



UNLOCKING POTENTIAL
IN PLACES YOU LOVE

Development Review Committee Memorandum

Date: July 12, 2022
To: Cranford Development Review Committee
From: Greer Patras, AICP, PP, Town Planner
Applicant: Hartz Mountain Industries, Inc.
SUBJECT: PB-22-002
750 Walnut Avenue - Block 541, Lot 2
Preliminary + Final Subdivision and Preliminary + Final Site Plan

I. APPLICATION INFORMATION

A. Application Submission Date: May 25, 2022

B. DRC Meeting Date: July 6, 2022

C. Attending Town Representatives:

1. Bryan Flynn – Tax Assessor
2. Kathleen Nemeth – Zoning Officer
3. Frank Genova – Construction Code Official
4. Ty Apgar and Jacqueline Dirmann – Engineering Consultant, Colliers Engineering
5. Russell Luedecker – Cranford Police Department
6. Matt Lubin – Cranford Fire Department
7. Kathy Lenahan – Board Administrator
8. Greer Patras and Benjamin Nechmad – Town Planning Team
9. Nicholas Dickerson – Board Planner

D. Attending Applicant's Representatives:

1. Henry Kent- Smith Esq. – Applicant's Attorney
2. Zachary Chaplin – Engineer
3. Nicholas Kennedy – Engineer
4. Bruce Englebaugh – Applicant's Architect
5. James Rhatican – Hartz Mountain Representative
6. Other Representatives of the Hartz Mountain Team

II. DRC MEETING COMMENTS + NOTES:

A. Applicant Comments: The Applicant's representative provided the following commentary

1. Henry Kent Smith, Esq., - Applicant's Attorney
 - There are two Redevelopment Agreements.
 - There is a buffer that will separate the commercial and residential developments.
 - The property will also be subdivided into two lots, one for commercial and one for residential, this is in accordance with the RDP.
 - Construction will begin on the commercial component of the project prior to the residential component. Due to the difference in scope, the commercial portion will likely be completed before the residential component is completed.

- The Applicant will be working with the County regarding the crossings across Walnut Avenue.
 - There will be two owners of the public space, they are both responsible for stormwater management, all of this will be discussed in the OEM manual.
 - Discussion ensued regarding the proposed basketball court parking spaces.
2. Nicholas Kennedy and Zachary Chaplin - Applicant's Engineers
 - There will be bioretention on the four corners of the commercial properties, there will also be bio retention within the residential properties.
 - There is technically less vehicular service being proposed then what currently exists but the DEP requirement for stormwater management is being triggered by this proposal. Applicant will respond accordingly.
 - While not included in the stormwater management calculations, the bioretention areas help increase drainage even more than the current calculations show.
 - Will provide stormwater inlet calculations on the plans.
 - A short sidewalk will be provided to the basketball court from Walnut Avenue.
 3. Bruce Englebaugh – Applicant's Architect
 - Brief discussion of proposed architecture and colors of bricks.
 4. James Rhatican – Hartz Mountain Representative.
 - Solar panels will likely be proposed on the commercial buildings but not the residential due to the rooftop equipment needed for those buildings.

B. DRC Committee Comments: Members of the DRC provided the following commentary

1. Jacqueline Dirmann and Ty Apgar – Engineering Consultants, Colliers Engineering
 - The Site will be subdivided into two lots. The stormwater management measures and other site features like the park areas, recreation areas, etc. function as one site. Applicant indicated there will be multiple cross access easements put into place for the area. The Applicant shall provide additional information regarding the cross access/maintenance easement required for the project.
 - The stormwater report consists of three (3) Drainage Areas for the project. The Applicant shall provide additional information regarding the drainage areas, as per the ordinance the Applicant shall revise the report to show how each drainage area complies with the groundwater recharge, stormwater runoff quality, and stormwater runoff quantity standards of the ordinance.
 - The stormwater report does not account for the proposed Eco pure Bio filters and the proposed Bioretention facilities. The Applicant indicated these features would further help reduce the runoff rates from the site. The stormwater report shall quantify these areas.
 - Based on the calculation provided it appears the Applicant meets the requirements of the stormwater management ordinance. The Applicant shall explore/consider additional Stormwater Management measures which exceed the requirements. The Applicant objected to porous pavement but said they would explore possible alternatives.
 - Pedestrian Access for Walnut Avenue was not part of the plans submitted to the Board. The Applicant indicated they are working with the County on approvals. The Applicant shall provide additional information on what is being proposed.

- Sanitary Sewer Connection shall be evaluated for proper sizing. The Applicant may need to Apply for a TWA permit application and a BSDW Application regarding Sanitary and Water needs.
 - The Applicant indicated the project will be constructed in Phases. The Applicant shall provide a phasing plan for the proposed construction.
2. Greer Patras – Town Planner
- The Applicant should dimension the actual height of the building, to the top of the roof, to aid in the Board’s review.
 - The Applicant should update the elevations to more accurately reflect the number of materials and the differences between them. Applicant should provide renderings and/or physical samples of materials for the Board and public to review.
3. Nick Dickerson – Board Planner
- The Applicant should provide the overall area of the proposed open space on the plans.
 - The off-street parking calculations were different with regards to office and warehouse space on the architectural plans and the engineering plans. This discrepancy should be resolved.
 - The loading areas should be shielded from public view.
 - The Applicant should clarify as to whether there will be any accessible EV spaces and should comply with the state requirements of the EV set asides.
 - Pedestrian connection should be provided to basketball court. (Applicant has agreed that they will provide short sidewalk to the basketball court in response.)
 - The Applicant should add the transparency requirements to the plans.
 - The Applicant should provide measurements on the plans illustrating compliance with all setback requirements as identified in the redevelopment plan.
 - Discussions regarding sidewalk width and pedestrian improvements were held. Applicant to confirm on the plans that the proposed configuration is consistent with the redevelopment plan and presentations made to the public.
 - The Applicant should clarify the building space measurements in the Commercial/Industrial Sections. The calculations used for off street parking are different from the dimensions noted on the side of the architectural elevations. The off-street parking table in the site plan indicates that the Commercial/Industrial component will contain 217,080 square feet of warehouse space, and 24,120 square feet of office space. The architectural elevations show a warehouse area of 98,220 square feet for “Building A” and 121,200 square feet for “Building B” for a total of 219,420 square feet of warehouse area. The elevations also show an office area of 10,080 square feet for Building A, and 9,900 square feet for Building B, for a total of 19,980 square feet.
 - The Applicant should base the bicycle parking calculations on the combined proposed office and warehouse area as opposed to the proposed office space alone. This should be corrected on the plans.
 - The Applicant should provide a construction phasing plan.
4. Sergeant Luedecker – Police
- Would like to be involved in the Walnut Avenue pedestrian crossing discussion with the County.

5. Lieutenant Lubin – Fire

- There is a turn on the right of the industrial property that looks tight, will send specs to Zach to ensure that the fire truck can turn on the property. It was agreed that these turning templates will be demonstrated on subsequent revised plans.
- There is a typo on the plans regarding the width of a drive aisle, Zach confirmed that he'll fix in the next set of revised plans.
- Would like to coordinate on the fire outlets during construction phase
- Will require a snow removal and landscape management plan

6. Bryan Flynn – Tax Assessor

- Would like an updated subdivision agreement.
- Cannot use any alpha characters for the proposed subdivided lots.

7. Kathy Lenahan – Board Administrator

- Applicant must provide noticing prior to any scheduled public hearing.
- It is anticipated that the public hearings may begin on July 20th.

8. General Notes and Next Steps:

- Given the open items related to engineer, it is recommended that the Applicant begin with other non-engineering professionals on the July 20th meeting, to allow for additional review time and potential coordination between the technical professionals. It appears that the architecture plans may be ready for the July 20th meeting, so long as additional items and clarifications discussed in this memo can be addressed at that meeting (ie renderings, building height, etc).
- It is our understanding that the Board's Traffic Engineer cannot be in attendance at the July 20th meeting and that that testimony will begin at subsequent August hearings.
- The Applicant should coordinate with the Board Administrator and Professionals to set up subsequent technical review meetings and/or a second DRC meeting, and shall provide any outstanding submission items and revised plans as soon as possible.


The Township's DRC, established by §255-10 of the Township Code, serves to review all applications for development or requests for review presented to the Planning Board or Board of Adjustment. The DRC consists of applicable Township professionals who review applications for compliance with the technical standards set forth in Article IV – Development Requirements and Standards and other provisions of the Township's Land Development Ordinance. The DRC may make non-binding recommendations on the design and technical elements of any application however it is not the scope of the DRC to argue for or against the merits of any application to be heard by the Planning Board or Board of Adjustment. The Zoning Officer will make the DRC's findings known prior to the first scheduled hearing of any application.

**Request for Recommendations
from Cranford Township Professionals**

TOWNSHIP OF CRANFORD – PLANNING & ZONING DEPARTMENT
8 Springfield Avenue - Cranford, NJ 07016
Phone: (908) 709-7216 * Fax: (908) 276-7664



Application #:	<u>PB-22-002</u>
Date Sent to Township Professionals:	<u>June 22, 2022</u>
Date Due Back to Zoning Office:	<u>July 12, 2022</u>

TO: Cranford Department of Traffic & Safety  Cranford Fire Department
 Cranford Health Department Cranford Engineering Department
 Environmental Committee Historical Preservation Advisory Board
 Downtown Economic & Business Development Office

RE: 750 Walnut Avenue
 Block: 541 Lot: 2
 Application # PB-22-002
 Applicant: Hartz Mountain Industries, Inc.

The applicant in this matter is seeking Preliminary and Final Major Subdivision, Preliminary and Final Major Site Plan – Residential, and Preliminary and Final Major Site Plan – Non-Residential

Type of Variance	LDO Section	Requirement	Relief Requested

Following pre-existing conditions:

Type of Variance	LDO Section	Requirement	Relief Sought

PLEASE CHECK ONE:

No negative impacts are apparent from my review of this application as it affects my area of review.

I request that the Board discuss/require the following items which relate to my area of review during the public hearing on this matter:

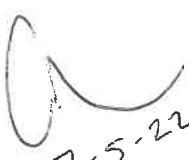
The Cranford Police Department Traffic Bureau has reviewed the Traffic Impact Study prepared by Stonefield Engineering & Design, LLC (dated February 2, 2022) and a report prepared by S. Maurice Rached, PE PTOE of Colliers Engineering & Design (dated May 9, 2022) on behalf of the Township of Cranford.

Based on the conclusions both engineers present, the Cranford Police Department Traffic Bureau recommends that the traffic signal at the intersection of Walnut Avenue and Raritan be updated to optimize signal timings and the intersection's level of service. In addition, Mr. Rached has recommended additional traffic calming alternatives, within the Indian Village section, of the Township of Cranford. This recommendation was based upon direct feedback Mr. Rached received from neighborhood residents.

The Cranford Police Department's Traffic Bureau would like to work along with the Township Engineer & Mr. Rached to strategize a holistic traffic calming plan, for the area, which will improve traffic flow and provide a safe environment for all our road-users.

Project Hours: 1

Signature:  Date: 7/5/2022


7-5-22

Request for Recommendations from Cranford Township Professionals

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No negative impacts are apparent from my review of this application as it affects my area of review.

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Project Hours: 50 mths

Signature: Amelia Johnson Date: 6/27/22

Cranford Environmental Commission

750 Walnut Site Plan Review

2022-Jul-11

Site Plan Review

The Cranford Environmental Commission conducted a review of the site plans for 750 Walnut Avenue on June 30th at 7:30 PM at the Cranford Community Center. The attendees were Jason M. Stevens, Kathleen Murray, Patricia Vogler, and Carol Berns. Comments were also solicited from the broader Environmental Commission by email and comments were received from Kathleen Murray, Patricia Vogler, Dan Aschenbach, and David Pringle. The comments were organized and drafted into the following letter by Jason M. Stevens and submitted to the Township of Cranford on 11-July-2022 by email. All correspondence related to the Cranford Environmental Commission review of the application for 750 Walnut should be addressed to cranfordec@gmail.com.

Climate Change Vulnerability

While the sections below assess numerous areas of the site plan for environmental impacts a common thread across multiple areas are the consideration of climate change impacts. Cranford is particularly vulnerable to climate change given its history of flooding from the Rahway River that runs through town with one major flood event every 6.3 years on average since ~ 1930. Current predictions forecast an increase of 10-15% rainfall volumes during significant storm events related to climate change that are expected to exacerbate an existing problem with no easy solution. Over 1,600 Cranford homes flooded during hurricane Irene in 2011 with millions of dollars in damages. Similarly, during hurricane Ida in 2021, Cranford incurred over \$90,000 in overtime payments to emergency response units over the first 24 h after the storm and paid a share of \$1,100,000 in expenses for debris removal. These examples of financial costs incurred by the Township related to stormwater and climate change provide that mitigating climate change is financially in Cranford's best interest and needs to be considered when conducting an environmental review. This is in line with the re-examination of Cranford's Master Plan in 2019 which stated the following:

"The concept of resilience, in the context of planning, has recently emerged as an important aspect of managing extreme weather and other natural events as well as planning for the prospect of these events occurring more frequently. Cranford understands the importance of resiliency planning from managing the effects of Tropical Storms Irene and Lee, which caused severe flooding along the Rahway River causing significant damage and disruptions throughout the Township and the region."

Stormwater Management

The Environmental Commission appreciates that the current plans do not add impervious cover to the existing site. However, the plans do not meaningfully reduce stormwater runoff. As documented above Cranford already has a significant flooding problem that is expected to worsen due to climate change and Walnut Avenue area, which runs alongside the Rahway river, is no exception. *The Environmental Commission recommends that the current plans be rejected until they adopt the same standards that*

would apply to a major development that increased impervious cover by 1000 sq. ft. This would represent a minimum acceptable standard for a development of this magnitude in a community that has been repeatedly devastated by flooding. It is recommended that each building be fitted with on-site stormwater retention and additional green infrastructure catch-basins be included as necessary to reduce both runoff and pollutants from the impervious surfaces.

Any stormwater infrastructure including but not limited to on-site stormwater retention, bioswales and raingardens must include a detailed maintenance plan to ensure these systems function as intended over time.

It is requested that the above stormwater management recommendations be included in the resolution.

It is recommended that porous pavement be utilized to the greatest extent possible.

Site Contamination

No site history was provided and there did not appear to be any documents regarding analysis of soil for contamination. Given the general history of the area regarding chemical manufacturing and industrial sites it is necessary to provide documentation that any contamination is within acceptable levels or has been successfully remediated.

It is requested that the above documentation of no significant site contamination be included in the resolution.

Landscaping

The landscaping plans are well thought out and consist of almost exclusively native plants. The lone exception is the sawleaf zelkova trees. It is noted that the sawleaf zelkova plants are quite tolerant of harsh conditions that make them appropriate choice for the parking lot sections. However, the Environmental Commission insists that the sawleaf zelkova trees planted within designated green space areas, such as in "Match Zone 2" be replaced with a mix of Oak and Tulip Poplar trees.

Regarding the volume of plantings the Environmental Commission requests that the number of large shade trees be increased by a minimum of 50%. These include the proposed Armstrong Red Maple, Honey Locust, Sweetgum, Shadblow serviceberry multitrunk species and the EC requests that Oak species, Tulip Poplars, River Birch and Eastern Redbud species be planted as well. The request for the additional species is to follow the advice from Cranford's 2019 Community Forestry Management review that highlighted the need for additional tree diversity. The plans call for a 3-inch caliper for shade trees. The Environmental Commission finds that this size is too small and requires a minimum caliper of 4 inches. Additionally, all tree plantings must include deer fencing and fence posts. Additionally, to the extent possible the Environmental Commission requests that any existing shade trees on property that are within proposed green space and do not impact construction be preserved. These trees should be protected with fencing out to the drip-line of the trees during construction to ensure their survival. Any trees damaged during construction should be replaced with a native shade tree at a ratio of 2:1.

The Environmental Commission insists that a detailed Landscape Maintenance Plan to ensure survivability and replacement of any vegetation be submitted.

It is requested that the above documentation of the above landscaping requests be included in the resolution.

A general comment is that for sod portions of the landscape plan a mix of planting grasses and seed/clover mix be utilized.

Parking (General Comments)

A total of 1.8 spaces per unit is the required standard although from the perspective of the Environmental Commission this seems high. Reducing the requirement to 1.7 spaces per unit would eliminate 25 spaces and free up approximately 7,500 square feet of pervious surface, reducing pollution from runoff and mitigating any potential flooding from runoff, which is expected to worsen due to climate change as highlighted above. Some of this space could be used for additional bicycle parking, which is highlighted below.

Electric Vehicle Parking

The electric vehicle parking complies with existing regulations however all the EV spaces and EV ready spaces are confined to a single area within the site. New Jersey Governor Phil Murphy has set a goal of registering 330,000 electric vehicles by 2025ⁱ and the EV market is expected to expand at a nearly 25% compound annual growth rate between 2022–2028ⁱⁱ. Given these aims it will be necessary to convert non-EV ready spaces to EV spaces in the near future. Thus, the Environmental Commission requests that each section of contiguous parking, contain a minimum of 2 EV ready spaces. This request shall also include the flexspace commercial side the of the development. This will ensure that future upgrades to install electrical connections to accommodate additional EV charging will not require major site modifications.

The Environmental Commission strongly requests that the installed EV charging stations accommodate a representative sample of EV brands and those chargers not be limited to a single brand of car (such as Tesla only).

It is requested that the above requests for EV infrastructure be included in the resolution.

Bicycle Parking

The minimum required bicycle parking for this site of 0.1 spaces per unit is stated as having been met although it is not clear how this condition was met. There appear to be two exterior bicycle parking racks that can each accommodate 16 bikes, for a total of 32 bikes. Separately, there appears to be designated bicycle storage within the interior of each residential use building. Thus, there appears to be at least 50 total spaces for bicycles, exceeding the required number. Regardless, the Environmental Commission requests that the residential area must be able to accommodate at total of 100 bicycles. The reason for the increase is that the property is 0.6 miles (4 min ride) to Walnut Avenue Elementary, 1.0 miles (5 min ride) to Hillside Avenue School, and 1.2 miles (7 min ride) to the Cranford Train Station. A plurality of children in the Cranford School District ride bicycles or walk to school and the distance of

the property to the elementary and middle schools is well within walking and biking distance. Similarly, Cranford affords access to New York City via the train station where many residents work. Vehicle parking at the train station is limited and thus many residents of the property will need to walk or bike for work. Walking and biking reduce pollutants from exhaust and improve air quality that is already chronically poor in Northern New Jersey. Increased bicycle use is an effective means to reduce climate impacts as highlighted above. It is suggested that the any additional capacity be taken from existing car parking (see general parking section).

Similarly, the Environmental Commission requests that bicycle parking be included in the flex commercial space, with a minimum of 4 U-style racks for each building.

It is requested that the above requests for bicycle parkin be included in the resolution.

Sincerely,

Jason M. Stevens Ph.D.

Chair – Cranford Environmental Commission

ⁱ <https://njcleanenergy.com/ev>

ⁱⁱ <https://www.globenewswire.com/en/news-release/2022/03/15/2403398/0/en/At-24-5-CAGR-Global-Electric-Vehicle-Market-Size-Share-to-Surpass-US-980-Bn-by-2028-EV-Industry-Trends-Growth-Forecast-Report-by-Facts-Factors.html#:~:text=%E2%80%9CAccording%20to%20the%20latest%20research,The%20report%20analyzes%20various%20factors>



CRANFORD FIRE DEPARTMENT
BUREAU OF FIRE PREVENTION & RISK MANAGEMENT
7 SPRINGFIELD AVE, CRANFORD, NJ 07016
PHONE: (908)709-7360
FAX: (908) 276-6183
WWW.CRANFORDNJ.ORG

July 13, 2022

MEMORANDUM FOR: Township of Cranford – Planning and Zoning Department

FROM: B/C Matthew J. Lubin
Fire Official

SUBJECT: Application PB-22-002
750 Walnut Avenue; Block 541, Lot 2
Applicant: Hartz Mountain Industries, Inc.

The Cranford Fire Department has conducted a review of the subject application and supportive documents submitted for the above referenced application before the Planning Board. Specific references within this memorandum incorporate review comments to the following plans;

- Civil Site Plan set entitled “Proposed Mixed-Use Redevelopment”, Prepared by Stonefield Engineering and Design, dated May 23, 2022.
- Architecture Plan Set (Commercial Buildings) prepared by Hartz Mountain Industries, Inc, Dated March 31, 2022
- Architectural Plan Set (Residential Buildings) prepared by Minno & Wasko, dated May 20, 2022.

The applicant in this project proposes a subdivision of the subject property into two separate lots, one of which will contain a commercial/industrial warehouse development consisting of approximately 241,000 square feet of flex commercial space. The adjacent lot will be residential and consist of two multiple family buildings containing 250 dwelling units. Our office has been working closely and productively with the applicant and their professionals on a number of items relevant to our scope of plan review.

For the sake of the Board’s review, our office offers the following comments on this application:

Site Plan Comments

I. Site Access for Emergency Vehicles

- a. **Turning Radius Concerns:** This office has identified certain turns on the site plan which appear to be constraining to the extent that our apparatus would not be able to access rear portions of the property. This office continues to work with the applicant in this regard, specifically, we have provided turning radius data for our apparatus to the applicant's civil engineer, who will further assess this and provide a turning radius analysis.
- b. **Snow Removal Plan:** This office continues to work with the applicant on the development of a "snow removal plan" for the property. The main elements which are of interest are the proposed locations for the storage of snow (or storm debris), the procedures to implement snow removal in a timely manner following a storm, and the procedures to ensure that the fire hydrants and fire department connections on the site remain clear of snow. This would also extend to egress paths from the buildings, particularly the residential buildings which would be normally occupied during storm emergencies.
- c. **Landscape Maintenance Plan:** Similar to the snow removal plan, the applicant should propose a maintained/operations plan to ensure that landscape growth along the interior roadways and access paths is maintained so as not to constrain the passage of large vehicles.

II. Fire Protection Features

- a. **Private Fire Hydrant System:** The proposed hydrant locations are acceptable. Due to the private ownership of the water main system on the property, the applicant should develop a maintenance plan to ensure that the private hydrants/fire mains are regularly tested and maintained to the relevant NFPA standards. Should the property's subdivision result in two different owners between the commercial and residential parcels, this plan should reflect the responsibility for fire code compliance between separate owners of shared private infrastructure.
- b. **Fire Department Connections:** This office would like to work directly with the applicant regarding the proposed locations of fire department connections to supply the sprinkler and standpipe systems of the buildings. The former building on the site utilized a single fire department connection on Walnut Avenue, but it is not clear whether the applicant proposes a different location(s) considering the redevelopment of the property. For technical purposes, the Township of Cranford requires a 5-inch "Storz" type connection for Fire Department connections.
- c. **Utility Locations:** The utility locations for each building were reviewed and are acceptable.

Architectural Plan Comments

III. Fire Protection Features

- a. **Roof Access:** This office would request the applicant provide at least one full staircase access to the roof (as opposed to a wall-ladder type means), which provides a roof hatch with space suffice to accommodate personnel and equipment. This is particularly important in the residential buildings which will have a large degree of HVAC and mechanical equipment located on the roof line. This will allow emergency responders timely access to the roof areas to respond to emergencies and investigate incidents. It will also provide for easier maintenance access to maintain the mechanical equipment on the roof.
- b. **First Responder Radio Communications Coverage:** The applicant should consider the Uniform Construction Code and Uniform Fire Code requirements for first responder radio coverage during the design phase of construction. In larger buildings, it is imperative that communications integrity is maintained. This may be done via several means, but is most commonly accomplished utilizing bi-directional amplifiers. It is typically impossible to assess radio coverage until after the building construction is completed and the interior spaces are finished. Therefore, it is important to consider the potential need for radio mitigation in the design phase.
- c. **Key Box/Rapid Entry System Locations:** The Cranford Fire Department utilizes the “Knox Box” system for rapid entry. This office would request knox box devices be installed adjacent to main entry/exit doors throughout the residential properties, and near the main doors and any doors servicing sprinkler/fire protection equipment within the commercial properties. We will work directly with the applicant once the construction reaches this phase.
- d. **Fire-specific signage:** This office would note that the appropriate signage for truss roof and/or floor system will be required near the main entry points should truss construction be utilized.

Specific fire protection design features, and other relevant code sections, will be reviewed during Uniform Construction Code permitting, but the aforementioned items are intended to highlight specific focus areas.

General Administrative Comments:

The new properties will fall under the Uniform Fire Code for periodic inspections and fire code compliance. As such, the industrial properties will require registration with the NJ Division of Fire Safety as “Life Hazard Uses” and the multifamily buildings will require registration with the Bureau of Housing Inspection as Multifamily Dwellings.

This office would like to extend our appreciation to the applicant, and their professionals, for their diligence and professionalism in working to address these comments. Since the early phases of the site design, they have reached out to provide concept designs and solicit our feedback.

Please feel free to contact our office if we can provide any further clarification or guidance regarding this memorandum or our review of the subject application.

Memorandum

To: Kathy Lenahan, Land Use Administrator

From: Jacqueline Dirmann, P.E., C.M.E., C.F.M.

Date: July 18, 2022

Subject: Application PBA-22-002
750 Walnut Avenue
Block 541, Lot 2
Proposed Mixed Use Redevelopment Plan
Preliminary & Final Subdivision Approval
Preliminary & Final Site Plan Approval

Project No.: CDZ0346A

Colliers Engineering & Design DBA as Maser Consulting (CED) has reviewed the preliminary and final subdivision/site plan application prepared by Hartz Mountain Industries, Inc. for the proposed mixed-use development at the subject site.

The following has been submitted by the Applicant for review:

- Plans titled "Preliminary and Final Major Site Plan and Major Subdivision Plan for Hartz Mountain Industries, Inc, Proposed Mixed-Use Redevelopment Plan" prepared by Stonefield Engineering & Design, consisting of nineteen (19) sheets, dated 5/23/2022;
- Preliminary Subdivision Plan, prepared by Control Layouts, Inc, dated 11/15/21, revised 4/30/2022;
- Environmental Impact Statement, prepared by Stonefield Engineering & Design, dated April 4, 2022;
- Traffic Impact Study, prepared by Stonefield Engineering & Design, dated 2/2/22;
- Stormwater Management Report, prepared by Stonefield Engineering & Design, dated 5/23/2022;
- Boundary & Topographic Survey, prepared by Control Layouts, Inc. dated 7/2/2021;
- Township of Cranford Zoning Department Application completed and signed by Applicant, dated 5/25/2022.
- 750 Walnut Residential Architectural Package prepared by Minno Wasko Architects and Planners consisting of twelve (12) sheets dated 1/28/22 and last revised 5/20/2022.
- Architectural Plans for proposed warehouse buildings, prepared by Vincent Antonacci, Jr. consisting of two (2) sheets dated 1/14/22 revised 5/20/22.

The site is located within the Commercial - 3 District in the Township of Cranford. The property is located along Walnut Avenue southbound at the intersection of Raritan Road, surrounded by the Consolidated Rail Corporation Main Stem to the north and the Hyatt Hills Golf Complex to the south.

The lot is currently vacant but improved with an existing 315,000 SF office building and associated asphalt parking lots. The property is currently accessible via two ingress/egress driveways along Walnut Avenue.

The Applicant is proposing to demolish all existing improvements on the site, subdivide the property into two (2) lots and construct four (4) new buildings. Two (2) of the proposed buildings are "flex" buildings and two (2) are four-story residential buildings. The proposed development will include 125 residential units in each of the two (2) residential buildings for a total of 250 residential units along with a total of approximately 241,200 SF of flex space.

The property is located in the Zone X (area of minimal flood hazard) as shown on the Flood Insurance Rate Map (FIRM) for the Township of Cranford, dated September 2006.

Based on our review of the submitted documents, we offer the following comments.

A. General:

Cover Sheet, (Sheet 1 of 19):

1. No comments.

Existing Conditions Plan (Sheet 2 of 19):

2. No comments.

Demolition Plan (Sheet 3 of 19):

3. The demolition items shown on the plans were taken from information obtained in July 2021 but, since then, we understand some demolition activities have already begun. The Applicant shall provide testimony regarding the current condition of the site.

Overall Site Plan (Sheet 4 of 19):

4. As per the Redeveloper's Agreement, the Applicant is required to provide "Privately Owned Public Space" containing a minimum of 100,000 SF. It is unclear if the public space will have signage to let the public know the space is available. The Applicant shall provide testimony regarding hours of operation, parking, maintenance, access, and security related to the public area.
5. The Applicant is proposing 68 of the 450 parking spaces as make ready electric vehicle spaces with 24 of the 68 spaces with electric vehicle supply equipment installed within the residential tract. We take no exception to the proposed electric vehicle space calculations.

6. As per 40:55D-66.20 (2), at least 5% of the above noted electric vehicle supply equipment shall be accessible for people with disabilities. It does not appear that the Applicant has addressed this requirement.
7. It does not appear that the Applicant is proposing any electric vehicle spaces within the industrial tract parking lot. As per 40:55D-66.20 (3b), the application shall install at least four percent (4%) of the total parking spaces as make ready parking spaces, at least five percent (5%) of which shall be accessible for people with disabilities if there will be more than 150 off-street parking spaces.

Site Plan (Sheet 5 of 19):

8. The Applicant is proposing 450 parking spaces for the residential tract based on the minimum off-street parking requirements in the redevelopment plan. We count 448 total spaces identified on the site plan.
9. The Applicant has calculated the minimum required off-street parking spaces (152) for the industrial tract based on 10% (24,120 SF) proposed office space and 90% proposed warehouse space. The Applicant shall be prepared to provide testimony to confirm the usage of the proposed flex buildings.
10. The Applicant does not appear to have addressed the required indoor bicycle spaces required per the redevelopment plan.
11. The Applicant shall revise the plan to depict the proposed locations of the detectable warning surfaces/curb ramps.
12. Pedestrian Access for Walnut Avenue was not part of the plans submitted to the Board. The Applicant indicated they are working with the County on approvals. The Applicant shall provide additional information on what is being proposed.
13. The Applicant is proposing 98 LF of six-foot (6') height picket fence along the frontage of the site. As per Township Ordinance, the maximum fence height in front yard is four feet (4'). Applicant shall revise the site plan accordingly and provide the corresponding construction detail.

Grading Plan (Sheet 6 of 19):

14. No comments.

Drainage Plan (Sheet 7 of 19):

15. See comments under Stormwater Management Review.

Utility Plan (Sheet 8 of 19):

16. The Applicant shall provide information regarding the existing capacity of the sanitary sewer line. It is unclear if the proposed sanitary sewer line has sufficient capacity to handle the additional flow from the proposed use.
17. The Applicant shall verify the flow and service of the existing sewer main to be modified as this may require NJDEP Treatment Works Approval pursuant to NJAC 7:14A-22.
18. The Applicant shall be prepared to provide testimony as to the need to apply for a Bureau of Water Systems Engineering (BWSE) Application based on the anticipated water needs for the site.
19. The plan indicates two (2) proposed utility pole relocations along Walnut Avenue. The proposed pole relocations will be required to support the new driveway locations for the industrial tract and the residential tract. The Applicant shall provide a timeline of when the proposed poles will be relocated. The Applicant shall provide testimony regarding the timing vs. the opening of the flex building.

Lighting Plan (Sheets 9-10 of 19):

20. No comments.

Soil Erosion & Sediment Control (Sheets 11-12 of 19):

21. No comments.

Landscaping Plan (Sheets 13-14 of 19):

22. The landscaping plans indicate a total of 327 trees/evergreen trees will be planted onsite. The planting schedule on sheet 19 indicates a total of 439 trees/evergreen trees are proposed. The Environmental report notes on page 7 that 453 trees are proposed. The Applicant shall clarify the number of trees/evergreen trees being planted onsite.

Construction Details (Sheets 15-18 of 19):

23. Applicant shall revise the plans to include the details for the proposed twelve-foot (12') high chain link fence.

Tree Replacement Plan (Sheet 19 of 19):

24. The Applicant has indicated a minimum replacement of 409 trees/evergreen trees are required based on the calculations. We take no exception to the calculation provided. The Applicant shall provide a landscaping plan in compliance with the minimum requirements.

B. Stormwater Management Report:

The subject proposed property encompasses 1,341,643 SF (30.8 AC) located on Walnut Avenue southbound at the intersection of Raritan Road, surrounded by the Consolidated Rail Corporation Main Stem to the north and the Hyatt Hills Golf Complex to the south. The Applicant is proposing to disturb 1,200,955 SF of area (27.6 AC) and the project will result in a decrease in impervious surface of approximately 90,489 SF (2.08AC).

The project is defined as a major development as the disturbance area exceeds the one (1) acre threshold as outlined in the Township Ordinance and RSIS definition of a major development. Stormwater management measures for major development shall be designed to provide erosion control, groundwater recharge, stormwater runoff quantity control, and stormwater runoff quality treatment, through DEP Green infrastructure methods, as listed in section 365-4 of the Township ordinance. Since the project is located within the state planning area PA-1, it is considered exempt from the groundwater recharge requirement of the ordinance.

Based on the stormwater management report provided, we offer the following comments.

25. The report consists of three (3) Drainage Areas for the project. The Applicant shall provide additional information regarding the drainage areas. As per the Township Stormwater Control Ordinance, Section 365-4(L) the Applicant shall revise the report to show how each drainage area complies with the stormwater runoff quality, and stormwater runoff quantity standards of the ordinance.
26. The stormwater report does not account for the proposed Eco pure Bio filters and the proposed Bioretention facilities. The Applicant indicated these features would further help reduce the runoff rates and runoff volumes from the site. The stormwater report shall quantify these stormwater quantity benefits.
27. The site is currently improved with two (2) existing detention basins. The larger detention basin is located on the south side of the lot and is not proposed to be disturbed as part of this project. The smaller detention basin is located on the northeast side of the lot. The Applicant is proposing to reconstruct the detention basin approximately 110 LF to the south of the existing detention basin. The modification of the basin is required to support the new driveway access to the industrial tract. The Applicant shall provide additional information confirming the basin will have the same capacity as the one being demolished. Further, can the basin be further modified to provide additional stormwater management storage?
28. The Applicant is proposing to construct and install green infrastructure measures through the site. The Applicant is proposing the use of four (4) bio-retention basins on the industrial tract and two (2) bio-retention basins located on the residential tract. The Applicant shall provide additional information regarding the amount of flow draining to each of these areas.

29. The Applicant shall be aware that the proposed bioretention systems must have a maintenance plan and must be reflected in a deed notice recorded in the county clerk's office to prevent alteration or removal, as outlined in Section 365-4M of the Township Ordinance. A filed copy of the maintenance plan shall be provided to our office prior to issuance of a certificate of occupancy.
30. The Applicant is proposing the use of ten (10) Eco pure Biofilters located on the industrial tract and seventeen (17) Eco pure Biofilters located on the residential tract. The Eco Pure bio filters are an acceptable manufacture treatment device (MTD) by NJDEP for water quality and classified as green infrastructure. The Applicant shall provide additional calculations indicating the filters comply with the maximum allowable drainage area and outlined in the NJDEP MTD certification, and outlined in Section 365-4O(2).
31. Under Proposed conditions on sheet 2 of the stormwater management report, the Applicant indicates three (3) bio-retention basins will be added to the site. Based on the site plans, it appears there are six (6) bio retention basin areas. The report shall be revised accordingly.
32. The Applicant shall revise the stormwater management report to elaborate on the green infrastructure measures taken place on the lot. The Applicant shall provide additional information regarding how they comply with the stormwater management regulations outlined in Section 365 of the Township Ordinance.
33. The Applicant is proposing to subdivide the lot into two (2) lots. The proposed stormwater management measures extend through both lots. It is unclear how the Applicant intends to manage the stormwater management measures for each lot. The Applicant shall provide additional information.
34. The stormwater report indicates the portion of the site being evaluated is contained within the limit of disturbance. The Applicant shall provide additional information regarding any offsite drainage areas that could have an impact on the drainage area.
35. It is unclear which areas contribute to which drainage areas in the existing and proposed conditions. The Applicant shall revise the drainage area maps to clearly indicate which portion of the lot is draining to which area.
36. The project is considered a major development project as defined by NJDEP. The Applicant shall provide the NJDEP Major Development Checklist to ensure all NJDEP requirements have been met.
37. The Applicant shall provide an inspection of the existing drainage system to ensure the system is functioning properly. The Applicant shall repair any and all items which prevent the proper function of the system.

38. The Applicant is proposing to reduce the existing flow into the existing drainage basins. It is unclear if the reduction of flow into the detention basins will have a negative effect on the functionality of the basins. The drainage report does not indicate how the capacity of the basins are impacted by the reconfiguration of the system. The Applicant shall confirm the modified basin and the existing basin to remain meet the current detention basin standards outlined in Section 365-8 of the Township Ordinance. The Applicant shall revise the plans as necessary. Testimony shall be provided.
39. The Applicant has indicated they will submit an operation and maintenance (O&M) manual prior to the start of construction to the Township for review and approval. The Applicant shall be aware that the stormwater management plans, report and O&M manual will also have to be filed with the deed. The Applicant shall submit a copy of the annual maintenance records and inspections to the Township Engineer no later than March 1st every year.
40. The Applicant has indicated the project will not have any adverse impacts to the neighboring properties, downstream water courses, or conveyance systems within the water shed. The Applicant shall monitor the stormwater management system of the site after the construction has been fully completed to ensure there are no negative impacts. The Applicant shall rectify any issues that come up during and after construction.

C. Traffic Impact Study Review:

41. A review of the traffic impact study will be provided under a separate cover letter.

D. Subdivision Review:

The Applicant is proposing to subdivide the parcel into two (2) tracts, one (1) residential tract and one (1) industrial tract. The residential tract will consist of 13.5 Acres of land and is located on the southern portion of the parcel. The residential tract will be improved with two (2) U-shaped buildings, parking lots, walking paths, lighting, landscaping, and stormwater management areas including bioretention basins, and manufacture treatment devices. The industrial tract consists of 17.3 acres and is located on the northern portion of the parcel. The industrial tract will be improved with two (2) proposed flex use buildings, parking areas, basketball courts, lighting, landscaping, and stormwater management areas including four (4) bio retention areas and manufacture treatment devices.

42. Proposed lot numbers need to be approved by the Tax Assessor.
43. Easement crossing northerly portion of premises is not identified. The limits of the Walnut Avenue Vacation should be clarified. Should an easement be provided for the public sidewalk that encroaches the property along Walnut Street?
44. The date of the plan is missing in the surveyor's certification.
45. The "Corner Waiver" note should be removed as two monuments will need to be set.

46. The Applicant shall provide additional information regarding the cross access/maintenance easement required for the project. It appears "Stormwater Measures" and "Privately Owned-Public Space" may require easements. Testimony shall be provided.

E. Miscellaneous:

47. The Applicant shall provide testimony with regards to trash and recycling collection and removal.

48. The Applicant shall provide testimony with regards to snow plowing operations.

49. The Applicant shall provide testimony with regards to construction access/staging as well as how the site will be secured throughout the construction project.

50. The Applicant indicated the project will be constructed in Phases. The Applicant shall provide a phasing plan for the proposed construction.

51. Construction cost estimates for on-site and off-site improvements shall be submitted for review and determination of applicable bonding and inspection fees.

52. The Applicant shall be responsible for obtaining any necessary outside agency approvals included but not limited to:

- a. Union County;
- b. NJDEP;
- c. Somerset Union Soil Conversation District;
- d. Township of Cranford Road Opening Permits.

53. The Applicant shall not direct any stormwater toward adjoining properties. The site grading and drainage should not adversely affect or burden the adjacent property owners or pose a negative impact as set forth by Subsection 351-4.

54. No changes in grading are permitted without the submission of a grading plan to the Engineering Department, for review and approval, as required by Ordinance 351-4. A Professional Engineer or Professional Land Surveyor must prepare any such grading plan.

55. All the roof leaders from the proposed development shall be connected to a stormwater management system. The Applicant shall ensure that the downspouts have cleanouts, as necessary, and that the overflow is directed away from the neighboring properties.

56. All excavated material shall be removed from the site. No material is to be stored on Township property unless prior approval is obtained from the Township Engineer. Under no circumstances can the contractor place excavated material within Township-owned property. Any soil disturbance shall be done as set forth by Subsection 351.



Engineering
& Design

57. The Applicant shall be aware of their responsibility to repair any damage to improvements within the Township right-of-way, including but not limited to, sidewalk, driveway aprons, curb, and asphalt pavement as required by Subsection 367.
58. The Applicant shall call to coordinate inspections with the Engineering Department 24-hours prior to the start of construction as related to grading and drainage improvements on-site.
59. The Applicant shall be aware that posting of engineering escrow for construction administration oversight, plan review, and project closeout will be required at the time building permits are issued. Please be aware that unused escrow money will be returned to the property owner upon the issuance of a Certificate of Occupancy (CO).
60. A signed and sealed "As-Built" site plan should be submitted as a requirement for this office to "sign off" on the issuance of the Certificate of Occupancy (CO). The "As-Built" should accurately show site features including grading, spot elevations, drainage, structures, etc.

Should you have any questions, please do not hesitate to contact our office.

cc: Jonathan Drill, Esq., Planning Board Attorney (jdrill@sksdlaw.com)
Jamie Cryan, Business Administrator (j-cryan@cranfordnj.org)
Nick Dickerson, Township Planner
Ryan Cooper, Township Attorney (ryan@cooperllc.com)
Michael Ash, Redeveloper's Attorney, (michael.ash@carlinward.com)
James Rhatican, Applicant, (james.rhatican@hartzmountain.com)
Kent Smith, Applicant's Attorney, (hkent-smith@foxrothschild.com)
Stonefield Engineering, Applicant's Engineer (zchaplin@stonefieldeng.com)
PPG Planners, Applicant's Planner (khughes@ppgplanners.com)

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HPAB
PB-22-002

PLEASE CHECK ONE:

_____ No negative impacts are apparent from my review of this application as it affects my area of review.

SEE ATTACHED

_____ I request that the Board discuss/require the following items which relate to my area of review during the public hearing on this matter:

Project Hours: _____

Signature:



Date:

7.11.22

PBA-22-002

Received - June 22, 2022

Returned - July 12, 2022

Applicant - Hartz Mountain Industries, Secaucus, NJ
Cranford 750 Walnut Development LLC

Address - 750 Walnut Avenue

Block: 541, Lot: 2

Zone - C-3 Walnut Avenue Redevelopment Plan

Constructed - 1947, 1968 & 1994

The applicant is requesting a minor subdivision from one lot into 2 lots as part of a Proposed Mixed Use Redevelopment Plan. The property is triangular in shape, 30.5 acres in area bordered by Walnut Avenue, Consolidated Rail Corporation Main Stem and Hyatt Hills Golf Complex.

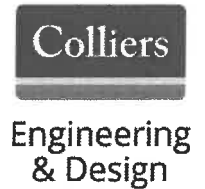
Proposed Lot A is 13.52 acres in area and will contain 2 - 4 story multi family residential units with a total of 250 units. This lot is closest to the intersection of Raritan Road, Hyatt Hills Golf Complex and Walnut Avenue.

Proposed Lot B is 17.28 acres in area and will have 2 flex commercial buildings with 241,200 square feet of floor area (industrial flex space) with the possibility of a maximum of 289 employees located parallel to Consolidated Rail Corporation Main Stem.

HPAB strongly urges careful consideration of the demolition of any building since demolition and rebuilding irreparably changes the character of the community. The Sunny Acres Historic District is in an adjacent area which could be impacted by the density of individuals living and working within this proposed subdivision seeking to find short cuts through the residential neighborhood historic district.

There are no negative impacts apparent from my review of this application as it affects my area of review for the Historical Preservation Advisory Board (HPAB). The existing buildings have been demolished and the proposed development is all new construction.

331 Newman Springs Road
Suite 203
Red Bank New Jersey 07701
Main: 877 627 3772



July 14, 2022

Kathy Lenahan, Board Administrator
Zoning Department
Township of Cranford
8 Springfield Avenue
Cranford, NJ 07016

Planning Review Letter No. 1
PB-22-002 (Preliminary and Final Subdivision and Site Plan)
Hartz Mountain Industries, Inc.
750 Walnut Avenue
Block 541, Lot 2
Colliers Engineering & Design Project No. CDP-0016

Dear Ms. Lenahan:

As requested, our office has reviewed application PB 22-002, submitted by Hartz Mountain Industries, Inc. (the Applicant), seeking Preliminary and Final Subdivision and Site Plan approval to redevelop the existing property.

The following documents, which were submitted in support of the Application, have been reviewed:

1. Plans entitled "Preliminary and Final Major Site Plan and Major Subdivision Plan for Hartz Mountain Industries, Inc., Proposed Mixed-Use Redevelopment Plan, prepared by Zachary E. Chaplin, PE, of Stonefield Engineering & Design, dated May 23, 2022, consisting of 19 sheets.
2. Environmental Impact Statement, prepared by Zachary E. Chaplin, PE, of Stonefield Engineering & Design, dated April 4, 2022.
3. Stormwater Management Report, prepared by Zachary Chaplin, PE, of Stonefield Engineering & Design, dated May 23, 2022.
4. Traffic Impact Study. Prepared by John R. Corak, PE, and Matthew J. Seckler, PE, PP, PTOE of Stonefield Engineering & Design, dated February 2, 2022.
5. Tenant Sustainability Manual and Fact Sheet, prepared by Greystar, undated.
6. Waste Management Plan, prepared by Greystar, undated.
7. Plans entitled "Preliminary Subdivision Plan of Block 541, Lot 2", prepared by Gregg A. Gaffney, PLS of Control Layouts, Inc., dated November 15, 2021, and revised through April 30, 2022, consisting of 1 sheet.
8. Plans entitled "Boundary & Topographic Survey for Block 541 Lot 2", prepared by Gregg A. Gaffney, PLS of Control Layouts, Inc., dated July 2, 2021, consisting of 3 sheets.

9. 750 Walnut Consistency Review Findings, prepared by Topology, dated June 1, 2022.
10. Plans entitled "750 Walnut-Residential", prepared by Minno & Wasko Architects and Planners, dated January 28, 2022, and revised through May 20, 2022, consisting of 12 sheets.
11. Landscape Plans prepared by David I. Lustberg of Arterial, dated January 28, 2022, and revised through May 20, 2022, consisting of 17 sheets.
12. Letter entitled "Technical Loading and Unloading Study", prepared by Grant B. Lewis, PE, PP, CME of Cranford, 750 Walnut Development, LLC (Hartz), dated March 31, 2022.
13. Development Application, including Form Nos. 01, 07, 08, 09, and 10, date received by Township: May 25, 2022.
14. Community Impact Statement, prepared by Keenan Hughes, AICP, PP, of Phillips Preiss Grygiel Leheny Hughes, dated April 6, 2022.
15. Plans entitled "Proposed Warehouse Building 'A'", prepared by Vincent Antonacci, Jr., dated January 14, 2022, and revised through May 20, 2022, consisting of 1 sheet.
16. Development Review Application form to the County of Union, New Jersey.
17. Letter entitled "Completeness Notification", prepared by Kathleen Nemeth, Town Zoning Officer, dated June 21, 2022.

A. Existing Conditions

The subject property is a triangular-shaped lot located on the west side of Walnut Avenue in the Township's 750 Walnut Avenue Redevelopment Area. The site has a total area of 1,341,643 sq. ft. or 30.80 acres. Until recently, the property contained approximately 400,000 sq. ft. of office, lab, and industrial facilities, which have been demolished. The property was organized under a commercial condominium form of ownership (See Figures 1 and 2), however the Applicants have represented that the condominium has been terminated. The property also contains a vacated portion of Lexington Avenue, which was vacated in 1949.

The site is located immediately south of the main stem of the Consolidated Rail Corporation (Conrail). The municipal boundary with Clark Township is located to the south and west of the subject site, with adjacent Lot 1 being part of the Hyatt Hills Golf Complex, which is located in both Cranford and Clark. Opposite Walnut Avenue uses are predominantly single family residential, with commercial near Walnut Avenue's intersection with Raritan Road.

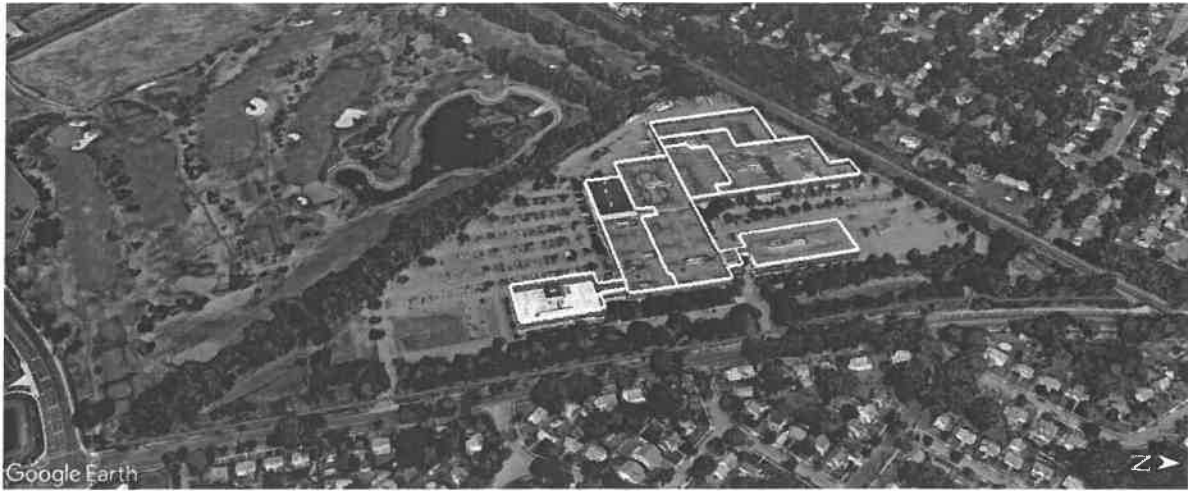


Figure 2: Google Maps image of the site, with the property boundaries approximated.



Figure 1: Tax Map (stitched) of the site, with the property boundaries approximated.

B. Applicable Land Use Controls

The subject tract composes the entirety of the 750 Walnut Avenue Redevelopment Area. The redevelopment plan for this area governs the use, bulk standards, design criteria, and building requirements of the site. Based on the redevelopment plan, any design or performance standards not addressed within the redevelopment plan relies on the applicable design and performance standards set forth in the Township's Land Development Ordinance.

C. Proposed Conditions

The Applicant proposes to redevelop the existing site in accordance with the Township's redevelopment plan for the site, which was prepared November 18, 2021, and revised through January 25, 2022 (adopted March 8, 2022). As part of the proposed redevelopment, the site will be subdivided into two lots: a residential tract and a commercial and industrial tract. These tracts correspond with the redevelopment area subdistricts: Subdistrict 1 (Residential) and Subdistrict 2 (Commercial/Industrial).

BULK REQUIREMENTS - SUBDISTRICT 1 RESIDENTIAL			
	Required	Proposed	Variance
Minimum Lot Area (acres)	10	13.5	
Minimum Building Setback to Walnut Ave Curb Line (ft)	50	83.1	
Minimum Front Yard Setback from Curb Line of Private Street (ft)	14	15.2	
Minimum Side Yard Setback (ft)	20 between buildings 15 between curb lines and building facades	>20 between buildings ~15.5 curb lines*	
Minimum Rear Yard Setback (ft)	20 between buildings or 15 between curb or property line, whichever is nearest, and building facades	~16 curb lines*	
Maximum Building Height (stories)	4	4	
Maximum Building Height (ft)	50	49	
Maximum Building Coverage	50%	14.0%	
Maximum Lot Coverage	60%	55.2%	
Maximum Dwelling Units	250	250	
Minimum Ceiling Heights (feet)	10 ground story 9 upper story	10 ground story 9 upper stories	
Minimum Privately Owned Public Open Space (sq. ft.)	100,000	*	

BULK REQUIREMENTS – SUBDISTRICT 1 RESIDENTIAL			
	Required	Proposed	Variance
Minimum Bicycle Spaces (indoor)	0.25/dwelling unit (63 required)	64	
Minimum Bicycle Spaces (outdoor)	0.1/dwelling unit (25 required)	25	
Minimum Off-Street Parking Spaces	1.8/dwelling unit (450 required)	450	
Minimum EVSE/Make Ready Parking Spaces	15% of required spaces (68 total) 1/3 of which to contain EVSE (23 required, remainder within 6 years) 5% of EVSE to be ADA accessible (4 total)	24 spaces with EVSE installed*	
*Not quantified. Applicant shall clarify			

BULK REQUIREMENTS – SUBDISTRICT 2 COMMERCIAL/INDUSTRIAL			
	Required	Proposed	Variance
Minimum Lot Area (acres)	10	17.3	
Minimum Front Yard Building Setback (ft)	100	63 (to residential lot)	V
Minimum Side Yard Setback (ft)	20 between buildings or 10 between curb lines and building facades	170 buildings* >10 between curb and building façade*	
Minimum Rear Yard Setback (ft)	20 between buildings or 10 between curb or property line, whichever is nearest, and building facades	>10 between curb and building façade*	
Maximum Building Height (stories)	4	1	
Maximum Building Height (ft)	50	40.7	
Maximum Building Coverage	40%	32.1	
Maximum Impervious Coverage	65%	63.7	

BULK REQUIREMENTS – SUBDISTRICT 2 COMMERCIAL/INDUSTRIAL			
	Required	Proposed	Variance
Minimum Ceiling Heights (feet)	12 ground story 9 upper story	>12 feet	
Minimum Privately Owned Public Open Space (sq. ft.)	25,000	*	
Minimum Bicycle Spaces (indoor)	1/15,000 sq. ft (office, distribution center) 17 required	**	
Minimum Bicycle Spaces (outdoor)	1/15,000 sq. ft. (office, distribution center) 17 required	4*	
Minimum Off-Street Parking Spaces	0.25/1,000 sq. ft. of warehouse and storage* 4.0 per 1,000 sq. ft. of office*	157*	V*
Minimum EV/Make Ready Parking Spaces	*	7*	
Minimum Loading Spaces	1/10,000 square feet of gross floor area (24 required)	75	
V-Variance *Applicant shall clarify (See comments in Section F) **Not provided by Applicant (See comments in Section F)			

D. Variances

The Applicant has not requested any variances as part of this application. Based on our review, the following items may require variance relief:

1. **Outdoor Bicycle Parking.** The redevelopment plan requires 1 bicycle parking space per 15,000 square feet of floor area for an “Office, Distribution Center.” The Applicant’s calculations appear to be based on the anticipated office space, and not the entire building. As such, 4 spaces are proposed, when 17 are required.
2. **Sidewalk and Planting Area (Walnut Avenue).** The redevelopment plan requires a “Sidewalk, Planting Zone” and a “Sidewalk, Pedestrian Zone” as part of the required streetscape elements. The “Sidewalk, Planting Zone” requires the 3 feet closest to the curb line to be comprised of a planting zone, creating a buffer against the roadway and includes street trees or other compliant plantings, as well as lighting. The “Sidewalk, Pedestrian Zone” requires a dedicated pedestrian zone along the sidewalk to be provided and have a minimum unobstructed width of 8 feet at all points. The plans do not indicate any landscaping is proposed along Walnut Avenue, nor is the existing 4-foot-wide sidewalk shown for improvement or expansion.

3. Front Yard (Subdistrict 2). While the buildings in the commercial/industrial Subdistrict 2 are located 150 feet from the property line along Walnut Avenue, which would typically be considered a front yard, the redevelopment plan appears to specify that the front yard is different in this situation. For the commercial/industrial Subdistrict 2, the redevelopment plan states that "A building's Primary Façade shall front on the property line between Subdistrict 1 and 2, and a second building shall front towards the Conrail rail line. The frontage shared with the residential development will serve as the front yard for Subdistrict 2 and be indicated through architectural treatment and site landscaping design in accordance with Section 4.6." (Redevelopment Plan Section 4.2 B 2c i, page 21). This subsection "i" is followed by subsection "ii" which requires a minimum front yard setback of 100 feet from the property line. The proposed building A in the commercial/industrial subdistrict measures 63 feet from the property line shared with the residential subdistrict.

As noted in the redevelopment plan, the Planning Board shall be allowed to grant "c" variances, deviations, design waivers, and/or exceptions.

"C" Variances

For bulk 'c' variances, NJSA 40:55D-70(c) sets forth the criteria by which a variance can be granted from the bulk requirements of a zoning ordinance. The first criteria is the C(1) or hardship reasons including exceptional narrowness, shallowness or shape of a specific piece of property, or exceptional topographic conditions or physical features uniquely affecting a specific piece of property, or extraordinary and exceptional situation uniquely affecting a specific piece of property.

The second criteria involves the C(2) or flexible "C" variance where the purposes of the MLUL would be advanced by a deviation from the zoning ordinance requirements and the benefits of the deviation would substantially outweigh any detriment.

Pursuant to the Municipal Land Use Law (N.J.S.A. 40:55D-70C), deviation from a bulk standard can be granted under either a "C(1)" hardship variance or a "C(2)" flexible variance.

- A "C(1)" hardship variance can be granted to relieve peculiar and exceptional practical difficulties to, or exceptional and undue hardship upon, the developer of a specific piece of property that is uniquely affected by (a) exceptional narrowness, shallowness or shape, (b) exceptional topographic conditions or physical features, or (c) other extraordinary and exceptional situation affecting the property or the lawfully existing structures. For a "C(1)" variance, the Applicant must demonstrate that there is some specific physical feature of the property that prevents compliance with the ordinance.
- A "C(2)" flexible variance requires the Applicant to demonstrate that the benefits of allowing the proposed deviation will substantially outweigh any detriments associated with the deviation. The Applicant must show that the requested "C(2)" variance will result in a better plan for the property.

For both "C(1)" and "C(2)" variances, the Applicant must also demonstrate to the Board that:

- The purposes of zoning (see N.J.S.A. 40:55d-2) would be advanced by the proposed deviation. Furthering one or more purposes of zoning would indicate that there is a benefit to granting the proposed variance.
- The variance can be granted without substantial detriment to the public good. The focus is on the impact of the proposed variance upon the adjacent properties and whether or not it will cause such damage to the character of the neighborhood as to constitute "substantial detriment to the public good".
- The variance will not substantially impair the intent and purpose of the zone plan and zoning ordinance. The Applicant must demonstrate that the variance is not inconsistent with the intent and purpose of the ordinance requirements from which relief is sought.

E. Waivers/Exceptions

The Applicant has not requested any waivers or exceptions as part of this application. Based on our review, the following items may require an exception by the Board:

1. Signage. Signage is not specifically regulated under the redevelopment plan and therefore would defer to the C-3 zone. The proposed signage would require the following exceptions from the Township's design standards:
 - a. Maximum Area of a Freestanding Sign. The applicant proposes two freestanding signs, one at the entrance drive to the residential use, and one at the entrance drive to the commercial/industrial use. Each sign measures 12 feet in length by 4 feet in height, for a sign area of 48 square feet per surface. Pursuant to § 255-26 J (4)(e)[3], the maximum sign area of a freestanding sign shall not exceed 30 square feet on each side or surface.
 - b. Maximum Height of a Freestanding Sign. The two freestanding signs will each have a height of 4 feet, which complies with the requirement, however, they will be placed on a base measuring 2 feet, 8 inches in height, for a total height of 6 feet, 8 inches. Pursuant to § 255-26 J (4)(e)[2], the maximum height of a freestanding sign shall not exceed four feet above finished grade.

While the Township recently amended its sign code to move sign regulations to the zoning code, the time of application law would stipulate that signage would be regulated under the previous ordinance, and therefore require an exception from the design standards.

F. Comments

General

1. Per the Redevelopment Agreement, the commercial project shall commence prior to the commencement of construction of the residential component. No phasing plans have been provided as part of the submission.

2. The Applicant shall provide evidence of all outside approvals.

Landscaping and Lighting

3. The C-19 Tree Replacement Plan indicates that a number of existing trees are to remain; however, it does not specify the proposed trees to remain, their size, type, and condition. The applicant shall clarify.
4. Similarly, any existing trees that can be saved at other locations, such as the western and northern property line areas, should be identified and considered.
5. In addition to the above, protection details shall be provided for all trees proposed to remain.
6. The landscaping treatment of the areas located in the southern triangle portion of the site near Raritan Road should also be clarified.
7. The Landscape Plans should clarify the limits of responsibility for the 2 properties relating to the privately-owned public open space and clarify the long-term care, feeding, and maintenance.
8. The plans should provide additional shade trees along all street frontages.
9. The plans indicate that the proposed warehouse buildings are intended to be 40 feet high in elevation. The landscaping proposed along the Walnut Avenue frontage should provide a visual screen with evergreens and the proposed trees at the wall ends.
10. The Landscape Plans should also address the large walls of the proposed warehouse buildings by providing screening along the northern frontage between the proposed privately-owned public open space and the service drive. A portion of the proposed vegetative screen appears to be limited to pollinator mix.
11. The Landscape Plan should address the screening of the loading dock bays from the road. Additional plantings should be considered to screen the dock bays from public view.
12. There is confusion between the landscaping shown in the site plan (Stonefield) and landscape plan (Arterial) plans in areas near Walnut Avenue. This should be clarified. For example, the proposed landscaping on Match Zone 1 of Sheet 14 of the Stonefield Plans is inconsistent with the Arterial plans for the southern egress.
13. The Arterial Plan indicates 3 trees and a wall along the parking area shown as part of Stonefield's Match Zone 1. The plans need to resolve providing plantings along the parking lot to screen the cars from Walnut Avenue.
14. The parking areas on the southern side of the residential building should also have some screening / plantings.

15. Plantings should be provided around the proposed small parking area adjacent to the basketball court.
16. The Applicant should clarify and provide additional information regarding the intent and maintenance associated with areas that are noted to be Ernst Pollinator Seed Mix. Are these areas to be roped off (i.e. "no mow zones") or designated in the field?
17. All areas to be seeded and or sodded shall be indicated on all plans. For example, the Arterial plans show sodding/seeding, but this is not clearly shown in the Stonefield plans; clarification of proposed stabilization shall be provided.
18. The proposed note on sheet C-14, regarding irrigation should state that said Irrigation should be designed to cover all lawn and planting areas. Also, clarification should be provided regarding the extent of responsibility for the irrigation system associated with the residential and warehouse properties.
19. The Lighting Plans should provide photometric isolux patterns for all proposed fixtures.
20. The Lighting Plan table of Proposed Luminaire Schedule should provide information regarding mounting heights of the proposed fixtures.
21. The Applicant should address lighting levels along the western property line as areas are indicated as high as 8.2 fc off of the property along the golf course. Shielding should be provided.
22. Additional information regarding the proposed D-20 fixture as it is generating lighting levels in excess of 115 fc in areas along the service drive.
23. The Applicant should clarify that there is to be no lighting of the basketball court or the front parking lot. Similarly, the Applicant shall address the provision of security lighting in these areas.
24. The redevelopment plan requires demarcated pedestrian pathways from the street front and all parking areas to entrances. While sidewalks are evident on the residential tract, the Applicant shall address how the industrial tract complies with this requirement.

Community Impact Statement

25. There is no analysis in the community impact statement as to the potential impact on the school enrollment and whether the school district would require additional staff or facilities to accommodate the anticipated 27 additional students.
26. There is no analysis in the community impact statement of the potential impact on municipal services, including police, fire, EMS, parks and recreation, garbage and recycling pickup, snowplowing, library, or public water and wastewater facilities.

27. The community impact statement should include an analysis of the potential nonresidential development fee that will be required pursuant to §255-6E.
28. The affordable housing bedroom distribution is in conformance with §255-7A(5) and the Uniform Housing Affordability Controls (UHAC).
 - Efficiency/One-Bedroom – not more than 20% (20% x 38 = 7.6 units max; 6 proposed)
 - Two bedroom – at least 30% (30% x 38 = 11.4 units min; 24 proposed)
 - Three Bedroom – at least 20% (20% x 38 = 7.6 units min; 8 proposed)

Parking/Loading

29. The redevelopment plan requires details of bicycle racks be provided. The Landscaping Plans show a detail of a bicycle rack on L-503 of the Arterial Plans, while sheet C-17 of the Stonefield Plans show a different detail. The Applicant shall clarify. The Board shall note that per redevelopment plan, the size and style of bicycle racks shall be approved by the Planning Board.
30. The redevelopment plan requires appropriate siting of loading areas to accommodate commercial deliveries, including parcel drop-off, residential moving, and other larger deliveries, should be off-street and away from the public realm, and that all off-street loading areas shall be shielded from public view. The Applicant shall provide testimony how the proposed development meets this requirement.
31. All off-street loading areas in Subdistrict 2 shall be shielded from public view. The Applicant shall provide testimony that the proposed development meets this requirement.
32. The architectural elevations of the proposed commercial/industrial buildings do not illustrate the location(s) of proposed indoor bicycle parking, however, the plans do note that the location and number of spaces shall be determined at the time of tenant selection, and that they shall comply with redevelopment plan requirements. As such, plans should include a note that a minimum of 17 indoor bicycle parking spaces shall be provided.
33. The off-street parking table in the site plan indicates that the commercial/industrial component will contain 217,080 square feet of warehouse space, and 24,120 square feet of office space. The architectural elevations show a warehouse area of 98,220 square feet for “Building A” and 121,200 square feet for “Building B” for a total of 219,420 square feet of warehouse area. The elevations also show an office area of 10,080 square feet for Building A, and 9,900 square feet for Building B, for a total of 19,980 square feet. The Applicant shall clarify.
34. The Applicant has correctly calculated that 68 parking spaces as part of the residential component shall be “made ready” for EV charging, with a minimum of 23 spaces to have EV charging equipment installed. The Board should note that pursuant to the new state requirements, the remaining spaces shall have EV charging equipment installed within the time frames specified in the legislation.

35. The plans shall indicate which EV charging spaces will be accessible to those with disabilities. The new state requirements require at least 5 percent of the EV supply equipment spaces shall be accessible.
36. The site plans do not provide a calculation for the number of required EV spaces for the Commercial/Industrial component, however 7 are illustrated on the site plan. As noted above, there are some inconsistencies in the area calculations for office and warehouse space, which will ultimately determine the number of off-street parking spaces, and in turn, the number of EV spaces. The Board shall note that the new EV law will require a minimum of 4 percent of all spaces to be EV ready if more than 150 off-street parking spaces are provided, 5 percent of which shall be accessible for people with disabilities.
37. The redevelopment plan permits the redeveloper to provide a maximum of 20 percent of off-street parking spaces as compact spaces measuring 8 feet by 16 feet. It does not appear that any compact spaces are provided; the Applicant shall clarify.
38. Pursuant to the redevelopment plan, the Applicant is providing 1.8 off-street parking spaces per residential unit. While this complies with the redevelopment plan, it is less than required under the Residential Site Improvement Standards, and therefore a de minimis exception will be required.

Building Design

39. As discussed at the DRC meeting, the Applicant is encouraged to bring in examples of building materials and/or provide conceptual renderings of the proposed buildings.
40. The redevelopment plan provides requirements for residential building transparency, including 35 percent transparency on the ground level story, 30 percent transparency on all other floors of the primary façade, and 25 percent transparency of all other floors on other facades. The applicant shall provide these calculations to demonstrate compliance with this section.
41. The redevelopment plan provides a 5 percent requirement for non-residential building transparency. The applicant has indicated that each building will comply with this requirement.
42. As noted in the previous section, while area calculations are provided for the purposes of parking, the architectural elevations do not illustrate the location(s) of any proposed office area(s) in the Commercial/Industrial component. The Applicant shall clarify.
43. The redevelopment plan indicates that massing should utilize upper story setbacks. The Applicant shall provide testimony on how the proposed design meets this requirement.
44. The redevelopment plan has very specific requirements related to openings (doors, windows) and façade treatments (see pg. 30 et. seq.). The Applicant shall provide testimony on the proposed design, and plans should provide details to demonstrate compliance.

45. Subdistrict 1 requires that the “building top” (top floor) be differentiated through the use of materials or staggered rooflines. The Subdistrict also requires that “rooflines shall be modulated.” The Applicant shall address how the proposed façade complies.

Site Design

46. As noted in the previous section, no streetscape or landscape improvements appear to be proposed along Walnut Avenue. The first objective of the redevelopment plan’s Goal B: “Quality Design + Usable Open Space,” states “Enhance the visual character and safety of the Walnut Avenue frontage via landscape and streetscape improvements.” The Applicant shall clarify.
47. Per the redevelopment plan, a minimum of 100,000 square feet of privately-owned public open space shall be provided in Subdistrict 1. The Applicant shall provide testimony to clarify the amount of privately-owned public open space provided in Subdistrict 1. Plans shall be revised to identify and quantify each area proposed as privately-owned public open space.
48. Per the redevelopment plan, the residential buildings’ primary façade shall front on the subdistrict 1 privately owned public open space. It appears that the primary façade fronts on a parking lot. The Applicant shall clarify.
49. Similarly, a minimum of 25,000 square feet of privately-owned public open space shall be provided in Subdistrict 2. The Applicant shall provide testimony to clarify the amount of privately-owned public open space provided in Subdistrict 2. Plans shall be revised to identify and quantify each area proposed as privately-owned public open space.
50. As noted in Section C of this report, clarification is needed on compliance with the setback requirements. It is not clear where the measurements in the bulk table of the site plans were taken.
51. The Applicant shall provide testimony demonstrating compliance with the required sustainable development standards of the redevelopment plan. The Applicant shall also provide testimony on compliance with any of the optional sustainable development standards that are encouraged in the redevelopment plan.
52. Plans do not indicate any pedestrian connection to the proposed basketball court from either the residential subdistrict, the commercial/industrial subdistrict, or Walnut Avenue.
53. The redevelopment plan notes that the privately-owned public open space should include features that are attractive and appropriate for all ages and abilities. The Applicant shall clarify if any outdoor play areas are proposed, as none are shown in the landscaping plans.

Signage

54. The architectural elevations for the commercial/industrial buildings show 5 wall sign placeholders for each building, each measuring 8 feet in height by 16 feet in length. Per the

Township's requirements for wall signs in the C-3 zone, § 255-26 J (4)(b)[3], each business shall be permitted to have no more than one wall sign per wall, provided that no sign shall be located less than 150 feet from a residential zone. While the Applicant has noted that specific tenants have not been identified, we recommend that as a condition of approval, wall signage be limited to one sign per business.

55. In addition to the above, the same subsection prohibits exterior wall mounted signs within 150 feet of a residential zone. Considering that the zone boundary between the C-3 zone and the residential R-1 zone runs through the adjacent Conrail tract, the Applicant shall provide testimony if the proposed wall signage for proposed Flex Building B will require an exception.

Should you have any questions concerning the above comments please do not hesitate to contact my office. We reserve the right to make additional comments based upon further review or submission of revised plans or new information.

Sincerely,

Colliers Engineering & Design, Inc.
(DBA Maser Consulting)



Nicholas Dickerson, PP, AICP, CFM
Board Planner

cc: Molly Hurley Kellett, Esq., Planning Board Chair (via email)
Jonathan E. Drill, Esq., Planning Board Attorney (via email)
Jacqueline Dirmann, Planning Board Engineer (via email)
Ty Apgar, Township's Engineering Consultant (via email)
Maurice Rached, Township's Traffic Expert (via email)
Michael Ash, Esq., Township's Redevelopment Attorney (via email)
Ryan Cooper, Esq., Township Attorney (via email)
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VIA EMAIL
May 9, 2022

Michael J. Ash, Esq., CRE, Partner
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Traffic Review
Redevelopment Plan
750 Walnut Street
Block 541, Lot 2
Township of Cranford, Union County, NJ
Colliers Engineering & Design Project No. CDZ0339A

Dear Mr. Ash,

As requested, Colliers Engineering and Design has completed its review of the traffic study submitted by the applicant, dated February 2, 2022, and prepared by Matthew Seckler and John Corak of Stonefield Engineering.

Introduction

This review letter pertains to the traffic impact of a redevelopment plan for Lot 2 in Block 541, aka 750 Walnut Avenue, in the Township of Cranford. The existing land use consists of 315,000 sq. ft. of office space. In the redevelopment plan it is proposed to construct 241,200 sq. ft. of flex space and 250 residential dwelling.

General Traffic Comments

1. A traffic study dated February 2, 2022, prepared by Matthew J. Seckler, Stonefield Engineering, was submitted for this redevelopment plan.
2. The traffic study was prepared according to acceptable standards and addressed anticipated trip generation, trip distribution, and parking.
3. The traffic study included traffic data and capacity analyses for the following streets and intersections:
 - a. Intersection of Lincoln Avenue and Walnut Avenue
 - b. Intersection of Chester Lang Place and Walnut Avenue
 - c. Intersection of Lexington Avenue and Walnut Avenue
 - d. Intersection of Walnut Avenue and the northerly site driveway
 - e. Intersection of Behnert Place and Walnut Avenue
 - f. Intersection of Mitchell Place and Walnut Avenue
 - g. Intersection of Walnut Avenue and the southerly site driveway

- h. Intersection of Raritan Road and Walnut Avenue
 - i. Intersection of Florence Drive and Walnut Avenue
 - j. Intersection of Raritan Road, New York Avenue, and Colin Kelly Court
 - k. Intersection of Raritan Road, Shoprite Way, and the shopping center driveway
 - l. Intersection of Raritan Road and Central Avenue
4. In addition, the traffic study included the following tasks and analyses:
- a. Right-Turn Gap Analysis – Intersection of Walnut Avenue and Chester Lang Place.
 - b. Journey-to-Work models to estimate trip distribution.
 - c. Traffic calming measures.
 - d. Traffic signal warrant analysis for the intersection of Behnert Place and Walnut Avenue. It should be noted that this analysis determined that a traffic signal is not justified for this intersection. CED is in agreement with this finding.
5. The findings of this traffic study in terms of trip generation, trip distribution, and capacity analyses were found acceptable.
6. The recommendations listed in the study for traffic calming and mitigation for the northerly section of the Indian Village neighborhood are not sufficient to address the concerns of the residents.
7. The full movement access to the flex space is proposed to be opposite Lexington Ave. The residential portion has two access point, one full-movement opposite Behnert Place, and a second one-way egress mid-block between Michel Place and Raritan Road.
8. The proposed development is anticipated to generate 304 less trips during the morning peak hour and 274 less trips during the weekday evening peak hour, when compared to the previously existing commercial configuration at full occupancy.

Existing Traffic Issues

Based on field reconnaissance activities conducted by CED, input from residents at public meetings, and feedback received by the Township from residents, the traffic issues in the Indian Village neighborhood can be summarized as follows:

1. Cut-Trough traffic is the most cited traffic issue by resident. This is currently occurring along Lexington Avenue, and it was verified by CED. Lexington Avenue is being used as a cut-through by traffic travelling south on Walnut Avenue whose destination is Raritan Road northbound or the Garden State Parkway (GSP). Residents are concerned that this proposed development will exacerbate this condition. Cut-through



traffic along other streets in the neighborhood does not seem to be as prevalent. As shown in Figure 1, common navigation software applications direct drivers on Walnut Avenue, destined to the GSP, through Lexington Avenue.

2. Speeding along certain long stretches of roadways was cited frequently, namely along Lexington Avenue and Mohawk Drive. Speeding along Walnut Avenue was also cited as a safety issue.
3. Pedestrian crossing on Walnut Avenue was reported by many as a critical safety issue.
4. The speed limit of Walnut Avenue is currently 35 mph. Several requests were made to lower this speed limit to 25 mph.
5. There were several other traffic concerns outside the scope of this review, which should be address separately.

Traffic Mitigation Plan

The Redeveloper shall make the following off-site improvements in conjunction with the redevelopment of 750 Walnut:

1. The traffic signal at the intersection of Walnut Avenue and Raritan Road is to be improved by upgrading the vehicular detection system and optimizing the signal timing, which may included detection update, phasing changes, or interval modifications.
2. Given the change in land-use of a portion of the project site to residential, and taking into account the anticipated pedestrian trips between the Indian Village neighborhood the proposed development, the speed limit along Walnut Avenue should be reduced to 25 mph, which is consistent with the statutory provisions of Title 39 for residential areas and appropriate for the character and functionality of this roadway. Since Walnut Avenue is a County Road, the Township will assist the Redeveloper in this regard by participating in communication with the County and by establishing the requisite documents such as supporting letter, resolution, and/or petition. It will be the responsibility of the Redeveloper to conduct or fund any studies or analyses that may be required by the County.
3. A crosswalk on Walnut Avenue is needed to provide pedestrians with a safer means of crossing the roadway. Similar to the comment above, the Township will provide assistance to the Redeveloper in support of this request. If this pedestrian crossing is established successfully along with the speed limit reduction, configuring it as a raised crosswalk should be explored.
4. In conjunction with the crosswalk on Walnut Avenue, a raised intersection, or other traffic mitigation/calming device is to be installed to further enhance the safety of pedestrians.

5. The following additional traffic measures will need to be implemented to mitigate any potential adverse impacts from the project configuration:
 - a. Speed humps along Lexington Avenue, Behnert Place, and Mohawk Drive are to be installed with spacings of about 500 feet.
 - b. Speed limit signs reinforcing the statutory 25 mph are to be installed on Lexington Avenue, Behnert Place and Mohawk Drive.
 - c. Turn restrictions for traffic exiting the development are to be implemented to prohibit exiting vehicles from driving across Walnut Avenue into the Indian Village neighborhood.
 - d. An all-way stop control is to be installed at the intersection of Behnert Place and MacArthur Street.
 - e. Signage recommendations to prevent truck and vehicle traffic from entering the neighborhood??

Sincerely,

Colliers Engineering & Design, Inc.
(DBA Maser Consulting)

S. Maurice Rached, PE, PTOE
Division Director