

Mr. Cline suggested the landscaping along the east and north perimeter adjacent to the residential receptors be installed as early as possible in the phasing plan. Mr. Fleming said the area along the western side is very dense but he is not opposed to the suggestion. There may be minor shifts in the location of the ADA spaces. There are 457 parking spaces for the 91,220 square feet of retail space, 91 spaces for the 10,350 square feet of restaurant space and 8 spaces for the Operations Center. Revised circulation plans for the phasing of the project will be provided. There are a total of 5 speed tables provided in the plan. The grade of a speed table is so subtle and they will not impact snow removal or drainage. The service lay-by provides one-way traffic and is 24' wide. It allows for plenty of room for the trucks to pull over and unload. The buildings and therefore, the deliveries are relatively small. The sidewalk connections from the lay-by to the building will be provided at the time of final when the service door locations will be known and they will be accounted for in the overall Stormwater Management Plan. There are a total of 9 refuse enclosures which is adequate. They will abide by the Township noise ordinance with regard to trash pickup. No idling signs will be provided. An ADA accessible table will be provided in the seating areas. A bike rack at CVS will be provided. The applicant will enter into a Title 39 agreement. The grading and stormwater management issues raised in the memo will be taken care of. Lighting will be LED mounted at 20'. Prior to final they will demonstrate that the building mounted lighting will not increase the 1.2 foot candle level. The conflicts between lighting standards and landscaping and subsurface improvements will be resolved. At final they will identify the lighting hours with input from the police department. Sewer calculations will be provided and the applicant will enter into a Sewer Capacity Agreement. Somerset County Planning Board approval for Phase I will be forthcoming shortly. Somerset Union Soil Conservation District has approved Phase I and once Board approval is received they will apply for Phase II. NJDEP Flood Hazard Permit, Individual Permit and LOI is in process and should be received by the end of the month. DRCC is reviewing the plans. The applicant will work on processing the Treatment Works Approval application. Bureau of Safe Drinking Water approval is required. The need for an oil-water separator at the trench drain for the loading dock area at Building Two will be considered at the time of final for Phase II. The applicant will comply with the miscellaneous and construction details comments.

Mr. Fishinger asked about the Delmarvia cul-de-sac remaining. Mr. Fleming testified that the Delmarvia cul-de-sac will be open for one-way movements out for trucks using the service drive of Building D during Phase I.

Mayor Graham asked if the applicant had any drawings or depictions of the pond. Mr. Fleming suggested the Board look at the pond at the Pike Run Club House. The proposed fencing around the pond is split rail with fabric behind it. They all have safety ledges. Some deeper areas are developed for the prevention of mosquito propagation.

Mr. Fleming discussed the pedestrian provisions for Pike Run PRD which was marked as Exhibit A-1. The yellow shows the existing sidewalks. The Township staff requested pedestrian access to the CVS area by providing a crosswalk across Belle Mead-Griggstown Road at the Route 206 intersection and construction of a sidewalk along the retention pond. Although not physically impossible it would be difficult and not recommended given the constraints in that area. A sidewalk could be constructed on the berm but would fall short of crossing where the emergency weir is. Another recommendation was to provide sidewalk from the CVS to the northern pad site which the applicant will provide. The blue "x's" on the plan are trailblazing suggestions to provide guidance for where pedestrians are within the community. The plan has been revised to eliminate the loop in the northern section (within the old Route 206 bypass) and have the sidewalk tie back into the existing sidewalk system. A connection will be extended to the Greens.

Mr. Cline asked Mr. Fleming if he ever worked with grass pavers or something more walkable in the detention basin spillway since rip rap is not something to walk on. Mr. Fleming responded that the problem is with differential materials when there is a high velocity flow. Mr. Cline agreed with the staff concern that people are not going to walk along the proposed sidewalks for that distance to get to CVS. The applicant will look at alternatives as part of final.

Mr. Fleming described the missing sidewalk link on the northern end of the property. The applicant does not own the property and there is not much room within the right-of-way but the applicant will look to see if it could fit.

Mr. Fishinger asked about tractor trailers up by the operations building and how they would maneuver into the building without impacting the raised island that is proposed in the area. Mr. Fleming will review the issue.

Mr. Glockler asked about emergency access during construction of Phase I. The roadway network will be constructed prior to any buildings so there will be emergency access. Access will be difficult during the rough grading work, which is estimated to take six to eight months. At that time access would be for people working on the site.

Mayor Graham asked if trucks will exit Delmarvia Drive after the project is complete. Mr. Fleming testified they will use that exit during Phase I only.

Chairman Matthews opened the meeting to the public for questions.

David Cheskis, 801 Taggart Drive, asked if there are development restrictions on what's outside of the plan before the Board and could there be further development within the Route 206 bypass area. Mr. Fleming responded that they can only develop what was shown on the General Development Plan so there will be no further development in that area. Mr. Shimanowitz said that property will be deed restricted. Mr. Cheskis asked if there will be a fence installed to separate the road to the operation building and the existing woods. Mr. Fleming said there is a comprehensive landscape plan that allows the existing dense woods to remain and be supplemented. Mr. Cheskis asked about a speed limit on the operation building road. Mr. Fleming said there would be. Mr. Cheskis asked if there would be a restriction on operating hours.

Mr. Fleming responded they would have to comply with the noise ordinance and they will make the lighting as minimal as possible after operation hours.

Mayor Graham wanted to make sure that trash collection would not impact the neighbors. Mr. Fleming noted that the applicant needs to make sure that trash pickup coincides with the noise ordinance.

Joseph Staigar, 245 Main Street, was sworn in. Mr. Staigar was accepted as an expert. Mr. Staigar summarized his revised May 10, 2016 traffic report. This project requires a DOT Major Access Permit (with planning review). The gravity model and scope of study has been sent to DOT and they are waiting for a response. Traffic Impact Statements were prepared and submitted to the Board. They are dated December 16, 2015 and May 10, 2016. All the intersections in the study area operate at acceptable levels of service. The westbound approach of Belle Mead-Griggstown Road and Route 206 violated the DOT level of service criteria which has to be mitigated by taking time from Route 206 and putting it on the westbound approach. The applicant is going through the process with DOT and will provide all the documentation to the Township and Mr. Fishinger.

Mr. Staigar discussed the RBA Group memo dated May 11, 2016. There has been testimony that supplies will be stored in the maintenance building. There will not be a lot of traffic activity happening there but the additional traffic was included in the analysis. The applicant is in the process of a Highway Occupancy Permit Application at the DOT. The designs for the crosswalk, ADA ramps, the push buttons, the walk/don't walk with countdown heads are in review. All documentation from DOT will be provided to the Township and Mr. Fishinger. This crossing is to go from the west side of Route 206 to the east side. The crossing is on the south side of Route 206. Mr. Fishinger asked that the applicant provide copies of any subsequent correspondence with the State. In a pre-application meeting with DOT a left turn lane was shown for left turn movements into the northern driveway from Route 206 south. DOT liked the idea and there is a good chance it will be approved. The left lane will not require widening of Route 206. They also looked into a left turn lane on Belle Mead-Griggstown Road into the site. Although at this point in time, the applicant does not believe it is necessary, they will do what the County requires. The left turn may entail road widening. Mr. Fishinger was concerned that cars stacking to make the left would impact the Belle Mead-Griggstown/206 intersection.

Mr. Glockler noted that the left turn off Route 206 into the site may be difficult at certain times of the day so people may go down to the traffic light to turn left which will result in more traffic using the southern entrance into the site.

The Board would like the applicant to construct the left turn lane on Belle Mead-Griggstown Road now. Mr. Staigar said the current plans before the County do not show the left turn. The Board suggested the plans be revised to show it.

Vice Chairman Matthews opened the meeting to the public for questions.

David Cheskis asked if the impact of having crosswalks was considered in the timing of the signal intersections. Mr. Staigar confirmed it was.

Robert Gehr, 1000 Commerce Park Drive, gave the Board his qualifications and was accepted as an expert architect. Mr. Gehr is from Larson Design Group and designed the CVS (Building E). Mr. Gehr referenced a CVS Pharmacy perspective rendering dated 2-5-16 which was marked as Exhibit A-2. CVS has a standard store that is recognizable to their customers. The building will have a multitude of materials including stacked stone, shiplap siding, stucco and fiber cement panel. The building façade has been broken up. The entrance to the store will face the shopping plaza and the side that has the drive-thru will face Route 206. The front entrance of the CVS will be 29'8" and meets the height requirement of the ordinance. There are two main CVS Pharmacy signs on each side of the front entrance that are larger than the size requirement of the ordinance. The heart that is shown on the front entrance is inside the building and is not counted as part of the signage. The heart is only painted but Mr. Gehr will check to see if it is illuminated.

Mr. DeRochi suggested the white box the signs are on be removed or toned down. Mr. Gehr said the white box is a projection out over the window that has an LED 6 watt per foot strip light that runs the entire length underneath. The letters on the sign are internally illuminated. Mr. Gehr agreed to tone down the white box possibly with other colors.

Mr. DeRochi suggested the EIFS be eliminated and one of the other three or four materials be used.

Ms. Goldman noted that the submission shows two options for sign placement and number of signs. One was without variances and one was with variances. There was discussion about what is permitted under the ordinance. The applicant will work on the façade and freestanding signage and present additional information at the next meeting. Mayor Graham asked the applicant to show how the CVS building compares with the rest of the Plaza architecture. The plans should be revised to show the screening for the mechanical equipment.

Mr. Gehr discussed the Clarke Caton Hintz letter revised May 13, 2016. The plan shows 6 permanent and 1 temporary freestanding signs for the CVS. These signs are directional to direct customers around the building.

Vice Chairman Matthews opened the meeting to question Mr. Gehr. There were no questions.

Lance Blake, 16 Microlab Road, was sworn in. Mr. Blake gave the Board his qualifications and was accepted as an expert architect. Mr. Blake designed the retail buildings. Mr. Blake referenced a computer generated rendering of the front elevations of Buildings C and D which was marked as Exhibit A-3. The design is a long building with as much

variety as possible. There are different elements and materials being used. To create scale it is made to look like it is two-story although it is a one-story building. The tower element exceeds the permitted height of 30'. The tower to the bottom of the finial is 44' and to the top of the finial is 52'. The Board discussed the ordinance regulation that allows skylights, cupolas and other similar structures to be erected 20% more than the maximum height permitted in the district. The applicant will look at revising the plans. Each tenant will submit a sign package and will have to conform unless the Board grants a variance.

Vice Chairman Matthews opened the meeting to question Mr. Blake. There were no questions.

Mr. Glockler asked about the trucks driving through the residential areas during Phase I construction. Mr. Fleming clarified that all construction traffic will be from Belle Mead-Griggstown Road. Once Phase I is complete, the service vehicles that are dropping off goods and merchandise will use Delmarvia.

The application was carried to the June 20, 2016 Planning Board meeting. No further notice is required.

IV. MINUTES

April 4, 2016 – Regular Meeting

A motion to approve the minutes was made by Mr. DeRochi and seconded by Mr. Sarle. The motion carried on the following roll call vote:

Ayes: Mathews, Davis, DeRochi, Graham, Mani, Sarle and Glockler

Nays: None

There being no further business to come before the Board, the meeting was adjourned at 10:30 p.m.