

## DRC Project Review Memo

Applicants:

P25-03	IWRV Scudders Road LLC (Overall Site)
P25-04	Plainsboro Housing LP (Supportive Housing)

Property Owner: IWRV Scudders Road LLC

Type of Applications:

P25-03	Preliminary/Final Subdivision Preliminary/Final Site Plan with use variation and bulk variances
P25-04	Preliminary/Final Site Plan with bulk variances

Project: **Fusion at Plainsboro Mixed-Use Development  
(including Supportive Housing component)**

Property Location: 700 Scudders Mill Road (Block 1601, Lot 50)

Site Area: 56 acres

Zone: PMUD, Planned Unit Development Zone District

Present Use of Property: Undeveloped

Adjacent Land Uses:  
(overall site)

North:	Open Space and Office/Research Development (incl. former BMS property)
South:	Office/Research/Manufacturing (Firmenich)
East:	Open Space and Office/Research (Novo Nordisk)
West:	Open Space/Woodlands

## I. **INTRODUCTION**

This project, *Fusion at Plainsboro*, was before the DRC as a concept plan in November 2024, and before the Planning Board as a concept plan in April 2023 and December 2024. It is now before the DRC and Planning Board as a formal development application as noted above.

### **Changes to the Development Program from April 2023 to present:**

<b><u>Proposed Use</u></b>	<b><u>2023</u></b>	<b><u>2024</u></b>	<b><u>Present</u></b>
Office	42,000 sf	38,400 sf	40,000 sf
Hotel (w/6,000± sq. ft. restaurant)	70 keys	100 keys	100 keys
Food & Beverage	40,000 sf	20,300 sf	19,870 sf
Mixed-Use Bldg. (Ground Floor Non-Res.)			
Retail	71,700 SF	43,648 sf	29,810 sf
Residential Amenities	16,000 SF	8,113 sf	18,805 sf
Residential Units			
Total Units	435 units	525 units	525 units
Multi-Family Units	435 units	385 units	372 units
Townhouses (Trad. & Stacked)	0 units	150 units	153 units
Affordable Housing Units	56 units	86 units	26 multifamily 40 supportive
Open Space	45%-50%	45%-50%	no change

The subject 56-acre property is currently approved for an office/research development (including a childcare center) containing 723,879 square feet, which has vested site plan approval until June 30, 2026. Instead of this approved office/research development the Applicant wishes to develop the subject property into a vibrant, walkable, mixed-use development that integrates both the existing office (Novo Nordisk) and hotel uses (Crowne Plaza and Holiday Inn Express) on the former Merrill Lynch complex property, with a planned development that would include residential, commercial, hotel, office, and recreational uses, which would complement the surrounding uses, particularly Princeton Forrestal Innovation Park (former BMS property), DSM-Firmenich, and the Princeton Medical Center and healthcare campus.

The Applicant and developer of the overall site (IWRV Scudders Road LLC) is seeking preliminary/final major subdivision and site plan approval (P25-03). They have partnered with a separate Applicant (Plainsboro Housing LP) to obtain preliminary/final site plan approval (P25-04) for the proposed supportive housing component of the project.

The proposed supportive housing is intended to contribute to the Township's fourth round affordable housing obligations and will be developed in accordance with the

requirements of the New Jersey Uniform Housing Affordability Controls, Fair Housing Act, and the New Jersey Housing and Mortgage Finance Agency.

The site plan for the supportive housing is required to be approved as a separate application to enable the Applicant to file applications for funding from the New Jersey Department of Community Affairs and the New Jersey Housing and Mortgage Finance Agency. While they are separate applications, they are being reviewed concurrently, as the supportive housing is seen as an integral element of the broader plan for the site.

## **II. BACKGROUND**

### **History of Prior Approvals:**

As noted above, the subject 56-acre property is the remaining portion of the approximately 275 acres of land that was approved in 1981 for development of the Merrill Lynch corporate training complex. Under the original approval, the complex was to include 1.781 million square feet of office-research space, with a hotel. Of that, approximately 1.057 million square feet were developed, with a balance of 723,879 square feet remaining undeveloped. In 2000 a site plan was approved for the balance of the space, which was to include office space, a childcare center, and parking garages. That approval has extended vesting through June 2026.

### **Master Plan Updates:**

In April 2019 and October 2022, the Planning Board adopted Master Plan Re-examination Reports that concluded that – *“due to persistent lack of demand for large scale office development and the high-vacancy rate of existing office within the township, against a back drop of large tracts of land in the PFC that is zoned, planned, and in some cases approved for large scale office development, one of the major challenges continues to be the consideration of new, more sustainable, land use options for such areas that will complement planned and existing nearby developments, and contribute to an enhancement of the quality of life in the community.”*

The Updated Land Use Plan identifies the subject property for consideration for mixed-use development, noting that such use responds to changing land use trends by allowing more flexibility for mixed-use infill development options in locations such as existing corporate office complexes. Parcels that may be considered for mixed-use development, but which currently are dominated by a single use (e.g., office), will now have the opportunity to evolve in the future as land use trends and markets change.

## **PMUD Zone Changes:**

In March 2020, the Township adopted a “PMUD Use Location Map” intended to guide where land uses should be located within the PMUD Zone to complete the build-out of the zone consistent with sound planning and the development of supportive infrastructure. Regarding such map, the PMUD Zone regulations (§101-137.1) state that the uses set forth on the map should be developed as shown (e.g., subject property is designated for Office/Research); however...

*The Planning Board, in its discretion and for good cause shown, shall be authorized to approve a variation in the location of a given use or uses upon application by a developer. To approve a variation from the land use designation on the map, the Planning Board must find that such variation will not substantially impair the intent and purpose of the PMUD Zone, including the intent and purpose of the location map and existing and planned infrastructure, or be substantially detrimental to the public health, safety and welfare.*

The PMUD Zone includes a permitted use category, Mixed-Use Multiple Dwellings, intended to encourage mixed-use development, provided the proposed dwellings are integrated into an existing planned development that contains a mix of uses (office, hotel, restaurant, retail, health club), and where the property contains a minimum of 50 acres of land. Such a development may include outdoor amenity spaces, including recreational facilities. The entirety of such a development shall be referred to as a “mixed-use planned development.” The proposed development, which includes the existing former Merrill Lynch complex, complies with the applicable zoning requirements for the proposed use (e.g., residential density, non-residential F.A.R., and common open space).

### **III. PROJECT DESCRIPTION**

#### **Overall Project**

The Fusion project site plan consists of multiple buildings containing a mix of uses which are integrated into the existing planned development of the former Merrill Lynch campus, now the Novo Nordisk corporate offices and the Holiday Inn Express and Crowne Plaza hotels. The residential component will consist of 525 dwelling units, made up of 372 multifamily rental units (including 26 affordable units) in a mixed-use building, 153 owner-occupied townhouses, and 40 affordable supportive housing units in a single building.

Resident-focused amenities are distributed throughout the site to support recreation, wellness, and social interaction. These include a swimming pool with surrounding lounge areas, a grilling and outdoor dining space, shaded gathering nodes, and open

lawns for casual use. An interconnected walking path meanders throughout the site's open green spaces and streetscapes. Also included in the project's amenities are a dedicated children's play area, and a dog run, providing additional opportunities for active use and family-friendly engagement. Bicycle racks and pedestrian-scale lighting support accessibility, comfort, and safety throughout the site.

The non-residential portion of the development will include retail uses on the ground floor of the mixed-use building, a 100-room hotel with ground floor full-service restaurant (6,000± sq. ft.), a retail (16,000± sq. ft.) and office (43,000± sq. ft.) building, an experimental food and beverage building (20,000± sq. ft.), and a retail kiosk (1,400 ± sq. ft.).

Approximately 45 to 50 percent of the Fusion development tract will be devoted to open space recreational use, to include walking and biking trails, as well as basketball and pickleball courts for active recreation. Areas for passive recreation will include a community green and "shared space" street designed to accommodate a range of on-site and community events.

The buildings of the development are organized as Buildings A through F as shown on the site plan, which comprise mixed-use, supportive housing, hotel, office, restaurant, and retail components. The townhouse buildings are organized separately, with traditional townhouses located in buildings numbered 1 through 21 and stacked townhouses located in buildings numbered 22 through 29.

Building A will be a mixed-use building with a total of five stories containing multifamily residential apartments and retail uses. Building B will be developed as a three-story supportive housing building intended to provide 40 affordable units. Building C will be an experimental food and beverage building. Building D will be constructed as a hotel of 100 rooms with restaurant space on the ground level. Building E will include three stories and will contain retail on the first floor and office space on the two upper floors. Building F is designed as a small retail kiosk in the "Green" located between the hotel and mixed-use Building A.

### **Supportive Housing**

The supportive housing development is proposed to be located on new Lot 50.03 created through the subdivision plan approved with the Fusion application, comprising approximately one and one-half (1.5) acres.

The building will consist of forty (40) affordable housing units and will be dedicated entirely to supportive housing, containing approximately 43,656 square feet of gross floor area and a building height of three stories, measured at thirty-five (35) feet. The unit mix will include thirty-four (34) one-bedroom units, three (3) two-bedroom units and three (3) four-bedroom units.

The project is designed as a service-enriched supportive housing community, which will provide stable, income-restricted homes for individuals and families with special needs. Typical residents may include those experiencing homelessness, individuals with disabilities, and people transitioning from institutional care. The supportive housing community is structured to promote housing stability and independent living. Each unit will be a private residential dwelling, and tenants will have access to a range of coordinated support services, including case management, health care referrals, life skills training, and other forms of assistance tailored to the needs of the population.

Rents will be income-based to ensure affordability over the long term. The supportive housing model reflects a proven approach to addressing housing insecurity by combining extremely affordable housing with the on-site and coordinated support services needed for residents to thrive.

All aspects of the building, including its design, infrastructure, circulation, and open space are coordinated with and complementary to the larger Fusion development. The site will benefit from shared internal access and proximity to services and amenities within the Fusion project, while providing a safe, supportive, and independent residential environment for its intended residents.

The Applicant has provided a summary table of the proposed buildings and townhouses, including gross floor area, number of residential units or rooms, non-residential floor area, and number of stories as **Exhibit A**.

*For additional details on the project related to parking, circulation, lighting, and signage, etc., see both the Project Narrative provided with Application P25-03 (overall Fusion application) and with Application P25-04 (Supportive Housing).*

#### **IV. APPLICATION P25-03 (Overall Fusion Project)**

##### **A. Subdivision and Site Plan Checklist Waivers**

The Applicant has requested five (5) subdivision plan checklist and five (5) site plan checklist submission waivers and has submitted a list that identifies the requested waivers with an explanation and justification for each. The Staff have reviewed the requested waivers and are of the opinion that such waivers are reasonable and support their being granted.

##### **B. Variation from PMUD Use Location Map**

The Applicant requests that the Planning Board grant a variation from the PMUD Use Location Map as authorized by Section 101-137.1 of the Plainsboro Township PMUD Ordinance. To approve a variation, the Board must find that such variation will not substantially impair the intent and purpose of the PMUD Zone, including the intent and purpose of the location map and existing and planned infrastructure, or be substantially detrimental to the public health, safety and welfare.

The PMUD Use Location Map currently designates the subject property for Office/Research development. The Applicant proposes a mixed-use planned development that includes office, residential, retail, office and recreational components.

According to the Applicant, since the adoption of the PMUD Use Location Map in 2020, market conditions have shifted dramatically, with a persistent decline in demand for large-scale office campuses—as acknowledged by the Township in its 2019 and 2022 Master Plan Reexamination Reports. Those documents encourage developing underutilized office sites into mixed-use developments. This proposed mixed-use development, which includes a portion of the existing former Merrill Lynch complex, except for the variance relief requested above, complies with the applicable zoning requirements for the proposed use. The proposed Fusion project implements the land use policies contained in the updated Land Use Plan Element of the Master Plan, which includes a land use plan map that designates the subject property for mixed-use development.

The requested variation will not substantially impair the intent and purposes of the PMUD Zone District or the Use Location Map, nor will it be substantially detrimental to public health, safety or welfare. The Fusion project aligns with Plainsboro's Master Plan goals to revitalize underutilized office-zoned land, provide housing diversity (including affordable housing), and create a balanced, mixed-use environment. It will provide a "live-work-walk-dine-play" setting that is sought by the Township's residents and workforce.

**Staff recommend** the granting of the requested Variation subject to compliance with the staff recommendations for this application (P25-03) contained in this review memo.

*This request for a deviation from the PMUD Use Location Map is further outlined in the Request for a Variation, submitted with this application.*

### **C. Bulk Variances Request**

In association with the proposed mixed-use building (Building A), the Applicant is seeking the following bulk variances which the Planning Board has jurisdiction to grant:

1. Variance pursuant to N.J.S.A. 40:55D-70.c from Section 101-142.Q of the PMUD Ordinance, which limits the maximum building height of residential buildings within a PMUD planned unit development to 35 feet. The Applicant proposes a maximum building height of 38.5 feet for the proposed townhouse dwellings. This modest increase will not have any adverse visual or physical impact to neighboring properties. Notably, the PMUD Ordinance permits mixed-use buildings and other non-residential structures up to 60 feet in height. While not directly applicable to the Property, it is pointed out that the maximum building height permitted for townhouses in an integrated mixed-use neighborhood development in the PMUD (such as the recently approved Princeton Nurseries project) is 45 feet. Hence, allowing townhouses at 38.5 feet in the Fusion project will not be out of character with other mixed-use developments in the PMUD.
2. Variance pursuant to N.J.S.A. 40:55D-70.c from Section 101-142.Q of the PMUD Ordinance, which limits the maximum building height of mixed-use multiple dwellings within a PMUD planned unit development to four (4) stories or 60 feet. The Applicant proposes five (5) stories at a height of 61 feet for the mixed-use Building A. The additional one-story, one-foot increase in height is minimal in nature. The addition will not result in any adverse impacts to surrounding properties and will advance the Master Plan goal of creating compact, walkable, mixed-use centers.
3. Variance pursuant to N.J.S.A. 40:55D-70.c from Section 101-142.Q of the PMUD Ordinance, which limits the maximum building height for non-mixed-use/non-residential buildings to 60 feet. The Applicant proposes a 66-foot height for the hotel building. The requested height is modest



in context and is necessary to accommodate a high ceiling in the lobby and amenity spaces.

These requested variances are relatively minor and within the range allowed by Municipal Land Use Law (MLUL) for the Planning Board to consider such zoning relief, subject to testimony provided by the Applicant to the Board, that such relief is substantially consistent with the intent of the PMUD Zone District regulations and advance the goals of the Municipal Land Use Law, without causing any substantial detriment to the public good or substantial impairment to the zoning plan.

**Staff recommend** the granting of these Variances subject to compliance with the staff recommendations for this application (P25-03) contained in this review memo.

*These requested variances are further outlined in the "Addendum to Bulk Variance Application" submitted with this application (P25-03).*

## **D. Planning & Zoning and Engineering Issues**

### **1. General Subdivision and Site Plan Issues**

The Applicant seeks major subdivision approval to subdivide the property into ten (10) proposed lots together with associated public rights-of-way (see Comment 5.b. under "Traffic Impact and Circulation Issues"). The proposed lots, designated as Lots 50.01 through 50.10, are organized to reflect the intended land uses and building locations across the site, as shown on the proposed subdivision plan.

- a. Proposed Lot 50.01, consisting of approximately 3.61 acres will be dedicated to recreational/open space uses and will contain walking trails, tennis, pickleball and basketball courts.
- b. Proposed Lot 50.02 consisting of approximately 3.58 acres will contain Building C, the proposed one-story experiential food and beverage building.
- c. Proposed Lot 50.03 consisting of approximately 1.51 acres will contain Building B, the supportive housing building consisting of 40 affordable residential units.

- d. Proposed Lot 50.04 consisting of approximately 9.42 acres will contain Building A, a mixed-use building with retail and multi-family residential units.
- e. Proposed Lot 50.05 consisting of approximately .72 acres will contain Building F, a retail kiosk.
- f. Proposed Lot 50.06 consisting of approximately 2.26 acres will contain Building D, the proposed hotel of 100 rooms and ground floor restaurant.
- g. Proposed Lot 50.07 consisting of approximately 4.78 acres will contain Building E, a retail and office building.
- h. Proposed Lots 50.08 and 50.09 consisting of approximately 7.68 acres and 10.64 acres, respectively will contain the proposed townhouses and stacked townhouses, along with associated driveways and parking areas. Lot 50.08 will contain the western portion of townhouse units, while Lot 50.09 will contain the eastern portion.
- i. Proposed Lot 50.10 consisting of approximately 6.99 acres encompasses wetlands and is intended to remain undeveloped.
- j. The Applicant shall discuss the locations of any transit facilities that are intended to service the site.

## 2. Roadway Intersection and Other Easements

- a. 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 Township Attorney and the description in which shall be approved by the Township Engineer.

## 3. Residential Site Improvement Standard (RSIS) Compliance Issues

The Applicant's engineer has provided an RSIS table on sheet C102 of the plan set which notes that the following RSIS design exceptions:

### Alleys

- a. Sidewalk and graded area  
Per N.J.A.C. 5:21-4.2 and Table, graded lawns areas are required on either side of a two-way alley.

Staff Comment: The Applicant's Engineer has proposed 2.5'

wide stamped asphalt on each side of each alley.

b. Sidewalk parallel to a street

Per N.J.A.C. 5:21-4.5(d), sidewalks shall be placed parallel to the street, as shown in the street profile figures, unless an exception has been permitted to preserve topographical or natural features, or if required to provide visual interest, or unless the Applicant shows that an alternative pedestrian system provides safe and convenient circulation (for example, in planned development).

Staff Comment: The Applicant's Engineer shall confirm the need for this deviation considering alleys do not require sidewalks.

c. Sidewalk along streets with non-parallel parking

Per N.J.A.C. 5:21-4.5(e), sidewalks along streets with nonparallel parking shall be placed parallel to the street, and shall be placed so that sidewalks do not lead pedestrians between parked vehicles and the traveled way. This subsection shall not apply to driveways.

Staff Comment: The Applicant's Engineer shall confirm the need for this deviation considering alleys do not require sidewalks.

d. Sidewalk width

Per N.J.A.C. 5:21-4.5(g), sidewalk width shall be four feet; wider widths may be necessary near pedestrian generators and employment centers. Where sidewalks abut the curb and cars overhang the sidewalk, widths shall be six feet. In high-density residential areas where sidewalks abut the curb, a sidewalk/graded area of at least six feet in width shall be required.

Staff Comment: The Applicant's Engineer shall confirm the need for this deviation considering alleys do not require sidewalks.

## Streets

e. Minimum intersection curb radius

Per N.J.A.C. 5:21-4.19(b)3, the minimum curb radius is 25 feet for neighborhood streets.

Intersection curb radius of 20 feet is proposed throughout the site.

Staff Comment: The Applicant has provided a circulation plan demonstrating adequate turning movements at the intersections.

f. Minimum centerline radius

Per N.J.A.C. 5:21-4.19(b)5, the minimum centerline radius for alleys and neighborhood streets is 100 feet.

The Applicant's Engineer has noted on the RSIS table on Sheet C102 that an exception is required for this standard; however, it's not clear where the 31-foot centerline radius is proposed. This shall be clarified on the plans.

Staff Comment: Advisory speed limits have been proposed for all of the reduced radii similar to the Nurseries project.

4. Parking, Loading, and Electric Vehicle (EV) Charging Facilities

a. Parking

i. According to the Applicant, the parking for the Fusion project will accommodate all uses proposed on the site. Based on the Township PMUD off-street parking ordinance requirements (Section 101-143) and Residential Site Improvement Standards (RSIS) for residential parking, a total of 1,675 parking spaces are required for the development. The plan provides for a total of 1,995 parking spaces, which exceeds the minimum requirement and ensures that ample parking will be available for residents, visitors, hotel guests and other patrons. Parking will be provided in a combination of parking lots, parking garages, individual townhouse garages, stacked townhouse driveways, and on-site parking spaces along Roads A through E.

ii. Staff have the following comments regarding the proposed parking for the project:

- 1) The Applicant's Engineer shall clarify which parking spaces are intended to be utilized by each building.
- 2) The Applicant's Engineer states that 806 parking spaces are proposed to satisfy the parking needs for Buildings A and F. However, the site plans only show 619 parking spaces within Parking Lot

A and the Building A interior parking, and it is not clear where the other 187 parking spaces proposed to serve Buildings A and F are on the plans. The Applicant's Engineer shall clarify same.

- 3) The Applicant's Engineer states that 158 parking spaces are proposed to satisfy the parking needs for Building D. However, only 98 parking spaces were found in Parking Lot D. The Applicant's Engineer shall clarify where the other 60 parking spaces are located.
  - 4) The Applicant's Engineer indicated that 81 residential guest spaces are proposed within the stacked townhouse, but there appear to be more parking spaces for guest parking than indicated. The plans indicate 25 guest parking spaces for Road D, but the plans depict more than 25 parking spaces for guest parking. The Applicant's Engineer shall clarify same.
- iii. Angled parking spaces are proposed on Road B to provide public parking spaces adjacent to commercial uses and the Park area. The Applicant notes that angled parking spaces are preferred at these locations because they facilitate easier ingress and egress for vehicles, reducing potential conflicts in areas with frequent turnover. The Applicant concludes that this configuration contributes to improved driver visibility and safety. The Applicant's Engineer shall discuss the benefits of the angled spaces.
  - iv. The Applicant indicates that the parking supply proposed includes ADA-accessible parking spaces in accordance with the applicable state and federal requirements. The plan also includes the required EVSE and make-ready spaces in compliance with N.J.S.A. 40:55D-66.18-66.21 and Township Ordinance Section 101-13.8. A breakdown of the number and location of parking spaces is set forth in the parking distribution table attached as **Exhibit B**.
  - v. Staff have the following comments regarding the ADA and EVSE parking proposed for the project:

- 1) It appears that the Applicant's Engineer counted ADA EV Parking spaces as satisfying both the need for accessible sized EV parking spaces and the general need for accessible parking spaces. NJDCA EV FAQ Question 11 states that accessible EVSE and Make-Ready parking spaces cannot be used to address the general accessible parking requirements of the Uniform Construction Code. The Applicant's Engineer shall revise the plans to satisfy EV parking, accessible sized EV parking, ADA parking, and van parking without overlapping ADA and EV needs.
  - 2) In the Building A Parking Standards, the Applicant's Engineer indicates 7 accessible parking spaces are proposed. However, the plans only depict two accessible parking spaces for Parking Lot A. Two other parking spaces are shown on the plan with the accessible symbol, but they also have the EV symbol on them. The Applicant's Engineer shall revise the plans accordingly.
  - 3) In the Building C Parking Standards, the Applicant's Engineer indicates 2 van accessible parking spaces are proposed. However, only 1 van accessible parking space is shown on the plans, as the other van accessible sized parking space is labeled as an EV space. The Applicant's Engineer shall revise the plans accordingly.
  - 4) In the Building D Parking Standards, the Applicant's Engineer indicates 6 accessible parking spaces are proposed. However, within the Parking Lot D, there are only 4 accessible parking spaces as the van accessible sized space is labeled as an EV space. The Applicant's Engineer shall revise the plans accordingly.
  - 5) The Applicant's Engineer indicated in the parking standards chart for Stacked Townhouses and Townhouses that 52 Make Ready parking spaces are proposed, 3 of them being ADA accessible. However, the plan does not depict same. The Applicant's Engineer shall revise the plans to indicate the locations of these spaces.
- vi. Given the concentration of residential and commercial uses on the site, 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 convenient short-term parking for such vehicles will be important to preventing vehicle circulation and parking issues/conflicts. Per the proposed site plan (Site Layout Plan, Sheets C301-C305), the Applicant has provided convenient designated loading areas that could be readily used for this purpose.

b. Loading Facilities

The applicant's site plan (Sheets C301-C305) identifies convenient loading facilities to serve the proposed buildings. Such areas shall include both "No Parking" pavement signage, as well as upright "No Parking" signs using the Princeton Forrestal Center Type B sign detail. Alternatively, the signs may be better worded if they read – "Loading and Deliveries Only."

c. Other EV related issues

- i. As noted above, the Applicant notes that the EV parking (charger spaces) provided shall comply with the requirements of §101-13.8 of the Township Code (Zoning), including those related to pavement markings, signage, etc.
- ii. The EV charger unit details provided on Sheet C702 of the engineering site plan 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 ("EVSE outlets and connector devices shall be no less than 36 inches and no higher than 48 inches from the ground where the mounted"). Such information shall be provided on the plan drawings used when filing for the required permits for such EV chargers.

5. Traffic Impact and Circulation Issues

- a. Per the Applicant's project narrative, the Fusion project has a proposed network of internal streets that have connections to Scudders Mills Road, Campus Road and Plainsboro Road to provide multiple options for access. Recreational soccer field,

sport courts, and an experiential food and beverage building are located along the southern portion of the property adjacent to Plainsboro Road. The center portion of the property contains a supportive housing building, mixed use building, hotel and restaurant, retail/office building, and public park area. The northern portion of the property contains a mixture of traditional townhomes and stacked townhomes with convenient access to Scudders Mills Road. Both vehicular and pedestrian connections are proposed to integrate the Fusion project with the Novo Nordisk office complex and the existing hotels to the east.

- b. The Applicant notes that while the roadways in the project are proposed as private roadways, they are requesting consideration be given to making the two main roads (A and B) Township streets subject to a perpetual private maintenance agreement between the Applicant and the Township. The Applicant shall explain why it is necessary for these roads to be dedicated Township streets. This same request was made of the Township in association with Nursery Boulevard in the Princeton Nurseries project. **Staff recommend**, if deemed acceptable by the Township, that this matter be addressed within the context of the Developer's Agreement for the project.
- c. Similar to the Princeton Nurseries project, **staff recommend** the Applicant enter into a Title 39 Enforcement Agreement with the Township (**N.J.S.A. 39:5A-1**), allowing the Township Police to enforce parking, speeding, and careless driving motor vehicle laws within the development. If agreed to by the Planning Board, this matter shall be addressed within the context of the Developer's Agreement for the project.
- d. Townhouse Buildings 11-13, 15-17, and 19-21 are located such that all nine buildings, containing 39 townhouse units, have front doors that don't face onto a street but instead face onto open space areas, with vehicular access restricted to the alleys serving the rear garages of the units. The effect of this is that emergency access to such units will be limited since direct vehicular access (including for an ambulance and fire apparatus) will be from the alleys, which will only have overhead garage doors, but no "man-doors" like the front doors of units.

The Applicant shall explain how this arrangement will function in the event of a medical or fire emergency, where emergency vehicles will be limited to access from the alleys serving the rear



garages. At a minimum **Staff recommends** that consideration be given to improving access from the alleys to the front doors of those units located furthest from one of the proposed roadways (Roads D and E), by providing walkways between certain townhouse buildings, from the alleys serving these buildings to the walkways in front of these buildings (e.g., between Townhouse Buildings 12 and 13, 16 and 17, and 20 and 21),

- e. Fire lanes and striping are subject to the approval of the Fire Subcode Official.
- f. The Applicant's narrative indicates that a Traffic Impact Study (TIS) prepared by Langan Engineering and Environmental Services, dated August 11, 2025, has been submitted with the application. The TIS concludes that the proposed Fusion project will not significantly impact area traffic conditions during peak hour periods. Based on the analyses performed, it has been determined that the adjacent roadway network has sufficient capacity to accommodate vehicular trips generated by the project.

The Applicant's traffic engineer notes that the Fusion project is expected to generate less peak hour trips than the previously approved 724,000± square foot office development on the property. Specifically, the mixed-use development will produce 504 fewer weekday morning peak hour trips, and 194 fewer weekday evening peak hour trips compared to the prior approved office development.

- g. Staff have the following comments regarding the traffic impact study:
  - i. The Applicant's Traffic Engineer has prepared a traffic study including an analysis of 11 signalized and unsignalized intersections at the site access point and the surrounding roadway network. Staff notes that the Applicant's Engineer has utilized pre-covid traffic counts as the basis of the study. The resultant projected levels of service at each intersection are summarized as follows:
  - ii. The Applicant's Engineer shall discuss the anticipated delays and vehicular queues at the intersections projected to operate at a level of service E or F.

Summary of Study Intersections						
Intersection	2028 No-Build Condition		2028 No-Build With Prior GDP		2028 Build Condition With Proposed Development	
	AM	PM	AM	PM	AM	PM
Signalized Intersections						
Scudders Mill Road (CR 614) and Campus Road	Level of Service C	Level of Service C	Level of Service C	Level of Service D	Level of Service C	Level of Service D
Scudders Mill Road (CR 614) and Novo Nordisk Way / Innovation Way	Level of Service B	Level of Service B	Level of Service B	Level of Service B	Level of Service B	Level of Service B
Scudders Mill Road (CR 614) and College Road East	Level of Service B	Level of Service B	Level of Service C	Level of Service B	Level of Service B	Level of Service B
Plainsboro Road and Campus Road / Site Driveway	Level of Service A	Level of Service B	Level of Service B	Level of Service B	Level of Service B	Level of Service B
Plainsboro Road and Walker Gordon Drive / Pasture Lane	Level of Service A	Level of Service A	Level of Service A	Level of Service A	Level of Service A	Level of Service A
Scudders Mill Road (CR 614) and Innovation Way / Site Driveway			Level of Service B	Level of Service C	Level of Service B	Level of Service B

Unsignalized Intersections						
Scudders Mill Road (CR 614) and Innovation Way	Level of Service F - Southbound Approach Turning Left	Level of Service F - Southbound Approach Turning Left				
Scudders Mill Road (CR 614) and Novo Nordisk Way	Level of Service F - Northbound Approach Turning Left	Level of Service F - Northbound Approach Turning Left	Level of Service F - Northbound Approach Turning Left	Level of Service F - Northbound Approach Turning Left	Level of Service F - Northbound Approach Turning Left	Level of Service F - Northbound Approach Turning Left
Plainsboro Road and Maple Avenue	Level of Service B - Northbound Approach Turning Left / Right	Level of Service B - Northbound Approach Turning Left / Right	Level of Service B - Northbound Approach Turning Left / Right	Level of Service C - Northbound Approach Turning Left / Right	Level of Service B - Northbound Approach Turning Left / Right	Level of Service C - Northbound Approach Turning Left / Right
Plainsboro Road and Prospect Avenue / PFD Driveway	Level of Service D - Northbound Approach Turning Left / Through / Right	Level of Service D - Northbound Approach Turning Left / Through / Right	Level of Service E - Northbound Approach Turning Left / Through / Right	Level of Service D - Northbound Approach Turning Left / Through / Right	Level of Service D - Northbound Approach Turning Left / Through / Right	Level of Service E - Northbound Approach Turning Left / Through / Right
Plainsboro Road and Site Driveway					Level of Service B - Northbound Approach Turning Left / Right	Level of Service C - Northbound Approach Turning Left / Right

- iii. The Applicant's Engineer indicated in Table 4 of the report that 81 AM Peak Hour Trips and 243 PM Peak Hour Trips are anticipated for the retail portion of this development before any internal trip capture or pass by calculations are applied. It appears that based on our independent calculations of the trip generation for the retail portion based on ITE Land Use Code 821 and the square footage cited in the table of 51,210 square feet, the trip generation for the retail displayed in the table is low as our independent

calculations indicated 89 AM Peak hour trips and 266 PM peak hour trips. The Applicant's Engineer shall review the trip generation and revise the retail trip generation calculations and all calculations, volumes, etc. that are affected by this.

- iv. The Applicant's Engineer indicates internal trip capture reduction of 30 AM Peak Hour trips and 140 PM peak hour trips. The Applicant's Engineer shall provide the internal trip capture worksheets that support these calculations.
- v. The Applicant's Engineer indicates the use of a 40% pass by percentage for the proposed retail during the PM Peak Hour. The Applicant's Engineer shall provide the source of this pass by percentage.
- vi. The Warrant analysis worksheets say 2009 Federal Warrants on the bottom. The warrant analyses shall be based on the 2023 Manual on Uniform Traffic Control Devices. The Applicant's Engineer shall review the warrant analyses and revise as necessary.
- vii. The Applicant's Engineer indicated that they evaluated the 2029 Build Condition traffic volumes, but various tables and analyses indicate 2027 and 2028 traffic volumes. The Applicant's Engineer shall clarify this year discrepancy.
- viii. The Applicant's Engineer indicated that they analyzed Warrant 2 (Four-Hour Vehicular Volume) and Warrant 3 (the Peak Hour Traffic Volume) as the only two warrants for the unsignalized intersection of Scudders Mill Road (CR 614) and Innovation Way West / Site Driveway. It is not clear how the traffic volumes were calculated for the warrant analyses for the 4-hour warrants. The Applicant's Engineer shall clarify same.
- ix. The Applicant's Engineer indicated that the unsignalized intersection of Plainsboro Road and Prospect Avenue / Plainsboro Fire Company driveway is anticipated to operate at Level of Service D or better during the AM and PM Peak Hours under the Build conditions for all movements. However, the analysis shows a 41.1 second delay, Level of Service E for the Prospect Avenue Northbound Approach

during the PM Peak Hour. The Applicant's Engineer shall address this discrepancy.

- h. There are several Development Plan Approvals, Developer's Agreement and/or Traffic Agreements that should be reviewed relative to the need for contributions and/or reimbursements associated with off-site improvements. Those Agreements include:
  - i. Forrestal Center General Development Plan and associated Traffic Agreement as amended
  - ii. Developer's Agreement with Merrill Lynch (ML Limited Partnership, LP)
  - iii. Developer's Agreement with Firmenich, Inc.
  - iv. Princeton Healthcare System amended and restated Redevelopment Agreement and associated Traffic Agreement
  - v. Princeton Nurseries General Development Plan and associated Traffic Agreement

It is recommended that any improvement obligations associated with these plans and agreements be incorporated into the Developer's Agreement for this project.

- i. For the SU-30 Circulation Plan, the Applicant's Engineer proposes the truck circulation paths to enter and exit the site from the driveways on Plainsboro Road. The SU-30 turning movements at Scudders Mill Road should also be provided.
- j. For the WB-50 Circulation Plan, the Applicant's Engineer proposes the truck circulation paths to enter and exit the site from Plainsboro Road and only within the area of Road A adjacent to Plainsboro Road. The WB-50 turning movements at Scudders Mill Road should also be provided.
- k. For the Fire Truck Circulation Plan, the Applicant's Engineer shall include portions of Road C, and Alley D to ensure fire trucks can access those areas should the need arise.
- l. There is a trash room with a driveway proposed on the southwest corner of Building A parallel to Road A. The Applicant's Engineer

shall demonstrate the garbage truck can maneuver in and out of this trash room driveway.

- m. The Applicant's Engineer proposes uncontrolled crosswalks along Road A, where there is no traffic signal or stop control along these approaches. The Applicant's Engineer shall consider providing crosswalk enhancements at these uncontrolled crosswalks.
- n. The Applicant's Engineer should review the need for stop control on the unnamed road approach to Road B.
- o. The Applicant's Engineer shall discuss the need for the granite block Median on Road B.
- p. The Applicant proposes stop control on all approaches to the unsignalized intersection of Road B and Road C. The Applicant's Engineer shall provide an engineering study demonstrating the need for stop control on all approaches at this internal site intersection in accordance with the requirements of the MUTCD.
- q. The Applicant's Engineer proposes uncontrolled crosswalks along Road C, where there is no traffic signal or stop control along these approaches. The Applicant's Engineer shall consider crosswalk enhancements at these uncontrolled crosswalks. Of particular concern is the eastern crosswalk adjacent to the Road C curve.
- r. The Applicant's Engineer proposes uncontrolled crosswalks along Road D, where there is no traffic signal or stop control along these approaches. The Applicant's Engineer shall provide crosswalk enhancements at these uncontrolled crosswalks. Of particular concern are the northern and southern crosswalks adjacent to the Road D and Alley E curves.
- s. Road E and Alley B are proposed with dead ends. Staff notes that both roads are of a length that complies with RSIS standards relative to dead ends. The Applicant's Engineer shall discuss the need for turnaround and how emergency vehicles will negotiate the dead end if necessary.
- t. The proposed traffic improvements include a stop-controlled intersection at Road A and Plainsboro Road. Considering the limited sight lines at the existing railroad bridge southeast of the site on Plainsboro Road and the nature of the roadways within the Plainsboro Village area, **staff recommend** that the traffic

movements at this intersection onto Plainsboro Road be limited to right out only.

- u. The Applicant shall discuss the timing for the design and completion of the proposed intersection improvements with Plainsboro Road and Scudders Mill Road.

6. Pedestrian and Bicycle Circulation Issues

- a. The current landscape plans include a bike rack detail on Sheet L-21 (detail 11), as well as identifying the location of bike racks on the site. Given the pedestrian and bicycle orientation of the proposed development, and the overwhelming amount of graphic information on many of the plan sheets, **staff recommend** the plans be revised to include a separate plan sheet identifying the quantity and location of all proposed bike racks and bike storage facilities in the proposed buildings (indoor storage or outdoor bike storage lockers), along with a table that summarizes the number of bike racks, bike storage lockers, and indoor bicycle storage capacity in buildings.
- b. Given the nature of the project and the lack of a dedicated off-road bikeway network serving the site, **Staff recommend** generous use of sharrows (share-the-road bike image on pavement), coupled with Share-the-Road vertical signage (MUTCD and PFC Type B compliant) to reinforce to motorists the presence of cyclists in the roadways of the project. This same approach is being taken on the Princeton Nurseries project.
- c. Similar to the Princeton Nurseries project, the proposed alleys serving the townhouse units in this project will include two and one-half (2½) foot wide stamped asphalt pathways on both sides of the alleys. Such pathways are intended 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.
- d. The Applicant's plans identify the majority of proposed sidewalks as being five (5) feet in width. While Planning staff consider a five foot wide sidewalk to be adequate in a low pedestrian traffic residential area such as the townhouse portion of the project, in the non-residential and mixed-use portions of the project and along all portions of Roads B and C (including along the townhouses fronting on these streets) and

the connector sidewalk extending to Novo Nordisk property, **staff recommend** the Applicant utilize the same sidewalk/walkway design standards used for the Princeton Nurseries project (§85-22B), e.g., sidewalks adjoining buildings that are multifamily, non-residential, or mixed-use shall have a minimum clear width of at least six (6) to eight (8) feet. This same approach was used for the residential project at the Princeton Forrestal Village.

- e. The proposed connector sidewalk that extends along Road C to Novo Nordisk is on the opposite side of the existing sidewalk at Novo Nordisk. **Staff recommend** that the proposed connector sidewalk be shifted to the other side of the road, so that it directly links to the existing Novo Nordisk sidewalk without having to introduce a pedestrian crossing to make the connection.
- f. In the Applicant's (Russo Development) letter to the Township dated September 4, 2025, mention is made that since the Middlesex County proposed replacement bridge on Plainsboro Road does not include a sidewalk on the north side of the bridge, no sidewalk is being proposed from the project to the bridge. The plans for this County bridge project have been revised to include a sidewalk on both sides of the bridge. **Staff recommend** that a sidewalk be provided that extends to the bridge from the east Plainsboro Road entrance to the project.

## 7. Landscaping, Screening, and Fence Issues

- a. The Applicant notes that the landscape plan for the Fusion project is designed to create an attractive setting for the buildings, parking, and open space features on the site, resulting in a welcoming, pedestrian-oriented environment. A diverse planting palette featuring shade trees and a mix of deciduous shrubs, evergreen shrubs, accent plants, ornamental grasses and groundcovers will provide seasonal interest and ecological benefits throughout the year. The Applicant states that all plant species are suitable to the site and ensure long-term health, sustainability and low-maintenance performance.
- b. All above-ground utility equipment, such as PSE&G transformers, shall be screened. While the plans show landscape details related to such screening, **Staff recommend** that a generic landscape plan detail be provided on the detail sheets of the plan corresponding to the landscape detail shown on the general landscape plan sheets.



- c. The Applicant's engineering plans (Sheet C709) show a detail for a solid waste dumpster or compactor storage enclosure for Building A, C, D, and E. While there is no reference to screening enclosures for large ground mounted HVAC equipment or large electric generators, **Staff recommend** that the same type of decorative masonry enclosure used for the dumpster/compactor enclosures be used to screen large equipment.
- d. The plan detail for the dumpster and compactor enclosure shall include a note that – "No trash or recyclables or other discarded items shall be allowed to be visible above the height of the enclosure structure.
- e. The compactor enclosure closest to Building D (hotel), that appears to serve both Buildings D and E (office/retail), is quite remote to the hotel building. **Staff recommend** an alternative location be proposed that is more convenient to both buildings.
- f. While the lot proposed for Building B (Supportive Housing) does not include a solid waste dumpster enclosure, there is a nearby dumpster enclosure, as well as a nearby trash compactor enclosure that could serve the solid waste needs of Building B. The Applicant shall explain what is planned as it relates to serving the solid waste needs of Building B.
- g. The Applicant's plans for the townhouse units show that all end townhouse units that are located next to one of the roadways (not alleys) shall include a rear decorative masonry screen wall. The site plan does not show the end townhouse unit in Building 18, which adjoins Road C, as having such screen wall. This is likely a graphic error on the plans. **Staff recommend** that such unit include such screen wall.
- h. The proposed site will require some regrading to accommodate the proposed development. The Applicant's plans do not depict any retaining walls in response to grade conditions that may warrant the installation of such structures. In the Princeton Nurseries project, the landscape architect provided an attractive retaining wall detail to be used where grading conditions warranted. Since the landscape architect of this project is the same as the Princeton Nurseries project (Melillo-Bauer-Carman), **staff recommend** that the retaining wall detail used for the Princeton Nurseries project be included in the plans for this project, should conditions warrant the need for

retaining walls.

- i. **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.
- j. The discrepancy between the Reforestation Plan within the Woodlands Management Report and the Landscape Site Plan shall be clarified. It appears the proposed location and size of the plantings are different between the two plans.
- k. The Applicant shall consider providing shade trees within the street bump out areas currently proposed with grasses and groundcovers, as these areas provide a greater volume of soil to support larger sized trees. Also, the Applicant shall provide large tree species within open lawn areas along walkways and not just between proposed curbs and sidewalks. Additional shade trees shall also be considered scattered in open lawn areas amongst the townhouse section of the neighborhood.
- l. Deciduous trees shall be included by the south/southwest sides of the proposed playground, for future shade to this area.

See Technical Appendix for additional comments relative to landscaping, screening and fencing.

## 8. Lighting Issues

- a. The Applicant indicates that the lighting for the Fusion project is designed to provide safe illumination for the internal roads, parking areas, sidewalks, building entrances. Decorative light fixtures will be utilized for the street and public area and low-profile fixtures will be utilized for the parking lot areas. All lights will be energy efficient LEDs with 3000k color which is compatible with mixed-use developments.
- b. The Applicant's Engineer shall confirm that lighting will not be provided for the proposed athletic courts and field.
- c. It appears proposed light levels are under the IES (Illuminating Engineering Society) standard of 0.50 footcandles for parking stalls near the proposed soccer field and for parallel parking stalls by the proposed townhouses. This shall be reviewed and revised.

- d. The plans shall be revised to indicate the proposed time and hours of operation for fixtures in each different area of use.

See Technical Appendix for additional comments relative to lighting.

9. Signage Issues

a. Street Name Signs.

There is no reference to street name signs in the plans. As with the Princeton Nurseries project, **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 Fusion project.

b. Monument, Tenant/Business, & Wayfinding Signs.

- i. The Applicant is proposing to install a monument sign at each of the three entrances to the Fusion project, the main monument sign at the Scudders Mill Road entrance, and smaller ones at the two Plainsboro Road entrances. According to the applicant, these signs will consist of the project name and the names of future commercial tenants. The final details of these signs shall be subject to the review and approval of Planning Board staff.
- ii. According to the applicant, the building mounted tenant/business signage has been designed to complement the architecture of the buildings and will not detract from the overall appearance of the project or surrounding properties. **Staff recommend** the details associated with the two monument signs mentioned above and the tenant/business signs here referenced, as well as any wayfinding (directional) signs for the project shall be provided with this application, or shall be reviewed in association with a separate site plan application. Such signage details shall be provided in association with the landscape plans for the project; the MUTCD sign details shall remain with the engineering site plan (Sheet C702).

c. Project Construction and Sales/Leasing Signage

- i. If the Applicant wishes to propose a project construction sign(s), such information shall be included in the final site plan for review by Planning Board staff during the Planning Board resolution compliance phase of plan review.
- ii. The recently approved Princeton Nurseries project included monument signs for the two residential builders in that project. If the Applicant wishes to install a similar neighborhood identification/marketing sign for the townhouse portion of this project, **staff recommend** the plans shall be revised to include details related to the location and characteristics of the sign (e.g., dimensions, materials, colors, lighting). It is recommended that the sign location be shown on the site plan and landscape plan drawings and that the specific sign details be included on the landscape plan consistent with the comments above (e.g., see Sheet L-22).

d. MUTCD Traffic and Parking Regulatory Signage

The MUTCD signs shown on the applicant's plans (Sheet C702) are not consistent with the sign detail required for all projects in the Township (Princeton Forrestal Center Type B). **Staff recommend** the plans be revised accordingly.

10. Grading, Drainage, and Stormwater Management Issues

- a. The Applicant indicates that stormwater management will be addressed by implementing NJDEP Green Infrastructure Best Management Practices for stormwater management, such as pervious paving systems and small-scale bio-retention basins. These systems have been distributed throughout the site and will address water quality enhancement and stormwater runoff quantities to meet Plainsboro and NJDEP SWM requirements.
- b. The Applicant shall consider providing a blanket Drainage, Conservation, Maintenance, and Access Easement in favor of Plainsboro Township and the County of Middlesex for the stormwater management systems as a condition of approval. The deed of easement shall be subject to the review and approval of the Township Attorney and Township Engineer.

- c. 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.
- d. The Operations & 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 as a condition of approval. 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.
- e. A copy of the Letter of Interpretation from the NJDEP shall be submitted to the Township and our office.
- f. The Applicant's Engineer shall obtain a Flood Hazard Area Verification and any NJDEP Land Use Approvals required for the subject project. Proof of approvals and the verification shall be provided upon receipt.
- g. The Site Plans depict basins 1, 3, 8, and 9 as separated into sub-basin areas with discrete names and footprints. The Applicant's Engineer shall clarify if these basins are intended to function as singular basins, as is modelled in the routing computations. Additionally, the Applicant's Engineer should discuss why the basins are shown as separated and if they can be combined.

See Technical Appendix for additional comments relative to grading, drainage, and stormwater management issues.

#### 11. Water Supply and Distribution Issues

- a. The Applicant is responsible for obtaining approval from New Jersey American Water.
- b. All water distribution system improvements shall be installed in accordance with the requirements of the water utility and the Plumbing Subcode Official.
- c. 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.

- d. The Applicant is responsible for obtaining a permit from the NJDEP BWSE.
- e. Test data and calculations shall be provided demonstrating that the required domestic and fire demands and pressures can be provided from the existing system.
- f. 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.
- g. The Applicant's Engineer shall confirm that all reduced pressure zone devices will be provided within the buildings and that no hot boxes will be required for the project.

See Technical Appendix for additional comments relative to water supply and distribution issues.

12. Sanitary Sewer and Solid Waste Issues

- a. All sanitary sewer piping and appurtenances shall be installed in accordance with the requirements of the Plumbing Subcode Official and South Brunswick Township.
- b. 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.
- c. The Applicant acknowledges they are responsible for obtaining Treatment Works Approval from the NJDEP, if applicable.
- d. 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. **Staff recommend** that the Applicant and its residential development partner 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.

See Technical Appendix for additional comments relative to sanitary sewer and solid waste issues.

13. Construction Issues

- a. The pools, recreational facilities, retaining walls, and all structures are subject to the review of the Township Construction Code Official.
- b. Barrier Free Sub-code compliance is subject to Construction Code Official review and approval.
- c. The barrier free accessibility requirements, including the number of handicapped parking spaces, shall be as determined by the Township Construction Official.
- d. 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.
- e. The following construction notes shall be added to the plans:
  - i. "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."
  - ii. "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."

14. Affordable Housing Issues

- a. The Applicant notes that, of the 372 multifamily rental units located in the mixed-use building (Building A), 26 of those units shall be affordable units and subject to compliance 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. The proposed affordable units shall be physically integrated with the market-rate units on each floor of the building containing 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.
- b. In addition to the affordable units contained in the mixed-use building, the Applicant is also proposing to provide 40 affordable supportive housing units in a single building (Building B) located immediately west of Building A. This building shall be subject to the applicable state regulatory requirements that apply to affordable supportive housing units. While this application (P25-03) proposes to create a 1.5± acre lot to accommodate this building, the building and the site improvements related to this use are being reviewed under a separate site plan application (P25-04), the discussion of which follows the discussion on this application (P25-03).

15. Miscellaneous Issues

- a. Staff notes that the Township will be improving Campus and Plainsboro Roads through a Municipal Aid Grant obtained from the NJDOT. The grant provisions will require that these improvements be performed prior to the completion of this development. Accordingly, the Applicant shall discuss the anticipated access points for construction and shall agree to mill and resurface Campus Road and Plainsboro Road if damaged during construction. Staff recommend that this requirement be included in the Developer's Agreement for the project.
- b. The Applicant's plan identifies proposed streets or roadways labeled as Roads A through E, and numerous alleys labeled as Alley A through E. Staff recommend that the portion of Road A located at the eastern end of Building C be named as a separate street and not as part of Road A.



- c. 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 08540 Princeton Post Office (Carnegie Center) that serves this portion of the Township, to consider names or identifiers for the proposed streets (including alleys, where applicable). All building or unit addresses shall be associated with the approved street names and address numbers only and not building names.
- d. **Staff recommend** that the Applicant's final plans include a plan sheet that identifies the location and details associated with cluster mailboxes that will serve the proposed townhouses.
- e. The Applicant has submitted an Environmental Impact Assessment prepared by the applicant's engineers, iNsite, dated September 5, 2025, 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, and alternatives to the proposed project. The report concludes by indicating that – “the proposed improvements will result in minimal environmental impact on the site and the surrounding area and is designed in substantial conformance with the Township's Ordinance, the Soil Conservation District, and the New Jersey Department of Environmental Protection. The proposed project is well suited for the existing property and the use is complementary to the surrounding area.”
- f. The Applicant should indicate if a Preliminary Assessment or Phase I Environmental Assessment (in accordance with NJDEP's Technical Requirements for Site Remediation or ASTM 1527-21 guidance) has been generated for the Site and shall discuss the results of any environmental analyses performed at the site, the need for mitigation, and if a licensed site remediation professional will be assigned to the project.

A note shall be included on the plan stating that any imported fill needs to meet the definition of Clean Fill, as stated within the NJDEP's Technical Requirements for Site Remediation (as

found at N.J.A.C. 7:26E-1.8). Technical Appendix for additional comments relative to Environmental Issues.

- g. The Applicant shall discuss the schedule and sequencing of proposed improvements associated with the proposed residential and mixed-use project; including specific elements to be included and constructed in each sequence/phase. The plans have been detailed to indicate the improvements to be constructed. The Applicant 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.
- h. Prior to the release of the final development plans for the project (e.g., engineering 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 bond amount and inspection fees for the project based on estimated cost of site related improvements, consideration shall be given to the manner in which performance bonds will be handled related to the improvements that are to be dedicated to the Township (*improvements associated the Scudders Mill Road and Plainsboro Road frontage of the project, and possibly Roads A and B*), as well as for any required buffer landscape improvements. The purpose of such discussion is to prevent a situation where a lack of progress in completing the required improvements per the approved plan could result in delaying the release of certificates of occupancy, and subsequently the release of the bonds for the project.
- i. 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.
- j. The Applicant has submitted a Fiscal Impact Analysis (FIA) prepared by Richard B. Reading Associates, dated September 3, 2025. According to the applicant, overall, the Fusion project is expected to have a positive economic and social impact on the Township by enhancing the local tax base, supporting existing and future businesses, and creating a thriving and dynamic community that aligns with the Township's long-term planning goals.

*For further details, see the FIA submitted with the application.*

- k. **Staff recommend** that this subdivision shall require the establishment of 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).
- l. **Staff recommend** that a "plain language disclosure statement" shall be prepared by the Applicant for all 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:
- i. Information on the prior use of the site, as well as information on existing conditions in the vicinity of the proposed subdivision.
  - ii. Information on the proposed development, including:
    - 1) Prominent notification of mandatory membership in the applicable Association serving a particular 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 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 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) As applicable, the deed of conveyance for each of the newly created parcels 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 is sold, the respective developer will be solely responsible for maintaining and repairing all stormwater management related facilities.
- m. 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:
- i. 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.
  - ii. Perpetual maintenance agreement involving Roads A and B in the project.
  - iii. Affordable housing requirement.
  - iv. Detailed phasing plan.
  - v. Agreement to provide site and related improvements performance bonds, as applicable for the project, treating the townhouse portion and non-residential and mixed-use portions independently.
  - vi. Solid Waste and Litter Management Plan.
  - vii. Participate in a Title 39 (N.J.S.A. 39:5A-1) Traffic Enforcement Agreement with the Township.
  - viii. Offsite traffic improvement obligations and the timing of the design, implementation, and contributions for same.
  - ix. The milling and resurfacing of Plainsboro Road and Campus Road if damaged during construction.
- n. Given existing site conditions and the size of the development parcel at 56± acres, as was recommended for the Princeton Nurseries project, the Applicant may wish to be allowed to commence pre-construction activity involving removing existing non-preserved plant material per the approved Woodland Management and Reforestation Plans, installing erosion and sediment control barriers, and initial site grading work (but no infrastructure improvements) prior to the release of the final approved plans. **Staff recommend** that such be allowed, but not before the Applicant has submitted: A) a reforestation plan reviewed and approved by the Planning Board Engineer's office,

B) have received the final approvals and/or exemptions from all outside agencies having jurisdiction over the project, C) have submitted a hold harmless agreement with the Township found acceptable to the Township Attorney, and D) have submitted a site restoration bond as recommended by Planning Board Engineer's office, and found acceptable by the Township Clerk.

- o. Any proposed temporary sales facilities intended to be used by the Applicant or its residential partner shall be shown on the final site plan drawings for review by Planning Board staff during the Planning Board resolution compliance phase of plan review.

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**V. APPLICATION P25-04 (Supportive Housing)**

**A. Site Plan Checklist Waivers**

The Applicant has requested five (5) site plan checklist submission waivers and has submitted a list that identifies the requested waivers with an explanation and justification for each. The Staff have reviewed the requested waivers and are of the opinion that such waivers are reasonable and support their being granted.

**B. Bulk Variance Request**

The proposed Supportive Housing site plan substantially complies with the requirements of the PMUD Zone, with the exception of the following bulk variance the Applicant is seeking, which the Planning Board has jurisdiction to grant:

1. Variance pursuant to N.J.S.A. 40:55D-70.c from Section 101-142.R of the PMUD Ordinance, which requires a minimum setback of 50 feet from an exterior tract boundary for all buildings, although the Planning Board may reduce this setback to not less than 15 feet. Applicant proposes a setback of 31.7 feet.

The reduced setback is from the adjoining property, which is a 20± acre parcel owned by the NJDOT and used for wetland mitigation. The Applicant indicates the project will contain substantial open space and that the variance is relatively minor and within the range allowed by the PMUD Zone regulations for the Planning Board to grant such relief.

**Staff recommend** the granting of this Variance subject to compliance with the staff recommendations for this application (P25-04) contained in this review memo.

*This variance request is further outlined in the “Addendum to the Bulk Variance Application” submitted with this application (P25-04).*

**C. Planning & Zoning and Engineering Issues**

1. General Site Plan Issues
  - a. The Applicant indicates that the residents and visitors of the supportive housing will have use of the overall Fusion street system to access their property, as well as use of the open space and recreational amenities, and parking outside the supportive

housing parcel. The Applicant shall explain how this will be achieved, such as by way of agreements or easements. If such is the case, the agreements or easements will be subject to the review and approval of the Planning Board Engineer's office and the Township Attorney.

2. Parking, loading, and Electric Vehicle (EV) Charging Facilities

a. Parking

- i. Parking will be provided in a surface lot adjacent to the building, with a total of forty-one (41) spaces, including ADA-accessible spaces.
- ii. Since many prospective residents of supportive housing may not drive and instead rely on public transportation, the Applicant is proposing one space per unit to ensure sufficient on-site parking for residents, visitors, staff, and service providers. This exceeds the typical standard for similar developments. For reference, under the Residential Site Improvement Standards (RSIS), assisted living facilities are required to provide parking at a ratio of 0.5 space per unit. This project provides double that amount and will have use of other on-site parking within the Fusion development as needed.

b. Loading Facilities

- i. The applicant's site plan does not identify any specifically designated loading area to serve the proposed building. The Applicant shall clarify how loading activities are proposed to be handled.
- ii. The applicant's Engineer shall discuss the trash collection for Building B as no dumpster is proposed within the property limits for Building B.

c. EV and ADA related issues

- i. The Applicant states that they will provide make-ready EV spaces and will comply with the state and Township's EV regulations. The current plan appears to identify four (4) EV charger spaces and no make-ready spaces. The Applicant shall clarify what is being proposed, and amend



the plan as necessary (i.e., identify any make-ready spaces).

ii. Staff have the following comments regarding the EVSE and ADA parking proposed for the supportive housing portion of the project:

- 1) Per N.J.S.A. § 40:55D-66.20.3.a.(1), 15% of the required off-street parking is required to be EV Parking spaces or Make-Ready Parking Spaces. 3 EVSE/Make Ready Parking spaces are required. 5 EVSE/Make-Ready Parking spaces are proposed.
- 2) Per N.J.S.A. § 40:55D-66.20.3.a.(1), at least 5% of the EVSE/Make-Ready Parking spaces shall be accessible for people with disabilities. 1 accessible sized EVSE/Make-Ready Parking Space is required. 1 accessible sized EVSE/Make-Ready Parking Space is proposed.
- 3) Per ADA Table 208.2, for Parking Facilities of 26 to 50 parking spaces, at least 2 accessible parking spaces are required. 3 accessible parking spaces are proposed.
- 4) Per ADA 208.2.4, for every 6 or fraction of 6 accessible parking spaces provided, at least 1 shall be van accessible. 1 van accessible parking space is required. None are proposed. The van accessible parking space does not count toward accessible parking space since it is set up as an EVSE/Make-Ready Parking space as the NJDCA EV FAQ Question 11 states that accessible EVSE and Make-Ready parking spaces cannot be used to address the general accessible parking requirements of the Uniform Construction Code. The Applicant's Engineer shall revise the plans to provide a van accessible parking space that is not an EVSE/Make-Ready parking space.

iii. The EV charger unit details provided on Sheet C701 of the site plan 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 ("EVSE outlets and connector devices shall be no less than 36 inches and no higher than 48 inches from the ground where the mounted"). Such information shall be provided on the plan drawings used when filing for the required permits for such EV chargers.

3. Landscaping, Screening, and Fence Issues

- a. The Applicant indicates that the supportive housing residents will have access to the nearby open spaces and recreational areas, including to the broader network of community amenities that are linked via proposed and existing pedestrian paths located both on and off-site.
- b. At the rear of the building, a small, comfortably scaled seating and dining terrace will provide a semi-private retreat where residents can relax, socialize, or enjoy meals outdoors in a tranquil setting buffered from surrounding activity by the existing woodland area located immediately to the west of the building.

4. Lighting Issues

- a. The lighting is designed to provide safe illumination for the internal roads, parking areas, sidewalks, building entrances. Decorative light fixtures will be utilized for the street and public area and low-profile fixtures will be utilized for the parking lot areas. All lights will be energy efficient LEDs with 3000k color.

5. Signage Issues

- a. The plans prepared by Lessard Design show a proposed two (2) feet high by sixteen (16) feet wide dimensional letter sign mounted to the front entrance canopy of the building. The Lessard plans note that the sign will be lighted using integrated internal lighting or discreet accent lighting. **Staff recommend** the final details of this sign shall be subject to the review and approval of Planning Board staff.
- b. All MUTCD signs serving accessible parking spaces, fire lanes, loading/drop-off/pick-up areas, no parking areas, etc. shall comply with the Princeton Forrestal Center Type B sign detail. **Staff recommend** the site plan Sheet C701 be amended to reflect this sign standard.

6. Grading, Drainage, and Stormwater Management Issues

- a. Stormwater management will be addressed by implementing NJDEP Green Infrastructure Best Management Practices for stormwater management, such as pervious paving systems and small-scale bio-retention basins. These systems have been distributed throughout the site and will address water quality enhancement and stormwater runoff quantities to meet Plainsboro and NJDEP SWM requirements.

7. Affordable Housing Issues

- a. In addition to the affordable units contained in the mixed-use building, this development also includes the provision of 40 affordable supportive housing units in proposed Building B located immediately west of Building A. This building shall be subject to the applicable state regulatory requirements that apply to affordable supportive housing units. While the other application (P25-03) proposes to create a 1.5± acre lot to accommodate this building, the building and the site improvements related to this use are being reviewed under this application (P25-04).

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**VI. AGENCY APPROVALS AND OTHER REQUIREMENTS (P25-03 & P25-04)**

- 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
  4. Delaware and Raritan Canal Commission
  5. Freehold Soil Conservation 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.

**MLUL Clock:**

<b>Application Completeness:</b>	<b>October 20, 2025</b>
<b>Planning Board Action:</b>	<b>February 17, 2026</b>

## **APPENDIX TO**

# **APPLICATIONS P25-03 & P25-04**

**DRC REVIEW MEMO**

**FOR**

**PRELIMINARY & FINAL MAJOR SITE & SUBDIVISION PLAN**

**IWRV Scudders Road, LLC**

**700 Scudders Mill Road**

**Block 1601, Lot 50**

**PMUD Planned Unit Development Zoning District**

**October 28, 2025**

## **A. Overall Site Comments**

### **1. Site Plan and Subdivision Comments**

- a. Staff has the following comments related to the Preliminary/Final Major Subdivision Plat:
  - i. Proposed lot and block numbers approved by the Plainsboro Tax Assessor shall be provided.
  - ii. Labels for any non-tangent/radial lines and curves shall be provided.
  - iii. Three (3) coordinate pairs around entire tract shall be provided.
  - iv. The missing outbound monument for new Lot 50.08 – Block 1601 shall be provided.
  - v. Per NJSA 46:26B-2.b.(16), A Clerk's affidavit stating that the Township has approved the streets, avenues, roads, and lanes or alleys shall be provided.
  - vi. Closure reports for all proposed lots, easements, roads, alleys, and dedications shall be provided for plan/map comparison.
  - vii. A condominium, townhouse, manor and/or building plan with metes and bounds, dimensions, and offsets shall be provided.
- b. The Site Layout Plan, sheet C301, shall be amended as follows:
  - i. The dog run park fencing and circular benches near Bio-Retention Basin B4 shall be labeled. Additionally, the fencing shall be labeled with material and height.
  - ii. The fencing around the perimeter of the soccer field shall be labeled with material and height.
  - iii. The retaining walls shall be labeled with material and approximate height.
- c. The Site Layout Plan, sheet C302, shall be amended as follows:
  - i. The material of the fencing near Bio-Retention Basin B1 and the fence near Building C shall be called out.
  - ii. The retaining walls shall be labeled with material and approximate height.
- d. The Construction Details, sheet C704, shall be amended as follows:
  - i. The Headwall, Slab Top Manhole 48"-60" Base, and Type 1 Manhole details shall be revised to provide NJDOT Class 'B' concrete, 4,500 psi.
  - ii. The Type 'E' Inlet, Type 'A' Inlet, and Type 'B' Inlet details shall be revised

to provide a 6-inch wide concrete shelf on either side of the proposed inlet.

- iii. All storm sewer structures shall be designed for HS-25 loading.
- iv. The Storm Sewer Pipe Bedding detail shall be revised to provide dense graded aggregate backfill to the subbase within all pavement areas.
- e. Utility Easements shall be provided for all private utilities as required by the utility providers. Copies of same shall be submitted to Staff when filed.
- f. All proposed striping shall be thermoplastic. The associated striping details within the Construction Details sheets shall be revised to reflect same.
- g. The Applicant's Engineer shall depict the soil profile pit locations on the Overall Soil Erosion & Sediment Control Plan, sheet C800.

## 2. Grading, Drainage, & Stormwater Management Comments

- a. The Grading Plans, various sheets, shall be amended as follows:
  - i. Top and bottom of curb spot elevations shall be provided where curb changes direction horizontally, points of curvature, points of tangency, where full depth curb changes to depressed curb, along the depressed curb, and where proposed curb meets existing curb.
- b. The Grading Plan, sheet C401, shall be amended as follows:
  - i. The proposed grading along the soccer field shall be revised to provide a minimum slope of 2.00% for pervious surfaces.
  - ii. Additional spot elevations shall be provided around the basketball court and tennis courts in order to demonstrate minimum 0.75% slope across impervious surfaces and away from same.
- c. The Grading Plan, sheet C402, shall be amended as follows:
  - i. The proposed grading along Road A north of Building A and Road B east of Building A and south of the curb bump out shall be revised to provide a minimum slope of 0.75%.
  - ii. The Applicant's Engineer shall revise the grading along the berm area near the southwesterly most overflow catchments of pervious pavement area PP5 to provide 3:1 maximum side slopes.
  - iii. The Applicant's Engineer shall revise the grading along basin B1a to provide 3:1 maximum side slopes.

- d. The Grading Plan, sheet C404, shall be amended as follows:
  - i. The proposed grading along the berm near the northwesterly corner of the intersection of Road A and Road D shall be revised to provide a minimum slope of 2.00% across pervious areas.
  - ii. Additional spot elevations shall be provided around the Townhouses in order to verify positive drainage away from same.
  - iii. The proposed grading along Road D approaching the intersection with Road B coming from the Townhomes side towards Building E shall be revised to provide a 0.75% minimum slope.
- e. The Grading Plan, sheet C405, shall be amended as follows:
  - i. The proposed grading at the top of the berms near the playground area shall be revised to provide a minimum slope of 2.00% across same.
  - ii. The high point near Station 2+25 along Road C shall be added to the plan in order to verify a 0.75% minimum slope along same.
  - iii. The grading near the high point around Station 5+50 along Road D shall be revised to provide a 0.75% minimum slope along same.
  - iv. The proposed grading along Alley A shall be revised to provide a crown along the roadway in order to verify 0.75% minimum slopes along same.
  - iv. Additional spot elevations and contours shall be provided around the Townhouses in order to verify positive drainage away from same.
- f. The design shall be amended to match pipe crowns for all storm sewer pipes at structures.
- g. The callout for Inlets B2.3 and B2.4 within the Road A profile on sheet C506 appears to be conflicting with a note for the nearby vertical curvature. The Applicant's Engineer shall revise the callouts for legibility.
- h. There appears to be utility conflict on sheet C507 between Inlets B1.20 & B1.19 and the proposed sanitary sewer pipe. The Applicant's Engineer shall revise the design to remove any conflicts.
- i. The Storm Sewer Profiles, sheet C508, shall be amended as follows:
  - i. There are several discrepancies between the callouts for Inlets B6.1, B8.35, B8.6, & B9.15 on the storm sewer profiles and the Grading & Drainage Plans. The Applicant's Engineer shall revise the plans and profiles for consistency.



- ii. MH B8.12 is called out as an inlet on the Grading & Drainage Plan and as a manhole on the profiles. The Applicant's Engineer shall revise the plans and profiles for consistency.
- j. The Storm Sewer Profiles, sheet C509, shall be amended as follows:
  - i. There are several discrepancies between the callouts for Inlets B8.23, B8.24, B8.28, B9.29, B9.8N B9.9, & B9.10 on the storm sewer profiles and the Grading & Drainage Plans. The Applicant's Engineer shall revise the plans and profiles for consistency.
  - ii. MH B8.7 is called out as an inlet on the Grading & Drainage Plan and as a manhole on the profiles. The Applicant's Engineer shall revise the plans and profiles for consistency.
  - iii. Concrete encasements, cradles, or support blocks shall be indicated on the plan and profile sheets between Inlets B9.9 & B9.10 since the sanitary sewer pipe is located less than 18 inches from the proposed storm sewer pipe.
- k. The contributory drainage areas for Bio-Retention Basins B1b, B8a and B8b, and B8c and B8d appear to exceed the maximum allowable for a small-scale bio-retention basin in accordance with Chapter 9.7 of the NJ Stormwater BMP Manual. The Applicant's Engineer shall revise the proposed basins accordingly.
- l. Pre-treatment shall be provided for all surface runoff entering the bio-retention basins and the pervious pavement systems. Refer to Chapters 9.6, 9.7, & 10.1 of the NJ Stormwater BMP Manual for guidance.
- m. Groundwater mounding computations shall be provided for each stormwater management facility in order to evaluate potential impacts to nearby structures. Refer to NJ Stormwater BMP Manual – Chapter 13 for guidance.
- n. Stormwater management basins B8b and B9a also appear not to meet the separation requirements of the BMP manual, in that soil profile pit #210 shows a SHWT elevation of 79.4, while the basin bottom elevation is 78.0, and soil profile pit 213 shows a SHWT elevation at 69.6, while the basin bottom is proposed at 71.25. The Applicant's Engineer shall revise the proposed basin to meet the requirements.
- o. The Stormwater Management Report shall be amended as follows:
  - i. The existing current 2-, 10-, and 100-, year design storm events within the tables provided in the narrative appear to have the peak flows for Watershed A and Watershed B reversed. The Applicant's Engineer shall revise the tables accordingly.
  - ii. The proposed current 2-, 10-, 25-, and 100-, year design storm events within the tables provided in the narrative appear to have the peak flows for

Watershed A and Watershed B reversed. The Applicant's Engineer shall revise the tables accordingly.

- iii. The time of concentration depicted on the Pre-Development Drainage Area Map for subcatchment area Ap within Watershed A differs from the time of concentration depicted within the current and future hydrologic modelling. Additionally, subcatchment area Ai and Bp differ from the time of concentration depicted between the future hydrologic modeling and the map. The Applicant's Engineer shall revise the modeling and map for consistency.
- iv. The time of concentration depicted on the Post-Development Drainage Area Map for multiple subcatchment areas within multiple watersheds differs from same in the hydrologic modeling. The Applicants Engineer shall revise the modeling and map for consistency.
- v. The invert elevation, length, and slope of the discharge pipes for Basins A, B1, B2, B6, and B7, as well as Pervious Pavement PP3 and PP4, differ between the basin routing computations and the Grading & Drainage Plan. The Applicant's Engineer shall revise the basin routing computations and plan for consistency.
- vi. The length and slope of the discharge pipes for Basins B3, B4, B5, B8, B9, and B10 differ between the basin routing computations and the Grading & Drainage Plan. The Applicant's Engineer shall revise the basin routing computations and plan for consistency.
- vii. The length and invert elevation of the discharge pipe for Pervious Pavement PP2 differs between the basin routing computations and the Grading & Drainage Plan. The Applicant's Engineer shall revise the basin routing computations and plan for consistency.
- viii. The invert elevation of the discharge pipe for Pervious Pavement PP5 differs between the basin routing computations and the Grading & Drainage Plan. The Applicant's Engineer shall revise the basin routing computations and plan for consistency.
- ix. The invert elevations of the discharge pipes for Pervious Pavement PP1, PP2, PP3, PP4, and PP5 differ between the basin routing computations and the Pervious Pavement Systems Chart on Construction Details, sheet C705. The Applicant's Engineer shall revise the basin routing computations and chart on the detail sheet for consistency.
- x. The invert elevation of the 2.5" orifice within the outlet control structure of Basin B10 is depicted as 81.80 in the basin routing computation and 81.50 on the Grading & Drainage Plans. The Applicant's Engineer shall revise the

basin routing computations and plan for consistency.

- xi. The Applicant's Engineer shall revise the pervious pavement design to provide one-foot or greater separation between the bottom of Pervious Pavement PP1 and the seasonal-high water table elevation provided in test pits TP-260 and TP-261. Refer to NJ Stormwater BMP Manual Chapter 9.6 for guidance.
- xii. The Applicant's Engineer shall revise the pervious pavement design to provide one-foot or greater separation between the bottom of Pervious Pavement PP3 and the seasonal-high water table elevation provided in test pits TP-229, TP-231, and TP-232. Refer to NJ Stormwater BMP Manual Chapter 9.6 for guidance.
- xiii. The Applicant's Engineer shall revise the pervious pavement design to provide one-foot or greater separation between the bottom of Pervious Pavement PP4 and the seasonal-high water table elevation provided in test pits TP-230 and TP-234. Refer to NJ Stormwater BMP Manual Chapter 9.6 for guidance.
- xiv. The Applicant's Engineer shall revise the pervious pavement design to provide one-foot or greater separation between the bottom of Pervious Pavement PP5 and the seasonal-high water table elevation provided in test pits TP-249, TP-250, and TP-251. Refer to NJ Stormwater BMP Manual Chapter 9.6 for guidance.
- xv. The Applicant's Engineer shall revise the basin routing computations for the pervious pavement to include the storage within the perforated underdrain piping. Refer to NJ Stormwater BMP Manual Chapter 9.6 for guidance.
- xvi. There are several discrepancies between the future water surface elevations of the 2-year design storm event on the charts within Construction Details, sheet C705, and the basin/pervious paving routing computations. The Applicant's Engineer shall revise the basin routing computations and chart on the details sheet for consistency.
- xvii. There are several discrepancies between the water quality design storm water surface elevations on the chart within the basin details portion of Construction Details, sheet C705, and the basin routing computations. The Applicant's Engineer shall revise the basin routing computations and chart on the details sheets for consistency.
- xviii. The outlet control structures for Basins B1, B2, B3, B4, B5, B6, B7, B8 and B9 shall be amended to set the first orifice elevation at the Water Quality Design Storm maximum water surface elevation.

- xix. It is unclear how the 2-year tailwater elevation was calculated within the conduit outlet protection calculation for FES B and B1.0. The Applicant's Engineer shall determine the 2-year tailwater elevations for the outfalls and revise the riprap design as necessary.
- xx. The invert for HW B1a is depicted as 69.00 within Grading & Drainage Plan sheet C402 and 68.75 within the conduit outlet protection calculations. The Applicant's Engineer shall revise the calculations and plans for consistency.
- xxi. The invert for HW B1b is depicted as 69.00 within Grading & Drainage Plan sheet C402 and 68.50 within the conduit outlet protection calculations. The Applicant's Engineer shall revise the calculations and plans for consistency.
- xxii. The invert for HW B8a, B8b, B8c, and B8d are depicted as 70.75 within the conduit outlet protection calculations and 71.35, 71.25, 71.25, and 71.25 respectively within the Grading & Drainage Plan sheet C404. The Applicant's Engineer shall revise the calculations and plans for consistency.
- xxiii. The riprap dimensions for FES B9.0 depicted on Grading & Drainage Plan sheet C404 is 12-feet long by 22-feet wide and 1-foot long by 4-feet wide within the conduit outlet protection calculations. The Applicant's Engineer shall revise the calculations and plans for consistency.
- xxiv. The invert for FES B9b is depicted as 78.00 within Grading & Drainage Plan sheet C404 and 77.50 within the conduit outlet protection calculations. The Applicant's Engineer shall revise the calculations and plans for consistency.
- xxv. There appears to be several pipes surcharging during the 25-year design storm event. The Applicant's Engineer shall revise the proposed storm sewer design in order to adequately convey the 25-year design storm event.
- xxvi. The Grading & Drainage Plans, storm sewer profiles, and hydraulic calculations depict multiple stormwater conveyance pipe runs with less than adequate slope. The Applicant's Engineer shall revise the stormwater conveyance pipes to provide a 0.50% minimum slope throughout the development.
- xxvii. The 100-year storm event surcharge and freeboard elevations of all drainage systems shall be established per §85-28.C of the Township Code.
- xxviii. There are several discrepancies between the invert elevations depicted on the Grading & Drainage Plan and the hydraulic model. The Applicant's Engineer shall revise the plans and model for consistency.

- p. The Operations and Maintenance Manual Stormwater Management Facilities shall be amended as follows:
  - i. The responsible party contact person, phone number, and email shall be provided.
  - ii. A schedule of regular inspections and tasks shall be provided.
  - iii. A cost estimate of the maintenance tasks shall be included.
  - iv. The Applicant's Engineer shall provide the approved disposal and recycling sites and procedures for sediment, trash, debris, and other material removed from the measure during maintenance operations.

3. Traffic, Parking, Signage, Pedestrian, and Circulation Comments

- a. The Applicant's Engineer shall provide intersection sight distance triangles that conform to the latest AASHTO (American Association of State Highway and Transportation Officials) guidelines as published in the current edition of A Policy on Geometric Design of Highways and Streets for the internal intersections. These intersection sight distance triangles shall provide intersection sight distance for a left turn from the site driveway as the vehicle needs to be able to see the left turn sight distance in both directions, not just from the right side. The Applicant's Engineer shall review the sight triangles to verify that no existing or proposed objects will obstruct the sight triangles, including but not limited to the proposed building. Per AASHTO guidelines, the design speed is 5 mph over the posted speed limit.
  - i. 200 feet and smaller sight distance triangles are shown throughout the plans, however, the design speed of the roadways is not known. The Applicant's Engineer shall provide the design speeds of the roadways, and shall provide intersection sight distance triangles corresponding to the design speeds.
- b. The Applicant's Engineer shall propose a double yellow centerline adjacent to the stop line at the unsignalized intersections of the letter Roads (Road A, Road B, etc.) and roadways and that intersect these letter Roads.
- c. The advisory speed plaque designation on the plans W12-1-10 is inconsistent with the advisory speed plaque designation on the details W13-1-10. The Applicant's Engineer shall review the MUTCD and clarify the designation on the plans.
- d. The Applicant's Engineer shall propose a keep right sign (R4-7) for the median proposed on the driveway adjacent to Scudders Mill Road.

4. Landscaping Comments

- a. The plans to provide details of the proposed temporary deer exclusion fence for the reforestation planting areas shall be revised. The note indicates fencing to remain until trees are above the deer browse line; however, trees must be protected longer than this from buck rub damage.
- b. The 'Restoration Palette' shall be revised to remove both American Beech and Red Oak due to Beech Leaf Disease (BLD) and Bacterial Leaf Scorch (BLS). The Applicant shall instead consider American Elm and Swamp White Oak. Additionally, Norway Spruce shall be removed from the palette as it is not a native species.
- c. The plans shall be revised to provide an alternative to proposed QR (Red Oak) due to BLS. The Applicant shall consider Bur Oak or Swamp White Oak.
- d. The Applicant shall consider providing shade trees within the street bump out areas currently proposed with grasses and groundcovers, as these areas provide a greater volume of soil to support larger sized trees. Also, the Applicant shall provide large tree species within open lawn areas along walkways and not just between proposed curbs and sidewalks. Additional shade trees shall also be considered scattered in open lawn areas amongst the townhouse section of the neighborhood.
- e. Deciduous trees shall be included by the south/southwest sides of the proposed playground, for future shade to this area.
- f. The plans shall be revised to provide a greater variety of tree species for this large site. Consider including, (where appropriate on the site), Hackberry, White Fringe tree, Hophornbeam, Willow Oak, Dawn Redwood, Lacebark Elm, Paperbark Maple, columnar White Pine, Southern Magnolia, etc.
- g. The plans shall be revised to provide details for the proposed safety surface of the proposed playground.

5. Lighting Comments

- a. The plans shall be revised to provide a data summary chart for individual streets and parking areas to provide the average, maximum, and minimum footcandle levels, for further review.
- b. The plans shall be revised to clarify the proposed mounting height for Fixture D. The 'Schedule' specifies twelve (12) feet tall while the ordering information on sheet C606 indicates fourteen (14) feet tall.
- c. The plans shall be revised to provide isolux pattern details with a scale and graph for all proposed light fixtures.

- d. The plans shall be revised to provide light pole foundation details to include, but not limited to, dimensions, rebars, concrete strength, etc., for further review.

6. Sanitary Sewer and Solid Waste Comments

- a. On Sheet C504, the manhole at the connection to the existing sewer main shall be identified.
- b. All sanitary manhole stationing on the Profiles shall be identified.

7. Potable Water and Fire Protection Comments

- a. The pipe material of the proposed water mains and water services shall be identified on the plan.
- b. All valves and hydrants shall be clearly labeled on the plans.
- c. Profile drawings of the water system shall be provided.

8. Environmental Comments

- a. The EIS shall be revised to indicate that the proposed Project needs both a NJDEP freshwater wetlands and flood hazard area permit.

9. As-Built Plans

As-built grading plans and stormwater management plans are required to be submitted by the developer to the Township Engineer's Office prior to occupying the site. At a minimum the following shall be provided:

- a. Storm System:
  - a. Pipe sizes, types and classes.
  - b. Manhole rim and invert elevations.
  - c. Inlet grate and invert elevations.
  - d. Capacity calculations for deficient pipe slopes and velocity calculations for excessive pipe slopes.
  - e. Any other pertinent information.
  - f. A certification shall be provided from the stormwater management facilities design engineer indicating that same have been constructed in accordance with the final plans and specifications and that the facilities will function as originally designed prior to site occupancy.
- b. Roadway Systems:
  - a. Roadway location relative to the Right-of-Way.
  - b. As-Built elevations at 50-foot stations throughout the development (top of curb, gutter, and centerline grades shall be provided).

- c. Buildings:
  - a. Submit as-built grading plans for each phase of the building(s) prior to the issuance of certificates of occupancy.
- d. Parking Areas:
  - a. Where parking area slopes are less than 1% provide as-built top of curb and gutter elevations at breaks and angle points and sufficient pavement elevations to establish positive drainage to the nearest storm sewer system.
- e. Water Distribution System:
  - a. Pipe sizes, types, and classes.
  - b. Three (3) ties to all valves (in-line and services).
  - c. Stationing of all corporations on the main.
  - d. Sizes of services.
  - e. Location of all fittings and caps.
  - f. Any other pertinent information.
- f. Sanitary Sewer System:
  - a. Pipe sizes, types, classes, and slopes.
  - b. Manhole rim and invert elevations.
  - c. Stationing of all tee-wyes.
  - d. Three (3) ties to all cleanouts.
  - e. Capacity calculations for deficient pipe slopes and velocity calculations for excessive pipe slopes.
  - f. Any other pertinent information.

10. Shop Drawings

- a. Shop drawings and submittals shall be reviewed and approved by the design engineer and provided to the Township Engineer's Office for final review and approval prior to the installation of any proposed improvements.
- b. Shop drawings that are signed and sealed by a New Jersey Licensed Professional Engineer shall be submitted for all pre-cast structures and stormwater management systems proposed for this project. The pre-cast structures and stormwater management systems shall be designed and certified for HS-25 loading. The shop drawings are subject to review by the design engineer and shall be provided to the Township Engineer's Office for final review and approval prior to the installation of the pre-cast structures and stormwater management systems.



**B. Supportive Housing**

1. Traffic, Parking, Signage, Pedestrian, and Circulation Comments

- a. Site Layout Note 1 on Sheet 2 of the Plan Set shall be revised to indicate all signage, striping, and markings to be posted in accordance with the United States Department of Transportation-Federal Highway Administration, "Manual on Uniform Traffic Control Devices for Street and Highways (MUTCD)", Latest Edition.