

Lawrence Township Planning Board
Regular Meeting
Monday, June 16, 2014

Present: Christopher Bobbitt
Ian J. Dember
Richard S. Krawczun, Municipal Manager
Terrence Leggett
Stephen Brame, Councilman
James Kownacki, Councilman
Glenn Collins

Excused Absence: Philip Duran; Aaron D. Duff; Kim Y. Taylor, Vice-Chairperson;
Doris Weisberg, Chairperson

Absent: None

Also Present: James F. Parvesse, Municipal Engineer
Philip B. Caton, Planning Consultant
Neil Yoskin, Planning Board Attorney
James Kochenour, Traffic Consultant
Susan Snook, Recording Secretary

1. **Statement of Proper Notice**

Adequate notice of this meeting of the Lawrence Township Planning Board has been provided by filing the annual meeting schedule with the Municipal Clerk as required by law, and by filing this agenda and notice with the Municipal Clerk, posting prominently in the Municipal Building, and mailing to the Trenton Times, and the Lawrence Ledger newspapers.

2. **Public Participation (for items no on the agenda)**

None

3. **Minutes for Approval**

Monday, May 5, 2014 minutes were unanimously approved.

4. **Resolutions**

Minor Site Plan Application No. SP-12/13; **New Cingular Wireless PCS, LLC (AT&T Mobility)**, 960 Spruce Street; Tax Map Page 2, Block 201, Lot 27 was approved per unanimous vote.

4. **Applications**

Amended Major Site Plan - Preliminary & Final Approval Application No. SP-2/14; **Bristol-Myers Squibb Company**, Princeton Pike, Lewisville Road and Franklin Corner Road; Tax Map Pages 50, 50.01 & 50.02, Block 5001, Lots 1 – 3 & 11

Mr. Christopher Tarr represents the applicant and briefly stated that Mr. Egenolf and he were at the last meeting without their experts; they wrote down all the questions that were asked of by the Board members and went over the reports from the various committees. Mr. Tarr presented the members of the Board a list of witnesses and exhibits, list attached.

Mr. Egenolf summarized that Bristol-Myers Squibb purchased this property in 2001 and the Planning Board gave approval in the past for five (5) separate buildings totaling 1.5 million square feet and was to be built in two phases.

Phase I is closest to the intersection of Lewisville Road and Princeton Pike which had previous approval in December 2012 for 610,000 sf office space. The proposal is for four interconnected buildings with a central atrium; the buildings total 555,525 sf of office space; surrounded by surface parking and a loading dock (650,000 square feet of space).

There are two elements of the plan for a child care facility that total 20,000 sf and a utility sub-station located closer to Princeton Pike near the ramp for I-95. The proposal for these two facilities is for preliminary approval only and will bring them back to the Planning Board at a later date. The utility sub-station has not received a direction from Public Service Electric & Gas as how they will provide electrical service to the property, so they are unable to provide detailed plans.

The child care facility center is being evaluated for the need of this service because they have two other properties that have this type of service.

Witness #1: Theresa Sheils, Architect. Summarized that the four buildings are interconnected with a large atrium to keep it compacted on site not only for the tenants, employees but also for the site itself. The Atrium was to bring light into the buildings and have a connection between all four buildings. The square footage is 555,525 sf. The atrium collects the water for that atrium roof and sheds it to the other four roofs and collects in their roof drains.

Exhibit A2: Building Elevations: The atrium roof slopes to either side and has sky lights in the roof. The building itself is very glassy for the occupants of the building to have as much light into the space as possible. The variance is for height which is 65'11' and the atrium roof was much nicer than having penthouses on each of the buildings to house mechanical and electrical equipment. The south side of the property will house the equipment (cooling towers, small generator used for life safety and the sub-station), but there is a lot of equipment in the basement. Mr. Collins was concerned about the utilities on the top of the roof top and if the building is 60' with an additional 20' for the penthouse.

Exhibit A3: Ground Floor Plan: Ms. Sheils explained the inside of the building where visitors and employees will enter. All the buildings can be seen though out the space. The atrium houses the food service with dining area, fitness center, training facilities and the food service is in the southeast building and spills out into the atrium into the trees with seats.

Exhibit A4: Typical Floor Plan: The four buildings connect through a series of bridges and stairways which takes you to the ground floor of the atrium. recycling is on site (75% of the construction waste will be recycled); as well as a recycling program on site; energy efficient building though the mechanical system and the glass 40% water reduction through the low flow fixtures; local and native materials in the landscaping.

Exhibit A5: Lighting and Signage. The site lighting is LED and the fixture is at 25' and will work to adhere to the lighting ordinance for the timers. A few lights will remain on for safety for the house keeping.

There will be a large monumental sign (glass and stone) with BMS on it; up lighting on the flag pole is within the ordinance, so this should not be an issue. The signage for the different areas will be the trail signage; identifying the parking lot; building identification signage and directional signage throughout the site.

Witness #2: D. Thomas Stearns, Landscape Architect and Planner. Mr. Stearns stated with Exhibit L1 (Aerial photo of the site) there is 134.6 acres; showing the proposed four proposed buildings along with the parking area around it. This is the old Union Camp site and the building was torn down 14 years ago when RCN was started. The berms at Lewisville Road and at Ben Franklin Swim Club and the trees have been growing for 14 years and that landscaping will remain (no disturbance) which created a nice buffer.

West to the site are the existing farm fields, which have been farmed for the past 14 year's access through a gap at the berm, at the emergency access point. There is an existing gate with a lock which will remain and is utilized by Howard Myers. The pavement detail might have to be adjusted because the farmer has been driving over the Lawrence Hopewell Trail (no damage), might need upgrading.

Phase 2 that was presented for RCN goes away and there is nothing planned for the back half of the site. It will remain farm fields with a walking path for BMS employees and the intent is not to be part of the Lawrence-Hopewell Trail but will provide access to the Lawrence Hopewell Trail (not a public dedicated easement on it). Mr. Tarr stated a conversation about it might being connected to Franklin Corner Road; however, there is some concern because there are no sidewalks on Franklin Corner Road and drainage problems at the bridge, the hope would be that it could be done with other public works projects and tie it in under the bridge and the main concern would be liability. Mr. Caton stated to reflect it in the resolution for a later time.

Exhibit L2 – Colored Site Plan which shows the entire site and the proposed development. Mr. Stearns stated there is some confusion and the gross square footage of the building is 555,525 sf; the total square footage is the 650,000 sf that includes the basements, loading dock and mechanical space. Summarizing the parking there were 2,473 cars (4.04 per 1,000) for the offices and this application is at 2,198 cars which includes the child care; however, if you exclude the child care it is 2,148 cars (3.86 per 1,000).

Exhibit L3: Fire Lanes – Each main entrance has a fire lane (three fire lanes at the north and south side of the building) Mr. Robbins, Fire sub-code Official stated markers were not needed.

The landscaping is a mix of formal and informal. The entrance is informal; the grass will grow and be native; the existing trees; as well as the berms, along Lewisville Road will be preserved. There are over 6,400 new trees that are being provided on the entire site.

The design waivers are for the parking islands; child care area; width of the island and the height of the light standard. A discussion between Mr. Yoskin and Mr. Tarr regarding deferring a waiver to final approval and how the Board can make a finding on the waiver. Mr. Stearns stated a waiver for the widening of Princeton Pike, a stream encroachment buffer variance (there is an encroachment into a 100' flood plain of the Shipetaukin Creek), it is a hardship condition because there is no other option to do this road widening. Mr. Tarr stated Delaware & Raritan Canal Commission and a general permit will be required.

The next waiver is for the parking facility designed to minimize the removal of any tree over 8". There are a number of trees affected by the child care facility at the southwest parking area. The tree removal is unavoidable for this size and scope.

The last waiver is for office uses for the loading space area. It is required by the ordinance to have eleven loading spaces and BMS is providing four which will be for deliveries and trash removal. Mr. Caton stated they rely on the applicant to size them for themselves. The C2 variances (height) which is less than 10% of allowable building height; permitted is 60' and being provided is 65'11".

Mr. Tarr stated the view from the house of Judy Tredway, there is an alternative (Exhibit L6). Mr. Stearns stated there are 240 to 300' of existing mature woods in the area. In the summer it is very dense; however, in the fall there are filtered views with the leaves off. The way to handle this could be to stagger several white pines and provide an evergreen buffer that would help or if there is excess soil on the site, the berm could be extended, but more trees would have to be cut down. Councilman Brame asked about the elevation of Ms. Tredway's property. Mr. Stearns stated it is at 107/108 and run parallel. The sight slopes from Lewisville Road down and would be looking down at the site. Mr. Tarr stated the berms were built last time because there was too much dirt and was a good way to buffer the neighbors. Ms. Tredway stated she would like a berm.

Mr. Caton stated the white pine approach would be adequate if BMS and Ms. Tredway has agreed upon an alternative and if there is sufficient soil, it is okay.

Witness 3: Richard K. Wizeman, Van Note-Harvey Associates, Civil Engineer. Mr. Wizeman testified that (Exhibit L3 – Blow up of Site) the site slopes in a north to south direction, which will be maintained for drainage. The stormwater management will be continued with utilizing of porous pavement for the parking lots. The porous pavement with some sub-storage areas will provide enhance water quality, ground water recharge and will reduce the peak grades of runoff of all the parking areas. The eastern side of the site, Princeton Pike, will have four bio-mediation basins and will be mostly dry, only wet during a storm event. Two of the basins will provide mitigation for the improvements on Princeton Pike. The other two provide mitigation for the main building area and some of the road surfaces.

The utilities will come in from Princeton Pike (gas, water for fire protection) and electric communication and construction of an extended water main will come in from Lewisville Road, Sheet C1 (Exhibit A-12). The residential homes on both sides of the roadway will have access to public water. Some residents might want to maintain their well water and what was agreed to before; BMS with the Township will institute a program to monitor the wells and do well testing during the construction process. The testing process will start before any site disturbance occurred at all. As the construction of the site continues, on-going testing and monitoring will be performed. If any of the wells were to be impacted and become unusable, BMS will either replace the well for the resident or work with the resident to make a public water connection. New Jersey American Water runs down the middle of Lewisville Road (pipe owned by New Jersey American Water) and on the north side of Lewisville Road the water belongs to Aqua Water, so anyone on the north side of the road who wanted a water connection would have to get an agreement between the two water companies to provide water service.

Witness #4: Karl Pehnke, Langan Engineering, Traffic Engineer prepared the Traffic Impact Study, dated April 15, 2014, attached. There has not been a tremendous growth on the Princeton Pike corridor. The peak directional traffic has been stable. There has been a little growth on the off peak directional traffic, which is resulting from the growth in the Princeton and West Windsor area and Route 1 and 206 corridors are challenged.

During the critical peak hours there will be about a three-percent increase to the traffic from Princeton Pike and in and out from this site. Delays could get a little worse but the amount of traffic that is being added at those intersections is a very small proportion. A signal could be warranted for future at Fackler Road per Mr. Kochenour's report dated June 6, 2014, copy attached.

Exhibit A-13: Roadway Design – Striping Plan which shows the Princeton Pike corridor. The Brearley Oak, opposite Lenox Drive is an issue and the previous location of the driveway for the old Union Camp; creating a traffic signal 750' north of Lenox Drive would provide sufficient stacking lanes to put a double left turn lane and provide a location where it was convenient and natural to extend another location into the Princeton Pike Corporate Center. Mr. Pehnke explained the traffic pattern of Princeton Pike (coming over the bridge, at the light and at the Gillespie building).

Princeton Pike will be shifted toward the BMS campus to provide for a proper lane from 95 and a 5' bike lane will be added in the northbound direction. Separate left hand turn lanes will be created. Mr. Pehnke explained the shifting of Princeton Pike for the new vehicular traffic pattern. The driveway will be signalized with turn lanes; tied into the signal at Lenox Drive and will have full ADA and pedestrian crossing which will be have to go into a contract with the Township for maintenance of the signalized light.

Exhibit L3 – Site Circulation Elements. Parking is exceeding the requirement per the Township Ordinance. Mr. Pehnke gave an explanation regarding end isles, loading dock, sidewalks, guard gate, deliveries, the ring road, and an additional pavement for tracker trailer or large vehicle could make a U-turn to get out of the site.

Mr. Caton summarized the conditions.

Mr. Krawczun suggested to Mr. Parvesse to poll the members to verify whether or not to hold a Special Planning Board meeting on Monday, June 23, 2014 at 5:30 p.m. for the purpose of adopting the Resolution of Memorialization. In order to avoid any conflict with the July 2, 2014, which could conflict with vacation schedules and this, may be the opportunity to clear up this matter and there are no other items before the Board and the July 2, 2014 could be cancelled.

5. **Old Business / New Business / Correspondence**

None

6. **Adjournment:**

There being no further to come before the Board, the meeting was adjourned at 9:51 p.m.

Digital audio file of this meeting is available upon request.

Respectfully submitted,



Susan J. Snook
Recording Secretary

Minutes Approved:

