NVR townhomes. **Staff recommend** that unless Pulte intends to utilize the same decorative screen wall detail as NVR for their townhomes and stacked units, a detail acceptable to Planning Board staff for the Pulte screen walls shall be provided on the final plans, with the construction detail cross-referenced on the sheets showing the location of the NVR and Pulte screen walls.
- vi. The proposed site will require significant regrading to accommodate the proposed development. **Staff recommend** that where retaining walls over three (3) feet in height are used to manage proposed grading conditions, and where such walls are visible from existing public streets (College Road West and Seminary Road) and the proposed private streets, such walls shall utilize high quality decorative stone masonry materials and not split face block or similar landscape block materials, and such areas shall be appropriately treated with landscape plantings. Where such conditions exist, the site plan and landscape plan shall be revised to provide a construction detail of such walls and landscape planting details, respectively, subject to the review and approval of

Planning Board staff.

- vii. **Staff recommend** that all rooftop equipment shall be screened, and all rooftop stairwell/elevator penthouses shall be faced with high quality materials complementing the colors and materials used on the building involved.
- viii. Staff notes that calculations have been provided for reforestation requirements. The Applicant has indicated 12.51 acres of mature woodlands are to be removed, with a required reforestation area of 3.13 acres. Sheet L-19 notes that there are two (2) locations on-site to be planted for reforestation and the remaining 0.96 acres are to be provided off-site. The Applicant shall provide clarification regarding where the 0.96 acres of remaining reforestation will be proposed and provide a plan of same for Staff review.
- ix. Per Ordinance Section 101-141F.(2), open space shall include stormwater management facilities that are designed to contribute to the public use and enjoyment of the open space, such as vegetated detention basins, bioretention basins, rain gardens, or similar. Open space shall not include SWM facilities with barren surfaces. Any SWM facilities located within open space shall be revised to provide landscaping per Sheet L-18 and a separate landscaping table shall be provided for same.
- x. It does not appear the proposed parking design of the mixed-use buildings meets the various options depicted within the Princeton Nurseries Design Guidelines, page 15. Space has not been provided to support landscaping between the street and the structure. Per Section 4.3.d. of same, the Applicant shall provide sufficient front yard setback to allow for landscaping.
- xi. Per the Princeton Nurseries Design Guidelines, page 26, an entry gateway from Seminary Drive and College Road West depicting a central median shall be provided on the proposed plans. **Staff recommend** the Applicant explain why this option is not being pursued in the current plan and what effect such a change would have if required to meet this design guideline.
- xii. The proposed buffer landscaping along College Road West and Seminary Drive shall be revised to provide a greater

quantity of large maturing shade trees, as well as a greater variety of species along same.

xiii. The Applicant's Landscape Architect shall revise the plans to provide a greater variety of tree species for the project. Staff recommend including (where appropriate on the site) Hackberry, Sycamore, Sassafras, Sweet Birch, White Fringe tree, Pitch Pine, Hophornbeam, Willow Oak, Swamp White Oak, Chestnut Oak, Dawn Redwood, Silver Linden, Lacebark Elm, Paperbark Maple, Western Arborvitae, etc.

7) Lighting Issues

- i. Pursuant to Section 8.1 of the Guidelines, outdoor lighting shall be designed as part of an overall vision for the site and responsive to specific contexts, with the goal of providing adequate illumination within the non-residential/mixed-use areas, and to avoid excessive lighting in areas abutting and within the residential uses. This includes providing lighting that allows for a safe and walkable environment during the evening and nighttime hours throughout the development, particularly along the proposed streets, pedestrian walkways, parking lots, and parks/open space areas (not the northeast preservation area).
- ii. The Applicant's Engineer shall clarify the hours of operation for the proposed light fixtures and modify the plans accordingly.
- iii. The lighting plans shall be revised to provide light levels for individual streets and parking areas within the 'Statistics' chart, sheet L-10. The information provided does not break down the average, maximum, and minimum footcandle levels to adequately review proposed lighting. It appears light levels exceed the typical average of 0.40-0.45 footcandles for residential street lighting. The Applicant shall discuss the need for the increased light levels.

8) Signage Issues

- i. **Staff recommend** that the MUTCD sign details on Sheet 74/CS6006 be amended to include all upright sign and pavement marking details related to the proposed bicycle circulation system (e.g., Share the Road signs, sharrows). Also, Sheet SCS6008 shall be revised to include sign details

for EV charger spaces per the Township EV charger regulations in §101-13.8F(5) of the Township Code (See also comment on requirements regarding EV equipment noted under Parking (EV) Issues (page 16).

- ii. Street name signs.
  - a) Sheet CS6006 of the engineering site plan identifies a street name sign detail. **Staff recommend** the Applicant consider street name signs that are highly legible and compliant with the current standards for such signs but are otherwise designed to reflect a unique identity to be associated with the Princeton Nurseries development. A similar effort was undertaken by the Township for the Village Center area of town about twenty years ago, which signs include graphics that are unique to that area of town.
- iii. Monument identification.
  - a) See Comment B.5)ii under Non-residential/Mixed-Use section dealing with Signage Issues (page 48).

9) Grading, Drainage, and Stormwater Management Issues

- i. An Easement in favor of the Township shall be provided for access to and from the proposed basins within South Brunswick Township. The deed of easement shall be subject to the review and approval of the Township Attorney and Township Engineer.
- ii. The Applicant shall provide a blanket Drainage, Conservation, Maintenance, and Access Easement in favor of Plainsboro Township and the County of Middlesex for the stormwater management systems. The deed of easement shall be subject to the review and approval of the Township Attorney and Township Engineer.
- iii. An Operations & Maintenance Manual has been provided for the proposed stormwater management measures on-site in accordance with the NJDEP Stormwater Management BMP

Manual – Chapter 8. Staff provide comments for same in the Technical Appendix.

- iv. The Maintenance Plan and any future revisions shall be recorded upon the deed of record for the property on which the maintenance described in the maintenance plan must be undertaken. The form of which shall be approved by the Township Attorney prior to recording the same with the Middlesex County Clerk's Office per Section 85-28 J.

10) Water Supply and Distribution Issues

- i. The Applicant is responsible for obtaining approval from New Jersey American Water.
- ii. All water distribution system improvements shall be installed in accordance with the requirements of the water utility and the Plumbing Subcode Official.
- iii. The design of the on-site water distribution system shall be adequate to provide fire protection as per ISO standard, Fire Suppression Rating Schedule, or per AWWA M31, Manual of Water Supply Practices.
- iv. The Applicant is responsible for obtaining a permit from the NJDEP BWSE.
- v. Test data and calculations shall be provided demonstrating that the required domestic and fire demands and pressures can be provided from the existing system.
- vi. The design and adequacy of fire suppression systems and the delineation of the fire lanes are subject to the review of the Fire Subcode Official.

11) Sanitary Sewer and Solid Waste Issues

- i. All sanitary sewer piping and appurtenances shall be installed in accordance with the requirements of the Plumbing Subcode Official.

- ii. The Applicant has submitted a Sanitary Sewer Report including calculations of the anticipated sewer demands in accordance with N.J.A.C. 7:14A-23.3. The Applicant shall submit information to confirm the adequacy of the downstream conveyance system to accept the proposed flows and the availability of facilities to accept and treat the flow.
- iii. The Applicant acknowledges they are responsible for obtaining Treatment Works Approval from the NJDEP.
- iv. The Applicant is responsible for obtaining approval from the South Brunswick Sewerage Authority.
- v. A solid waste and litter management plan shall be developed for the overall project to address issues related to the disposal, collection, and removal of solid waste, including recycling. In the Conformance memo the Applicant indicates that private trash and recycling hauling services are anticipated within the mixed-use core/commercial areas, and that public trash collection will handle residential waste in the other areas of the development. Since the Township does not provide solid waste collection or hauling services, **staff recommend** that the Applicant and its residential development partners (Pulte and NVR) develop a joint solid waste and litter management plan that addresses the matter, subject to the review and approval of Planning Board staff prior to the release of any certificates of occupancy in the project. It is recommended that this requirement be incorporated into the Developer's Agreement for this project.

## 12) Construction Issues

- i. The pools, recreational facilities, retaining walls, and all structures are subject to the review of the Township Construction Code Official.
- ii. Barrier Free Sub-code compliance is subject to Construction Code Official review and approval.
- iii. The barrier free accessibility requirements, including the number of handicapped parking spaces, shall be as determined by the Township Construction Official. All sign details for handicapped

parking spaces shall be consistent with the current sign design details applicable to the Princeton Forrestal Center.

- iv. The Applicant shall discuss provisions for the management of construction activity and construction vehicles on-site during the construction of the proposed improvements, and provide detailed hauling, staging and circulation plans for the project, to be reviewed and approved by Township staff.
- v. The following construction notes have been added to the plans:
  - a. "Prior to the commencement of construction, a detailed sequence of construction and contractor's staging plan shall be provided to separate and manage construction traffic and public traffic. This will further establish contractor's work and staging areas for each stage of construction, and shall include but not limited to items related to the placement of construction office and/or construction trailers, outdoor equipment and materials storage, safety and security fencing, vehicular and pedestrian circulation, installation of underground utilities, parking area construction and construction related signage."
  - b. "Prior to the commencement of construction, including initial site clearance and grading, a hauling plan shall be submitted to the Township for review and approval for the movement of any construction materials or demolition debris on roadways leading from the Township border and vice versa."

13) Affordable Housing Issues

- i. Pursuant to the GDP approval the proposed development is required to provide a minimum of 96 affordable housing units that comply with the New Jersey Fair Housing Act and the Uniform Housing Affordability Controls (UHAC) set forth under N.J.A.C. 5:80-26.1et seq. According to the Applicant, the required affordable housing units will be integrated throughout the development in accordance with the adopted GDP Developer's Agreement (dated 12/9/2020). The affordable housing units will be

provided in compliance with the state UHAC requirements, including bedroom distribution, affordability controls, and locational requirements within the development. The proposed units will be physically integrated with the market-rate units for each of the housing types in the development (i.e., multifamily mixed-use, traditional townhouse, and stacked-townhouse), including within the same buildings, same floors, and same wings (multifamily mixed-use) as the market-rate units. The exterior architecture of the various buildings containing affordable units are designed to be indistinguishable from buildings that contain only market-rate units. The affordable units will be completed in a timely manner, to comply with the ratios set forth in UHAC and the Township Code, as applicable.

14) Miscellaneous Issues

- i. The Applicant shall mill and pave Seminary Drive / College Road West if damaged during construction.
- ii. The Applicant shall discuss the volume of soil to be trucked to and from the proposed development.
- iii. The Applicant's plan identifies numerous streets or roadways labeled as Roads A through P, and numerous alleys labeled as Alley 1 through 14. The Township Code (§85-20.1G) requires that street names not be duplicative in appearance or duplicative sounding, with the Planning Board reserving the right to approve or name streets. Staff shall work with the Applicant, as well as local emergency services and the Princeton Post Office (08540) that serves this portion of the Township, to consider names or identifiers for the proposed streets and alleys. All building or unit addresses shall be associated with the approved street names only and not alleys or building names.
- iv. **Staff recommend** that the Applicant's plans shall be amended to include a plan sheet that identifies the location and details associated with cluster mailboxes that will serve both the Pulte and the NVR stacked units and townhouses.
- v. The Applicant has submitted an Environmental Impact Assessment prepared by Van Note-Harvey, division of Pennoni, dated July 19,

2024, as required in §20-10 of the Township Code. The assessment includes a comprehensive review of existing and proposed site conditions, including environmentally sensitive areas, anticipated environmental impacts, cumulative and/or long-term environmental effects, evaluation of any unavoidable impacts, methods for mitigating adverse environmental impacts, including remediation of contaminated soils associated with historic pesticide applications on the site, and alternatives to the proposed project. As noted in Section F of the report (Alternatives to the Proposed Project), the project is designed to minimize impacts on the environment and surrounding community, and is designed to meet all local and state requirements.

- vi. NJDEP Flood Hazard Area Verification Approval and accompanying plans shall be submitted to Staff upon receipt.
- vii. Staff acknowledge that there was prior pesticide contamination on-site and that the Applicant has proposed several remedial action methodologies within the Remedial Approach for Residential and Commercial Parcels Letter. The Remedial Action Workplan shall be completed and submitted to Staff. Upon completion of the remedial action, a Response Action Outcome shall be submitted to Staff upon receipt.
- viii. Consistent with the restriction in the GDP, limiting all dwelling units to not more than three (3) bedrooms each, **staff recommend** that a blanket deed restriction be included with the subdivision approval for the project site. The Applicant has agreed to such deed restriction, which may be cited as a requirement in the project developer's agreement.
- ix. The Applicant shall clarify and discuss the schedule and sequencing of proposed improvements associated with the proposed residential and mixed-use project; include specific elements to be included and constructed in each sequence/phase. The plans have been detailed to indicate the improvements to be constructed in each sequence/phase. The developers shall coordinate all roadway construction, stormwater collection and management systems, water systems and sanitary sewer systems for the site with adjacent property owners and onsite tenants as required and as the construction of the project advances.

- x. **Staff recommend** that, prior to the release of the final development plans for the project (e.g., site plan, landscape plan, architectural plans), and in association with the review of the final plans by the Planning Board Engineer's office, including the determination of the estimated cost of site and related improvements in the Mixed-Use Area, as well as the East and West Residential Areas, that the performance bonds for the project be determined and submitted in a manner that treats each of the three areas independently, resulting in the establishment of three separate bonds for the three areas. To ensure a clear understanding as to which areas of the overall site are associated with which bonds, the Applicant shall prepare a performance bond plan that clearly identifies the boundaries of the three areas. The purpose of this condition is to prevent a situation where the lack of progress made in completing the required improvements in any one of the three areas will not result in delaying the partial or full release of the bonds in the other areas.
- xi. A project phasing schedule is included as Exhibits A and B of this application. In these exhibits the Applicant indicates that 518 for-sale residential units and 432 rental units will be "unlocked" for development in Phase 1, however, since 97 of the rental units include the age-restricted units planned for Building E1 in Phase 3, technically Phase 1 will include 335 rental units and not the 432 rental units identified in subject exhibits. The exhibits also note that the two sites in Phase 3 may together accommodate up to 93,000 square feet of retail development. Since no mention is made of the 97 units that may be developed on Lot E1, **Staff recommend** that Exhibits A and B be revised to clarify what may be developed on Lots E1 and E2 subject to subsequent Planning Board approval, and that these exhibit tables be enlarged and reformatted (use landscape not portrait orientation) to be more readable.
- xii. The Applicant shall discuss the availability of essential gas and electrical service to the site. "Intent-to-Serve" letters from the respective utility companies shall be provided.
- xiii. Consistent with the GDP, a fiscal impact analysis (FIA), including a market analysis was prepared for the project demonstrating that the quantity of non-residential development proposed in the project is well suited to regional market conditions and that the proposed

development will have a positive fiscal benefit to the Township. An updated FIA was prepared by BBPC, dated October 31, 2024 based on the current development program for the project. According to the FIA, their findings demonstrate that the projected revenues are sufficient to cover the additional cost generated by the new development (population, employees, school children).

- xiv. **Staff recommend** that this subdivision shall require the establishment of a Homeowners' Associations and other Association entities as appropriate, to own and/or maintain all private street right-of-way improvements, including roadways; all pervious pavement areas; sidewalks; signage; street furniture; trash receptacles; and recreational amenities; including all improvements in designated open space areas, including walking paths, common area fences and landscaping; and all stormwater management facilities, including bioretention facilities and pervious pavement stormwater systems. All stormwater management facilities shall be placed within easement areas to ensure access and maintenance of the facilities by the applicable Association. The Association documents shall include landscape maintenance and stormwater management facilities maintenance manuals, which shall be reviewed and approved by the Planning Board Engineer's office. All proposed Association documents shall be reviewed and approved by the Planning Board Attorney prior to filing with the New Jersey Department of Community Affairs (DCA).
- xv. **Staff recommend** that a "plain language disclosure statement" shall be prepared by the Applicant for all For-Sale Residential Units to the satisfaction of the Planning Board Attorney, and shall at a minimum, as applicable to the residential unit type, contain the following:
  - a. Information on the prior use of the site for farming / nursery activities, as well as information on existing conditions in the vicinity of the proposed subdivision, including the NJDEP approved underground storage of dieldrin contaminated soil removed from the residential development parcel (Barkley Square) located to the west of the subject site and deposited within an existing berm located along the westernmost edge of the subject site.
  - b. Information on the proposed development, including:
    - 1) Prominent notification of mandatory membership in the applicable Association serving a particular

for-sale unit in this development and the respective Association's perpetual responsibility to maintain all required stormwater management facilities (including those that exist within easements on individual residential unit lots), and all common area open space landscaping and related improvements.

- 2) Prominent notification that failure on the part of the Association to maintain the required stormwater management facilities, private streets and alleys, and common area elements (open space, related landscaping and walkways) may result in the Township entering the affected properties and performing the maintenance in accordance with the procedures set forth at N.J.S.A. 40:55D-43b and charging the costs of such maintenance pro rata against each of the dwelling units and nonresidential owners in the development pursuant to N.J.S.A. 40:55D-43c.
- 3) Information on the presence of easements (stormwater management related) on some of the parcels (including single-family lots) and that such easements will limit the types, location, and extent of improvements allowed on such parcels, and may in some instances have the effect of prohibiting some types of improvements.
- 4) Information on the respective developer's responsibility to install and thereafter maintain for a period of two (2) years from the date of such installation all required landscaping in their portion of the development, including tree plantings; and that homeowners/unit owners shall be aware that a representative for the respective developer may need to enter their individual or Association property to satisfy this requirement, including replacing dead or dying trees as required by the Township, and that presumptive permission to do so has been granted by each of the homeowners/unit owners in order to allow the developer to fulfill this requirement.
- 5) Information not referenced above but otherwise required for adequate disclosure notification by

state law, including any requirements of the New Jersey DCA and common law, as applicable.

- 6) A copy of the approved "plain language disclosure statement" approved as to form by the Planning Board Attorney, shall be provided to, signed off, and dated by contract purchasers prior to closing. A copy of same shall be provided to Township staff when applying for the certificate of occupancy for the property or dwelling unit involved, as evidence of having satisfied this requirement.
- 7) The deed of conveyance for each of the newly created parcels (including single-family lots) shall contain a deed restriction setting forth the same information required to be contained in the disclosure statement outlined above.
- 8) Until the final parcel (including single-family lots) is sold, the respective developer will be solely responsible for maintaining and repairing all stormwater management related facilities.

xvi. **Staff recommend** that the following building elevation drawings submitted in association with this application, unless revised in response to conditions of the Planning Board and reviewed and accepted by Planning Board staff, shall reflect the approved architectural details of the proposed buildings:

- Proposed Mixed-Use & Commercial Buildings and Proposed Residential Buildings – Site East prepared by Minno Wasko Architects and Planners,
- The Princeton Nurseries plans prepared for NVR Inc. by Wade Architecture,

xvii. The Applicant shall enter into a Developer's Agreement with the Township to include, but not be limited to the items listed below, and such agreement shall have been signed by all parties associated with same prior to obtaining Zoning approval for the first building permit for this development:

- a. Ownership and maintenance of open space areas (§101-141D), pedestrian and bicycle circulation network, as well as roadways, alleys and other common elements in the project.

- b. Perpetual maintenance agreement involving the main north-south boulevard street in the project.
- c. Affordable housing requirement.
- d. Require a blanket deed restriction enforcing three-bedroom limit in GDP for all dwellings.
- e. Detailed phasing plan.
- f. Agreement to provide site and related improvements performance bonds for the project, treating each of the three areas of the project (Mixed-Use, East Residential Area, and West Residential Area) independently.
- g. Consideration of Phase 3 of project shall require the submission of a preliminary/final major site plan application(s) for the development of Buildings/Sites E1 and E2 of the project.
- h. Solid Waste and Litter Management Plan pursuant to Section 8.2 (Solid Waste) of the Guidelines.
- i. Participate in a Title 39 (NJSA 39:5A-1) Traffic Enforcement Agreement with the Township.
- j. Provide a shuttle service per the requirements set forth in the adopted GDP Developer's Agreement and investigate the possibility of New Jersey Transit extending its service to the proposed development.
- k. Other requirements as set forth in the adopted December July 24, 2020 copy of the GDP Developer's Agreement signed by the Township and the Trustees of Princeton University on or about December 9, 2020.

xviii. Given existing site conditions and the size of the development parcel at 109 acres, the Applicant expressed interest in being allowed to commence pre-construction activity involving removing existing non-preserved plant material per the proposed plan, installing erosion and settlement control barriers, and initial site grading work (but no infrastructure improvements) prior to the release of the final approved plans, but not before all outside agencies having jurisdiction over the project have granted their approval or exemption of the project. In order to be allowed to pursue this option, **staff recommend** the Applicant be required to enter into a hold harmless agreement with the Township subject to the approval of the Planning Board Attorney and be required to post a site restoration bond as recommended by Planning Board Engineer's office.

## B. NON-RESIDENTIAL/MIXED-USE AREA

- 1) Residential Site Improvement Standard (RSIS) Compliance Issues
  - i. Refer to Project Wide Issues comments regarding RSIS Compliance Issues.
- 2) Design Guideline Issues
  - i. The Applicant indicates that pull-off areas for transit vehicles are proposed on the main commercial street and in the vicinity of on-street parking in the residential areas. While the plan clearly identifies the pull-off areas on the main commercial street, no such areas are evident on the plan for the residential areas. Transit access will likely be limited to areas within the more intense central mixed-use core and because the roundabout at the north end of the main street will facilitate transit/shuttle buses serving the development. **Staff recommend** such pull-off areas be reserved and signed for transit/shuttle bus use only.
  - ii. The applicant indicates that the proposed development will include intensive green roofs along the second floor amenity/outdoor common areas of the mixed-use multifamily buildings (Buildings A & B). **Staff recommend** the final plans show the details of these green roofs, including where they will be located, how they will function and be maintained.
- 3) Parking Issues
  - i. The mixed-use Buildings A and B will contain 335 multifamily dwelling units and nearly 55,000 square feet of retail/commercial space. Given the concentration of such uses and the likelihood that many of the residents and retail/commercial tenants will frequently be receiving goods by various delivery services (Amazon, Fedex, UPS, DoorDash, Grubhub), the provision of ample and convenient short term reserved parking for such vehicles will be critically important to preventing vehicle circulation and parking issues/conflicts. The Applicant indicates that such short-term parking is provided on the proposed site plan. **Staff recommend** the plans be revised to clearly label such areas, show how they will be delineated/signed and reserved for such delivery vehicle use only, and explain how the number of spaces needed was

determined.

- iii. Staff have the following comments regarding the shared parking analysis:
  - a. Base parking ratios for the residential portions of Buildings A and B differ from the base parking ratios outlined in the Shared Parking Analysis, 3<sup>rd</sup> Edition. The Applicant's Engineer shall revise the shared parking calculations and the plans to provide the required parking.
  - b. The Applicant's Engineer shall revise the shared parking calculations to demonstrate how the non-captive ratios of the shared parking analysis were calculated. Additionally, it appears the shared parking calculations are not consistent with the proposed plans and tables. The Applicant's Engineer shall revise the calculations, plans, and tables for consistency.
  - c. The proposed retail and residential uses for Building A require 383 parking spaces by ordinance. The Applicant's Engineer prepared a shared parking analysis that indicates 344 parking spaces are required and indicated in the parking analysis report that Building A is serviced by 211 parking spaces in the garage, 102 parking spaces in the surface parking lot and 69 on-street parking spaces. However, a review of the parking spaces indicates that there are only 39 off-street parking spaces adjacent to Building A. The Applicant's Engineer shall clearly delineate which on-street parking spaces serve which uses and revise the plans to meet the 344 parking spaces required parking spaces indicated in the shared parking analysis.
  - d. It appears the calculation of the required Make-Ready and EV parking spaces for Building A is based off of providing 373 off-street parking spaces, which does not include the 63 on-street parking spaces proposed. Additionally, it was indicated on the plan table that 19 EV parking spaces, 3 EV accessible parking spaces,

and 34 Make-Ready parking spaces were provided. However, a review of the plans indicates that there are only 13 EV parking spaces, 3 EV accessible parking spaces, and 16 Make-Ready parking spaces proposed. The Applicant's Engineer shall revise the plans to comply with the parking table on same.

- e. Building B requires 529 parking spaces by ordinance. The shared parking analysis indicates 451 parking spaces are required. The Applicant's Engineer indicated in the parking analysis report that Building B is serviced by 272 parking spaces in the garage, 101 parking spaces in the surface parking lot and 106 parking spaces on-street. However, a review of the parking spaces indicates that there are only 63 off-street parking spaces adjacent to Building B. The Applicant's Engineer shall clarify the locations of the parking spaces and revise the plans to meet the 451 parking spaces required by the shared parking analysis.
- f. It appears the calculation of the required Make-Ready and EV parking spaces for Building B was based off of providing 373 off-street parking spaces, which does not include the 63 on-street parking spaces proposed. The table on the plan indicates that 19 EV parking spaces, 3 EV accessible parking spaces, and 34 Make-Ready parking spaces are required. However, a review of the plans indicates that there are only 13 EV parking spaces, 3 EV accessible parking spaces, and 16 Make-Ready parking spaces are proposed. The Applicant's Engineer shall revise the plans to comply with the parking table on same.
- g. The proposed Hotel and Restaurant (Building C) requires 213 parking spaces by ordinance. The parking analysis report indicated that Building C would have 190 parking spaces in the parking lot and 23 parking spaces on-street. It appears that the 17 on-street parking spaces on Road D and the 6 on-street parking spaces on Nursery Road / Road A closest to Building C are the 23 proposed on-street parking spaces.

- h. It appears the required Make-Ready and EV parking spaces for Building C are based off of providing 190 off-street parking spaces, which does not include the 23 on-street parking spaces proposed. Additionally, 10 EV Parking spaces, 2 EV accessible Parking spaces, and 17 Make-Ready Parking Spaces are proposed as well. Staff notes that the State's Frequently Asked Questions Website indicated in Question #11 that EV and Make-Ready Parking Spaces shall comply with sizing of accessible parking space requirements in the Uniform Construction Code, N.J.A.C. 5:23 (UCC) and other applicable accessibility standards. It should be noted that 1 out of every 6 ADA parking spaces are required to be van accessible. Any EV accessible parking spaces shall be dimensioned as van accessible. The Applicant's Engineer shall revise the plans to comply.
- i. It appears that elongated tandem parking spaces are proposed in the parking garage level of the multi-family flat buildings on Road K opposite the eastern end of Road P. The Applicant's Engineer shall discuss the operation of same.
- j. We reviewed the overall parking for Building D – the proposed buildings D1, D2, and D3 consisting of office, retail, and a grocery. Building D requires 582 parking spaces by ordinance. The shared parking analysis indicates that 545 parking spaces are required and also indicates that 567 parking spaces in the parking lot and 26 parking spaces on-street are proposed. It appears that the 21 on-street parking spaces along Road D and the 5 on-street parking spaces along Nursery Road / Road A, closest to Building D, provide 26 proposed on-street parking spaces and the Applicant's Engineer shall confirm these on-street parking spaces. However, a review of the parking spaces indicates that there are only 565 parking spaces in the lot. Additionally, it appears that a row of parking spaces labeled as 20 parking spaces only consists of 18 parking spaces. The Applicant's Engineer shall consider not proposing on-street parking spaces along this stretch of Nursery

Road/Road A in order to avoid conflict with the proposed striped right turn storage lane of the signalized intersection of Nursery Road and Road D.

- k. It appears the calculations of required Make-Ready and EV parking spaces for Buildings D1, D2, and D3 are based off of providing 567 off-street parking spaces, which does not include the 26 on-street parking spaces proposed. The plans indicate 29 EV parking spaces, 5 EV accessible spaces, and 52 Make-Ready parking spaces. However, our review of the plans indicates that there are only 27 EV parking spaces, 3 EV accessible spaces, and 52 Make-Ready parking spaces proposed. The Applicant's Engineer shall revise the plans to comply with the parking table on same.

3) Pedestrian Circulation Issues

- i. The main commercial street area between mixed-use Buildings A and B is planned as a high pedestrian activity area. The current site plan identifies a two-foot-wide Belgian block median island running through the center of the main street separating the north bound from the south bound vehicle traffic. To prevent pedestrians from crossing the street in an uncontrolled manner, **staff recommend** that decorative steel or masonry bollards be installed through the center of this median, and that a decorative black vinyl coated heavy gauge chain or other effective decorative continuous barrier be installed between the bollards to discourage pedestrian crossing of the main street except at specifically designated pedestrian crossings. The plans shall be revised to include the proposed bollard and chain detail or another similar treatment for this area of the project, which shall be subject to Planning Board staff review and approval.

4) Landscaping, Screening, and Fence Issues

- i. In the Applicant's plan there are parking spaces that will serve Buildings A and B that front directly onto Roads G and K, respectively. The area between these parking spaces and Roads G and K are where the Applicant is requesting a waiver from the installation of sidewalks because of steep grade conditions. The

landscape plan currently shows these areas as containing Pin Oak trees spaced roughly 40 feet on-center, with ground cover and low-level plantings (ornamental grasses). As a result, given the elevated grade conditions where these parking spaces are located, staff are concerned about the view of parked cars in these areas overlooking the adjacent roadways and residential units.

**Staff recommend** a combination of an attractive high quality stone wall and densely spaced mixed evergreen and deciduous plantings along these areas to help shield such views as would be seen from Roads G and K and the neighboring residential units to the west and east of Buildings A and B, respectively. The plans (site plan and landscape plan) shall be revised to reflect this condition, which shall be subject to the review and approval of Planning Board staff.

After the above recommended decorative masonry wall and landscaping are completed per the approved plan, Planning Board staff shall inspect such installation and determine if additional plantings are necessary to achieve the level of buffer screening intended above.

- ii. **Staff recommend** that the loading areas serving Buildings A and B located adjacent to Roads G and K shall, in addition to the landscaping treatment noted above, be screened from view from Roads G and K and the residential units to the west and east, respectively, with a wall made of high quality masonry materials (stone or brick) that complement the materials used on proposed Buildings A and B. The plans (site plan and landscape plan) shall be revised to reflect this condition, which shall be subject to the review and approval of Planning Board staff.
  
- iv. Sheet CS1004 of the engineering site plan identify an eight-foot-high screen fence around the loading areas for Buildings D-1 and D-3, and include reference to a fence detail in the landscape plan set. A review of the landscape plan set indicates that the only fence detail included in that plan set is a vinyl fence on Sheet L-14. As noted above in the Project Wide Issues portion of this memo (see section entitled Landscaping and Screening Issues), **Staff recommend** the project utilize a composite board fence, medium to dark in color to blend in with adjoining landscaping and building materials (e.g., Trex fencing in Woodland Brown or equivalent). For fencing adjoining parking spaces and loading areas, **staff**

**recommend** that such fencing include an effective barrier such as steel bollards or a timber or steel guardrail to protect such fencing from vehicle damage. The plans (site plan and landscape plan) shall be revised to reflect this condition, which shall be subject to the review and approval of Planning Board staff.

- v. Per Ordinance Section 101-142.H and Princeton Nurseries Design Guidelines, 6.2.a, The Applicant's Landscape Architect shall provide additional buffer trees to ensure the proposed grocer loading area will be sufficiently screened.
- vi. The Applicant's Landscape Architect shall revise the proposed plans to provide foundation landscaping for all proposed commercial buildings in order to perform a thorough review.

## 5) Signage Issues

- i. As has been discussed with the Applicant and as noted in the Design Guidelines compliance section of this memo, a comprehensive signage plan shall be prepared and reviewed by staff based on the guidance provided by the GDP Design Guidelines (Part 7 Signage & Public Art) and subject to the approval of the Planning Board. Given the importance of the signage program to fostering a unique identity and sense of place for the proposed development, **Staff recommend** that the Applicant's sign program be prepared by a sign design consultant experienced in preparing comprehensive sign programs for similar mixed-use developments.
- ii. Sheet L-17 of the landscape plan submission identifies four identification/district branding project signs for the Princeton Nurseries development, including two signs for the Applicant's two residential development partners, Pulte Group and NRV Inc. The first two signs, which are the project gateway monument signs and a freestanding project pylon sign, are shown on Sheets L-5 and L-6 of the landscape plans. The gateway signs are located at the main entrance to the project at the intersection of Nursery Road and College Road West and Seminary Drive. The project identification pylon sign is located just north of College Road West where the access ramp from Route One meets College Road West.
- iii. The two residential monument signs proposed by Pulte and NVR are located, respectively, at the corner of Roads D and O near the Pulte

clubhouse and near the intersection of Road E and Seminary Drive at the main entrance to the NVR portion of the project containing townhouses and single-family detached homes. **Staff recommend** that the Applicant's plan be amended to show that both signs are located outside the sight triangles of the two intersections where the signs are proposed to be located. The Applicant shall clarify if these two signs are intended as marketing signs during the construction of the two residential areas or as permanent neighborhood identification signs. If they are intended as marketing signs, they shall be removed prior to the issuance of the final certificates of occupancy for the Pulte and NVR portions of the project, respectively; otherwise, the plan shall be amended to show landscape treatment at each sign location.

6) Grading, Drainage, and Stormwater Management Issues

- i. The proposed site grading suggests there is a basin proposed directly north of proposed 60" MH-(338). However, no outlet to same is provided or shown on the Site Drainage Plan – 4, sheet CS1604. The Applicant's Engineer shall clarify whether a basin is proposed at this location and provide basin routing calculations for same.
- ii. The Applicant's Engineer shall provide stormwater management calculations for Future Buildings E1 and E2 or provide stormwater management for same at the time of site plan application.
- iii. Pretreatment via the use of Green Infrastructure MTDs or other approved Green Infrastructure BMPs must be provided for runoff entering subsurface infiltration basins UGB 17, UGB 22, UGB 32, UGB 54, UGB 56, UGB 57, UGB 60, UGB 61, and UGB 62. Refer to NJ Stormwater BMP Manual – Chapter 9.8 for guidance.

7) Construction Issues

- i. The pools, recreational facilities, retaining walls, and all structures are subject to the review of the Township Construction Code Official.
- ii. Barrier Free Sub-code compliance is subject to Construction Code Official review and approval.
- iii. The barrier free accessibility requirements, including the number of handicapped parking spaces, shall be as determined by the Township Construction Official. All sign details for handicapped

parking spaces shall be consistent with the current sign design details applicable to the Princeton Forrestal Center.

8) Affordable Housing

Proposed Mixed-Use Buildings A and B contain a total of 44 affordable housing units. Building A contains 16 such units (3 on 2<sup>nd</sup> floor, 5 on 3<sup>rd</sup> and 4<sup>th</sup> floors, and 3 on 5<sup>th</sup> floor) and Building B contains 28 such units (6 on 2<sup>nd</sup> floor, 8 on 3<sup>rd</sup> and 4<sup>th</sup> floors, and 6 on the fifth floor). All the units in Buildings A and B are dispersed within each of the building floors on which they are located.

9) Miscellaneous Issues

- i. The loading and service areas at the rears of Buildings A and B, as well as on portions of Buildings D1 and D3, are shown in the architectural plans prepared by Minno Wasko as having roll-up doors. **Staff recommend** that such roll-up doors be a medium-dark color that complements the colors used on each of the buildings.
- ii. The Applicant's plan for the proposed hotel and restaurant facility, as well as the Clubhouse north of Building D1, do not show any designated loading areas. **Staff recommend** the plan be amended to include such information, subject to the review and approval of Planning Board staff.
- iii. The Applicant's plan for proposed Building D1 shows loading areas at the south end of the building, as well as roll-up doors for loading along both the east and west elevations (the latter along the main street frontage) of the building. **Staff recommend** the Applicant explain the presence of the roll-up doors along the main frontage of the building on the main commercial street (Nursery Road), as well as the lack of any loading facilities for the main portions of Building D1 located north of the pedestrian archway off Nursery Road.
- iv. Building D2 also appears to lack any visible loading facilities. **Staff recommend** the Applicant explain how Building D2 will be served by loading facilities, and if such facilities are to be provided, to amend the plans (site, landscape, and building elevations) to show such facilities.

## C. EAST RESIDENTIAL AREA

- 1) Residential Site Improvement Standard (RSIS) Compliance Issues
  - i. Refer to Project Wide Issues comments regarding RSIS Compliance Issues.
- 2) Design Guidelines Issues
  - i. Under Section 4.5b of the Applicant's conformance document dealing with Townhouse type residential units, reference is made to the Guidelines recommendation that each of the townhouse units shall be provided with private or semi-private outdoor space, which may include lawn, deck, patio or terrace, breezeway, or all-season room, and may be located at ground level or on an upper floor. All the proposed "traditional" townhouse units in Pulte's East residential area are provided with such outdoor space (rear decks or patios). The buildings which contain stacked units, which Pulte refers to as "stacked-townhouse units," are not actually traditional townhouse units, which are independent side-by-side units that occupy all floors of the building and share one or two building walls with a neighboring unit. Traditional townhouse units lend themselves to providing rear decks. Stacked units, because of the way they are internally organized, do not lend themselves to providing individual unit decks for all units. The Applicant has provided decks for some portion of the market rate units located on second-floor levels only.
- 3) Parking Issues
  - i. Under Section 5.0 of the Guidelines dealing with Circulation, mention is made that residential parking areas may be restricted to owners, tenants, or guests. While most of the townhouse units (traditional side-by-side and stacked units) include unit garage parking, the affordable units proposed by Pulte (stacked units) do not include garage parking. For such units **staff recommend** that convenient, nearby "reserved" parking be provided for each such unit based on the RSIS parking standard for such units. The Applicant has agreed to this and has provided a plan sheet entitled "Affordable Housing Parking Allocation." Each of the parking spaces serving these units will be convenient to the units, with signage reserving the space for a specific unit.

ii The proposed non-mixed-use East residential area consists of 51 traditional townhouse units, 114 stacked townhouses (20 affordable), 31 age-restricted carriage townhouse units, and 72 age-restricted apartments (referred to as flats) require 609 parking spaces per the RSIS. Per the parking table depicted on the plans, 522 off-street parking spaces and 163 on-street parking spaces are proposed. However, the plans indicate only 408 off-street parking spaces and 161 on-street parking spaces are proposed. The Applicant's Engineer shall revise the proposed parking for same in order to comply with the RSIS or request a design waiver from this requirement.

4) Pedestrian Circulation Issues

i. The proposed alleys shall include a two and one-half (2½) foot wide pathway on both sides of the alleys to accommodate the limited pedestrian traffic within the alleys and to visually differentiate the vehicle travel way portion of the alleys from the pedestrian pathway and the adjoining unit driveways. The pedestrian pathways in the alleys shall be constructed of concrete, pavers, or stamped asphalt that is framed by concrete or Belgian block curbing. **Staff recommend** that Sheet CS6007 of the engineering site plan be revised to reflect this condition.

5) Landscaping, Screening, and Fence Issues

i. See reference to the rear alley decorative masonry screen walls under the Landscaping and Screening Issues of the Project Wide Issues section of this memo.

ii. Sheet L-16 of the landscape plans identifies a fence in association with the proposed clubhouse area. It appears to be a chain-link fence for the two pickleball courts proposed at the clubhouse. A black vinyl coated chain-link fence (poles and fence) with or without fabric screening would be an appropriate option. The final details of such fence shall be subject to Planning Board staff review and approval.

6) Construction Issues

- i. The pools, recreational facilities, retaining walls, and all structures are subject to the review of the Township Construction Code Official.
- ii. Barrier Free Sub-code compliance is subject to Construction Code Official review and approval.
- iii. The barrier free accessibility requirements, including the number of handicapped parking spaces, shall be as determined by the Township Construction Official. All sign details for handicapped parking spaces shall be consistent with the current sign design details applicable to the Princeton Forrestal Center.
- iv. The Applicant's Engineer shall delineate the limits of the proposed construction of the 6-foot-wide natural trail connection to the South Brunswick development on the proposed plans.

7) Affordable Housing Issues

In the East residential area, the Applicant has proposed to provide 20 affordable housing units located in six stacked-townhouse unit buildings. The exterior of the buildings looks nearly identical to the attached market-rate stacked-townhouse units buildings, with the only distinction being rear balconies/decks and parking garages. Regarding the balconies/decks issue, see comments above under Design Guidelines Issues, and regarding the parking garages, see comments above under Parking Issues.

8) Miscellaneous Issues

- i. The elevation drawings prepared by Minno Wasko architects for Pulte for the proposed age-restricted multifamily buildings show roll-up doors for access/egress to the parking beneath the buildings. **Staff recommend** that such roll-up doors be a medium-dark color that complements the colors used on each of the buildings.

## D. WEST RESIDENTIAL AREA

- 1) Residential Site Improvement Standard (RSIS) Compliance Issues
  - i. Refer to Project Wide Issues comments regarding RSIS Compliance Issues.
- 2) Design Guidelines Issues
  - i. As noted above for the East residential area, the GDP Design Guidelines recommend that townhouse units provide some type of private or semi-private outdoor space, typically in the form of a balcony or patio. All the townhouse units in NVR's West residential area are provided with an outdoor space (rear decks or patio).
  - ii. In Section 4.5.3 of the Guidelines, mention is made that garages off rear alleys are preferable to front loaded garages. The Applicant indicated that, to preserve as much useable rear yard as possible, they have proposed attached front-loaded garages. The Guidelines note that where front-loaded garages are proposed, they should not be a dominant design element on the streetscape. In response to this, the architects for NVR (Wade Architecture) shifted the proposed front-loaded garages back and introduced front porches or covered stoops on both of their proposed single-family models (Tyler and Westport models).
  - iii. In an effort to diversify and prevent repetitive house elevations from locating next to one another along the proposed single-family street, and as noted on the cover sheet of the architectural plan set for the NVR homes (see Note 1 under General Notes), **staff recommend** that no proposed single-family detached home model with its variant (e.g., Tyler A, B, F or K; Westport F or K) shall be located directly adjacent to the same model and variant. This restriction is one that the Township has used extensively in the past for single-family developments.
  - iv. Under Section 4.5 of the Applicant's compliance document dealing with individual residential building types, in this case single-family detached dwellings, there is no reference to how accessory buildings like storage sheds will be handled. According to the Guidelines, all setbacks not defined in the Guidelines should be in accordance with the applicable zoning and building code

regulations administered by the Township. In this instance, as required for single-family detached dwellings in the Township's Village Center Zone, **staff recommend** that all residential accessory storage structures be attached to the principal dwelling. Such structures should be no taller than one story and should be designed as an integral part of the structure to which it is attached, including same exterior materials and color. No freestanding structures of this type should be permitted. The yard setback requirements for such structures should be the same as the structure to which it is attached.

### 3) Parking Issues

- i. Under Section 5.0 of the Guidelines dealing with Circulation, mention is made that residential parking areas may be restricted to owners, tenants, or guests. While all the townhouse units proposed by NVR, including both market rate and affordable, include garage parking, NVR is also proposing a six-unit affordable stacked-unit building (Johnson/Turner units) that does not include garage parking. As noted above for the East residential area, where units are proposed that do not include garage parking, **staff recommend** that convenient, nearby "reserved" parking be provided for each such units based on the RSIS parking standard for such units. The Applicant has agreed to this and has provided a plan sheet entitled "Affordable Housing Parking Allocation." Each of the parking spaces serving these units shall be convenient for the units, with signage reserving the space for a specific unit, subject to the review and approval of Planning Board staff.
- ii. The proposed non-mixed-use West residential area consists of 20 single-family detached houses, 224 traditional townhouse units (26 affordable), and 6 stacked townhouse units (all affordable) that require 588 parking spaces per RSIS. Per the report and the table on the plans, the driveways and on-street parking provide 816 off-street parking spaces and 141 on-street parking spaces, Staff's calculated totals appear to demonstrate 702 off-street parking spaces and 138 on-street parking spaces. The Applicant's Engineer shall revise the report and plans for consistency.

4) Pedestrian Circulation Issues

- i. The proposed alleys shall include a two and one-half (2½) foot wide pathway on both sides to accommodate the limited pedestrian traffic within the alleys and to visually differentiate the vehicle travel way portion of the alleys from the pedestrian pathway and the adjoining unit driveways. The pedestrian pathways in the alleys shall be constructed of concrete, pavers, or stamped asphalt that is framed by concrete or Belgian block curbing. **Staff recommend** that Sheet CS6007 of the engineering site plan be revised to reflect this condition.

5) Landscaping, Screening, and Fence Issues

- i. See reference to the rear alley decorative masonry screen walls under the Landscaping and Screening Issues of the Project Wide Issues section of this memo.
- ii. The NVR townhouses include a decorative picket fence located between individual unit driveways. **Staff recommend** this fence be made of durable material and that a fence detail for this fence be provided on the site plan and/or landscape plan drawings, with a note on the plan cross-referencing the image of the fence shown on the site plan and/or on the individual unit plot/typical unit planting plans.
- iii. Per the Guidelines 6.2.a, the Applicant's Landscape Architect shall revise the proposed plans to provide a greater mix of species for the proposed buffer at the western property line adjacent to the proposed single-family homes.
- iv. The Applicant's Landscape Architect shall shift the proposed street trees to be provided on the lawn side at the northwest corner of the site on sheet L-1, rather than provide larger trees within a narrow lawn strip.

6) Grading, Drainage, and Stormwater Management Issues

Per Ordinance Section 85-20.1, Roads H and F shall be revised to provide longitudinal slopes no greater than 6.0%.

- 7) Sanitary Sewer and Solid Waste Issues
  - i. The Applicant shall clarify who will own and operate the Pump Station.
  - ii. The Applicant shall discuss how odors will be controlled within the Pump Station.
- 8) Construction Issues
  - i. The recreational facilities, retaining walls, and all structures are subject to the review of the Township Construction Code Official.
  - ii. Barrier Free Sub-code compliance is subject to Construction Code Official review and approval.
  - iii. The barrier free accessibility requirements, including the number of handicapped parking spaces, shall be as determined by the Township Construction Official. All sign details for handicapped parking spaces shall be consistent with the current sign design details applicable to the Princeton Forrestal Center.
- 9) Affordable Housing Issues
  - i. There are 230 townhouse units proposed for the West residential area, of which 32 are proposed as affordable housing units located in twelve separate buildings. One of the buildings is a stacked-townhouse unit building containing six units (Johnson/Turner model). The other 26 affordable units are located within one of eleven traditional townhouse buildings that are three stories in height and contain units that are either 24 feet (McPherson model) or 16 feet (Clarendon model) in width. Of the 16-foot-wide units, only four are currently proposed to be market-rate units. The eleven buildings that contain these affordable townhouse units are interspersed among the 34 townhouse buildings in the project.

The exteriors of all the affordable and market-rate buildings look very similar, with most being three stories in height and containing rear balconies or patios and a rear garage. The six proposed stacked affordable units do not include garages, but rather reserved parking is proposed in front of or next to the units. See

comments above under Parking Issues, regarding parking for these stacked units.

## **VI. AGENCY APPROVALS AND OTHER REQUIREMENTS**

- A. The Applicant shall discuss the need for approvals or amended approvals by all outside agencies, including the following:
  - 1) New Jersey DEP
  - 2) New Jersey DOT
  - 3) State Historic Preservation Office
  - 4) Delaware and Raritan Canal Commission
  - 5) Freehold Soil Conversation District
  - 6) South Brunswick Township
  - 7) Middlesex County Planning Board
  - 8) Princeton University Real Estate Office
  - 9) All other agencies having jurisdiction
- B. Copies of applications and approvals, certifications, waivers or letters of no concern as may be required by all agencies having jurisdiction, shall be provided as a condition of final approval and prior to the site disturbance and/or construction.
- C. The Applicant shall reconcile any inconsistencies in the plans prior to approval and release of the final plans and all conditions of approval shall be addressed to the satisfaction of Planning Board staff.
- D. Township offices and staff that have review jurisdiction involving this application or improvements related thereto, include:
  - Planning and Zoning Department: Ron Yake, Planner and Zoning Officer  
609-799-0909, ext. 1503
  - Planning Board Engineer's Office: Louis Ploskonka, CME Associates  
732-727-8000
  - Code Enforcement/Building Div: Brian Miller, Construction Official  
799-0909, ext. 2545  
Bill Gorka, Fire Official  
609-799-0909, ext.1208

E. Any approval shall be conditioned upon the submission of revised plans in accordance with the above comments; proof of approval or waivers from all other agencies having jurisdiction; the construction of offsite improvements, if deemed necessary by the Township Committee; the payment of any outstanding escrow fees; compliance with all applicable state and local affordable housing requirements; and the Applicant's engineer providing an estimate for the cost of improvements to the Township in order that performance guarantees and inspection fees can be calculated.

<b>MLUL Clock:</b>	<b>Application Completeness:</b>	<b>February 1, 2025</b>
	<b>Planning Board Action:</b>	<b>May 7, 2025</b>