

CAPACITY ANALYSIS SUMMARY TABLE

4/6/2018

INTERSECTION: Rt 202 and Brown
PEAK HOUR: PM Peak

APPROACH MOVEMENT	NO BUILD CONDITIONS				BUILD CONDITIONS				CHANGE IN DELAY				BUILD WITH MITIGATION				CHANGE IN DELAY				
	# LANES	VOLUME	GREEN TIME	DELAY	LOS	# LANES	VOLUME	GREEN TIME	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	# LANES	VOLUME	GREEN TIME	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED
EB	LEFT	0.5	9	17	29.8	C	0.5	9	17	29.8	C	12.6	0.0	NO	0.5	9	16	30.6	12.6	0.8	NO
	THRU	0.5	1	17	29.8	C	0.5	1	17	29.8	C	12.6	0.0	NO	0.5	1	16	30.6	12.6	0.8	NO
	RIGHT	1	4	17	29.7	C	1	4	17	29.7	C	12.6	0.0	NO	1	4	16	30.5	12.6	0.8	NO
	OVERALL	2	14		29.8	C	2	14		29.8	C	12.6	0.0	NO	2	14		30.6	12.6	0.8	NO
WB	LEFT	0.33	136	17	33.8	C	0.33	211	17	41.4	D	11.6	7.6	NO	0.33	211	16	44.5	11.6	10.7	NO
	THRU	0.33	3	17	33.8	C	0.33	3	17	41.4	D	11.6	7.6	NO	0.33	3	16	44.5	11.6	10.7	NO
	RIGHT	0.33	24	17	33.8	C	0.33	24	17	41.4	D	11.6	7.6	NO	0.33	24	16	44.5	11.6	10.7	NO
	OVERALL	1	163		33.8	C	1	238		41.4	D	11.6	7.6	NO	1	238		44.5	11.6	10.7	NO
NB	LEFT	1	16	60	32.4	C	1	16	60	47.5	D	11.9	15.1	YES	1	16	61	43.6	11.9	11.2	NO
	THRU	0.5	515	60	10.4	B	0.5	634	60	15.4	B	17.4	5.0	NO	0.5	634	61	14.3	17.4	3.9	NO
	RIGHT	0.5	170	60	10.4	B	0.5	258	60	15.4	B	17.4	5.0	NO	0.5	258	61	14.3	17.4	3.9	NO
	OVERALL	2	685		10.9	B	2	892		16.0	B	17.3	5.1	NO	2	892		14.8	17.3	3.9	NO
SB	LEFT	1	71	60	16.1	B	1	71	60	27.1	C	16.0	11.0	NO	1	71	61	25.2	16.0	9.1	NO
	THRU	0.5	1061	60	22.0	C	0.5	1172	60	36.0	C	14.5	14.0	NO	0.5	1172	61	31.8	14.5	9.8	NO
	RIGHT	0.5	11	60	22.0	C	0.5	11	60	36.0	C	14.5	14.0	NO	0.5	11	61	31.8	14.5	9.8	NO
	OVERALL	2	1072		21.6	C	2	1183		35.5	C	14.6	13.9	NO	2	1183		31.4	14.6	9.8	NO

CAPACITY ANALYSIS SUMMARY TABLE

4/6/2018

INTERSECTION: Rt 202 and Brown
 PEAK HOUR: Saturday Peak

APPROACH MOVEMENT	NO BUILD CONDITIONS				BUILD CONDITIONS				CHANGE IN DELAY				BUILD WITH MITIGATION				CHANGE IN DELAY					
	# LANES	VOLUME	GREEN TIME	DELAY	LOS	# LANES	VOLUME	GREEN TIME	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	# LANES	VOLUME	GREEN TIME	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	
EB	LEFT	0.5	43	17	30.7	C	0.5	43	17	30.7	C	12.3	0.0	NO					12.3	-30.7	NO	
	THRU	0.5	6	17	30.7	C	0.5	6	17	30.7	C	12.3	0.0	NO					12.3	-30.7	NO	
	RIGHT	1	135	17	32.8	C	1	135	17	32.8	C	11.8	0.0	NO					11.8	-32.8	NO	
	OVERALL	2	184		32.2	C	2	184		32.2	C	12.0	0.0	NO					12.0	-32.2	NO	
WB	LEFT	0.33	90	17	32.5	C	0.33	198	17	40.1	D	11.9	7.6	NO					11.9	-32.5	NO	
	THRU	0.33	7	17	32.5	C	0.33	7	17	40.1	D	11.9	7.6	NO					11.9	-32.5	NO	
	RIGHT	0.33	32	17	32.5	C	0.33	32	17	40.1	D	11.9	7.6	NO					11.9	-32.5	NO	
	OVERALL	1	129		32.5	C	1	237		40.1	D	11.9	7.6	NO					11.9	-32.5	NO	
NB	LEFT	1	93	60	10.6	B	1	93	60	14.1	B	17.4	3.5	NO					17.4	-10.6	NO	
	THRU	0.5	394	60	7.4	A	0.5	542	60	10.1	B	18.2	2.7	NO					18.2	-7.4	NO	
	RIGHT	0.5	48	60	7.4	A	0.5	148	60	10.1	B	18.2	2.7	NO					18.2	-7.4	NO	
	OVERALL	2	442		8.0	A	2	690		10.6	B	18.0	2.6	NO					18.0	-8.0	NO	
SB	LEFT	1	18	60	9.0	A	1	18	60	13.7	B	17.8	4.7	NO					17.8	-9.0	NO	
	THRU	0.5	420	60	7.6	A	0.5	584	60	9.1	A	18.1	1.5	NO					18.1	-7.6	NO	
	RIGHT	0.5	45	60	7.6	A	0.5	45	60	9.1	A	18.1	1.5	NO					18.1	-7.6	NO	
	OVERALL	2	465		7.6	A	2	629		9.2	A	18.1	1.6	NO					18.1	-7.6	NO	

CAPACITY ANALYSIS SUMMARY TABLE

4/9/2018

INTERSECTION: Rt 202 and Muirfield
 PEAK HOUR: PM Peak

APPROACH MOVEMENT	NO BUILD CONDITIONS				BUILD CONDITIONS				CHANGE IN DELAY				BUILD WITH MITIGATION				CHANGE IN DELAY					
	# LANES	VOLUME	GREEN TIME	DELAY	LOS	# LANES	VOLUME	GREEN TIME	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	# LANES	VOLUME	GREEN TIME	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	
EB	LEFT	0.5	35	25	24.4	C	0.5	206	25	32.2	C	13.9	7.8	NO	0.5	206	25	30.8	C	13.9	6.4	NO
	THRU	0.5	0	25	24.4	C	0.5	2	25	32.2	C	13.9	7.8	NO	0.5	2	25	30.8	C	13.9	6.4	NO
	RIGHT	1	10	25	23.5	C	1	104	25	26.7	C	14.1	3.2	NO	1	104	34	19.2	B	14.1	-4.3	NO
	OVERALL	2	45		24.4	C	2	312		30.5	C	13.9	6.1	NO	2	312		27.1	C	13.9	2.7	NO
WB	LEFT	0.33	5	25	23.6	C	0.33	5	25	23.7	C	14.1	0.1	NO	0.33	5	25	23.6	C	14.1	0.0	NO
	THRU	0.33	0	25	23.6	C	0.33	2	25	23.7	C	14.1	0.1	NO	0.33	2	25	23.6	C	14.1	0.0	NO
	RIGHT	0.33	5	25	23.6	C	0.33	5	25	23.7	C	14.1	0.1	NO	0.33	5	25	23.6	C	14.1	0.0	NO
	OVERALL	1	10		23.6	C	1	12		23.7	C	14.1	0.1	NO	1	12		23.6	C	14.1	0.0	NO
NB	LEFT	1	1	50	18.3	B	1	76	50	19.0	B	15.4	0.7	NO	1	76	50	15.1	B	15.4	-3.2	NO
	THRU	0.5	686	50	13.5	B	0.5	722	50	17.0	B	16.6	3.5	NO	0.5	722	50	14.3	B	16.6	0.8	NO
	RIGHT	0.5	9	50	13.5	B	0.5	9	50	17.0	B	16.6	3.5	NO	0.5	9	50	14.3	B	16.6	0.8	NO
	OVERALL	2	695		13.5	B	2	731		17.2	B	16.6	3.7	NO	2	731		14.3	B	16.6	0.8	NO
SB	LEFT	1	11	41	20.4	C	1	11	41	25.6	C	14.9	5.2	NO	1	11	41	21.8	C	14.9	1.4	NO
	THRU	1	1108	41	187.1	F	1	1088	41	241.4	F	-26.8	54.3	YES	1.5	1088	41	26.3	C	-26.8	-160.8	NO
	RIGHT	1	1	41	13.3	B	1	207	41	15.8	B	16.7	2.5	NO	0.5	207	41	27.0	C	16.7	13.7	NO
	OVERALL	3	1109		185.3	F	3	1295		203.8	F	-26.3	18.5	YES	3	1295		26.6	C	-26.3	-158.7	NO

CAPACITY ANALYSIS SUMMARY TABLE

4/9/2018

INTERSECTION: Rt 202 and Muirfield
 PEAK HOUR: Saturday

APPROACH MOVEMENT	NO BUILD CONDITIONS				BUILD CONDITIONS				CHANGE IN DELAY				BUILD WITH MITIGATION				CHANGE IN DELAY					
	# LANES	VOLUME	GREEN TIME	DELAY	LOS	# LANES	VOLUME	GREEN TIME	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	# LANES	VOLUME	GREEN TIME	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	
EB	LEFT	0.5	2	15	31.4	C	0.5	203	15	50.9	D	12.2	19.5	YES	0.5	203	22	34.0	C	12.2	2.6	NO
	THRU	0.5	1	15	31.4	C	0.5	2	15	50.9	D	12.2	19.5	YES	0.5	2	22	34.0	C	12.2	2.6	NO
	RIGHT	1	1	15	31.3	C	1	116	15	41.0	D	12.2	9.7	NO	1	116	32	21.0	C	12.2	-10.3	NO
	OVERALL	2	4		31.3	C	2	321		47.3	D	12.2	16.0	YES	2	321		29.3	C	12.2	-2.0	NO
WB	LEFT	0.33	5	15	31.7	C	0.33	5	15	31.8	C	12.1	0.1	NO	0.33	5	22	26.0	C	12.1	-5.7	NO
	THRU	0.33	1	15	31.7	C	0.33	2	15	31.8	C	12.1	0.1	NO	0.33	2	22	26.0	C	12.1	-5.7	NO
	RIGHT	0.33	7	15	31.7	C	0.33	7	15	31.8	C	12.1	0.1	NO	0.33	7	22	26.0	C	12.1	-5.7	NO
	OVERALL	1	13		31.7	C	1	14		31.8	C	12.1	0.1	NO	1	14		26.0	C	12.1	-5.7	NO
NB	LEFT	1	2	60	7.3	A	1	103	60	9.5	A	18.2	2.2	NO	1	103	53	9.3	A	18.2	2.0	NO
	THRU	0.5	526	60	5.8	A	0.5	573	60	6.3	A	18.6	0.5	NO	0.5	573	53	9.5	A	18.6	3.7	NO
	RIGHT	0.5	8	60	5.8	A	0.5	8	60	6.3	A	18.6	0.5	NO	0.5	8	53	9.5	A	18.6	3.7	NO
	OVERALL	2	534		5.8	A	2	581		6.8	A	18.6	1.0	NO	2	581		9.5	A	18.6	3.7	NO
SB	LEFT	1	9	45	11.4	B	1	9	45	11.4	B	17.2	0.0	NO	1	9	43	13.8	B	17.2	2.4	NO
	THRU	1	593	45	17.6	B	1	602	45	20.1	C	15.6	2.5	NO	1.5	602	43	16.5	B	15.6	-1.1	NO
	RIGHT	1	2	45	11.3	B	1	265	45	13.9	B	17.2	2.6	NO	0.5	265	43	16.5	B	17.2	5.2	NO
	OVERALL	3	595		17.5	B	3	867		18.1	B	15.6	0.6	NO	3	867		16.5	B	15.6	-1.0	NO

CAPACITY ANALYSIS SUMMARY TABLE

4/10/2018

INTERSECTION: Rt 202 and 4th
PEAK HOUR: PM Peak

APPROACH MOVEMENT	NO BUILD CONDITIONS				BUILD CONDITIONS				CHANGE IN DELAY				BUILD WITH MITIGATION				CHANGE IN DELAY				
	# LANES	VOLUME	GREEN TIME	DELAY	LOS	# LANES	VOLUME	GREEN TIME	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	# LANES	VOLUME	GREEN TIME	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED
EB	LEFT	1	45	160.9	F	1	111		5050.8	F	-20.2	4889.9	YES	1	111	15	33.7	C	-20.2	-127.2	NO
	THRU																				
	RIGHT	1	63	33.0	D	1	213		520.5	F	11.8	487.5	YES	1	213	27	25.9	C	11.8	-7.1	NO
	OVERALL	2	106			2	324		2075.3					2	324		28.6	C			
WB	LEFT																				
	THRU																				
	RIGHT																				
	OVERALL																				
NB	LEFT	1	8	11.9	B	1	119		14.7	B	17.0	2.8	NO	1	119	61	10.1	B	17.0	-1.8	NO
	THRU	1	620			1	666				20.0	0.0	NO	1	666	61	7.4	A	20.0	7.4	NO
	RIGHT																				
	OVERALL	2	628			2	785							2	785		7.8	A			
SB	LEFT																				
	THRU	0.5	1259			0.5	1285				20.0	0.0	NO	1.5	1285	49	18.5	B	20.0	18.5	NO
	RIGHT	0.5	5			0.5	53				20.0	0.0	NO	0.5	53	49	18.7	B	20.0	18.7	NO
	OVERALL	1	1264			1	1338							2	1338		18.6	B			

CAPACITY ANALYSIS SUMMARY TABLE 4/10/2018

INTERSECTION: Rt 202 and 4th
 PEAK HOUR: Sat Peak

APPROACH MOVEMENT	NO BUILD CONDITIONS				BUILD CONDITIONS				CHANGE IN DELAY				BUILD WITH MITIGATION				CHANGE IN DELAY						
	# LANES	VOLUME	GREEN TIME	DELAY	LOS	# LANES	VOLUME	GREEN TIME	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	# LANES	VOLUME	GREEN TIME	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED		
EB	LEFT					1	73		200.9	F		20.0	200.9	YES	1	73	20	28.5	C			28.5	NO
	THRU																						
	RIGHT					1	163		18.1	C	20.0	18.1	NO	1	163	32	20.9	C				20.9	NO
	OVERALL					2	236		74.5						2	236		23.3	C				
WB	LEFT																						
	THRU																						
	RIGHT																						
	OVERALL																						
NB	LEFT					1	152		10.0	B	20.0	10.0	NO	1	152	56	7.6	A				7.6	NO
	THRU					1	653				20.0	0.0	NO	1	653	56	9.9	A				9.9	NO
	RIGHT																						
	OVERALL					2	805								2	805		9.4	A				
SB	LEFT																						
	THRU					0.5	652				20.0	0.0	NO	1.5	652	44	16.0	B				16.0	NO
	RIGHT					0.5	71				20.0	0.0	NO	0.5	71	44	16.0	B				16.0	NO
	OVERALL					1	723								2	723		16.0	B				

CAPACITY ANALYSIS SUMMARY TABLE

4/11/2018

INTERSECTION: Rt 202 and Foothill
 PEAK HOUR: PM Peak

APPROACH MOVEMENT	NO BUILD CONDITIONS				BUILD CONDITIONS				CHANGE IN DELAY				BUILD WITH MITIGATION				CHANGE IN DELAY						
	# LANES	VOLUME	GREEN TIME	DELAY	LOS	# LANES	VOLUME	GREEN TIME	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	# LANES	VOLUME	GREEN TIME	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED		
EB	LEFT																						
	THRU																						
	RIGHT																						
	OVERALL																						
WB	LEFT	0.5	16		124.1	F	0.5	16		1511.1	F	-11.0	1387.0	YES	1	16	12	34.2	C	-11.0	-89.9	NO	
	THRU																						
	RIGHT	0.5	104		124.1	F	0.5	176		1511.1	F	-11.0	1387.0	YES	1	176	29	23.5	C	-11.0	-100.6	NO	
	OVERALL	1	120				1	192							2	192		24.4	C				
NB	LEFT																						
	THRU	0.5	611				0.5	696				20.0	0.0	NO	0.5	696	46	24.7	C	-	24.7	NO	
	RIGHT	0.5	30				0.5	30				20.0	0.0	NO	0.5	30	46	24.7	C	-	24.7	NO	
	OVERALL	1	641				1	726							1	726		24.7	C				
SB	LEFT	1	364		11.6	B	1	448		14.2	B	17.1	2.6	NO	1	448	63	30.1	C	17.1		NO	
	THRU	1	792				1	884				20.0	0.0	NO	1	884	63	8.8	A	20.0	8.8	NO	
	RIGHT																						
	OVERALL	2	1156				2	1332							2	1332		16.0	B				

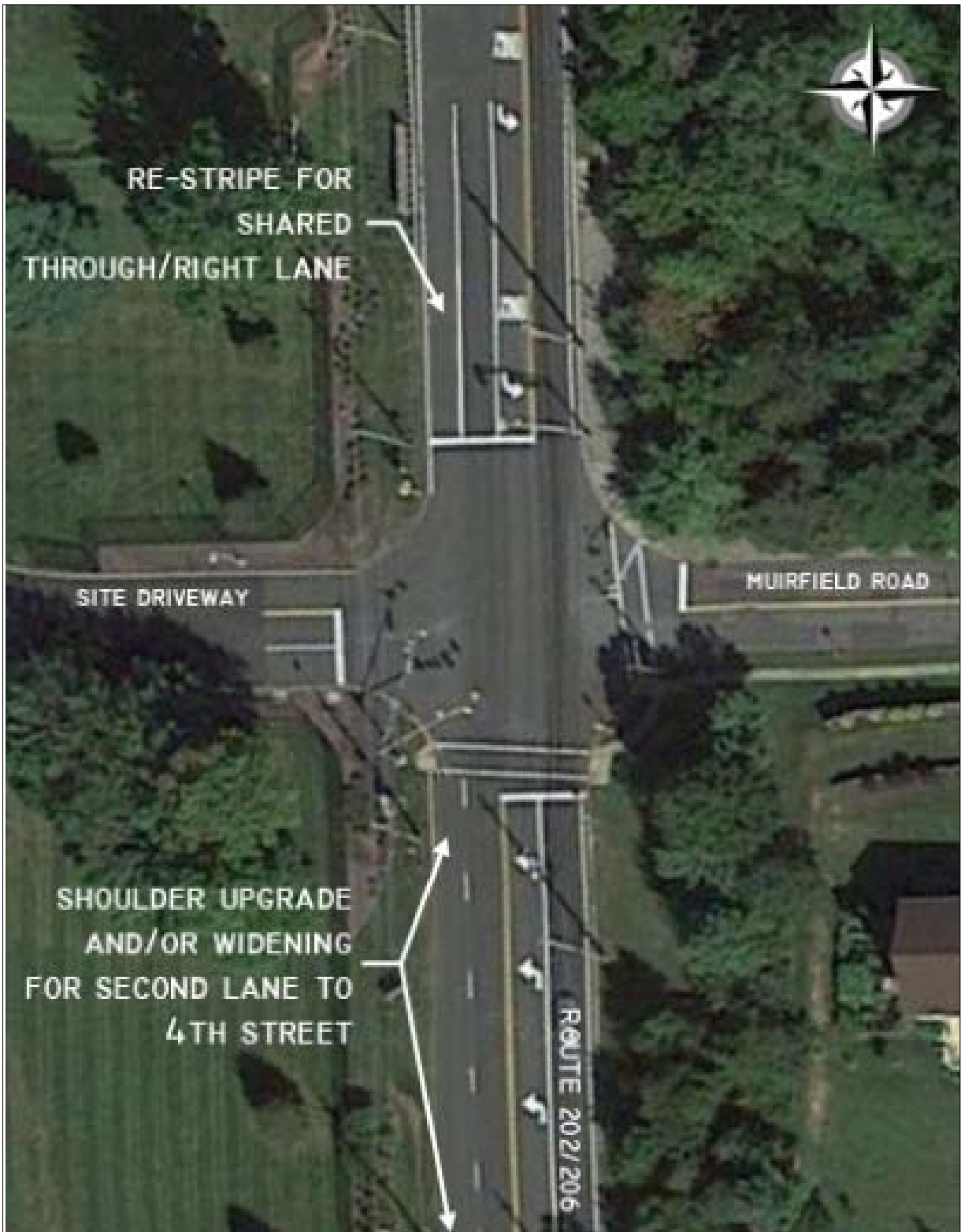
CAPACITY ANALYSIS SUMMARY TABLE

4/11/2018

INTERSECTION: Rt 202 and Foothill
 PEAK HOUR: Sat Peak

APPROACH MOVEMENT	NO BUILD CONDITIONS				BUILD CONDITIONS				CHANGE IN DELAY				BUILD WITH MITIGATION				CHANGE IN DELAY						
	# LANES	VOLUME	GREEN TIME	DELAY	LOS	# LANES	VOLUME	GREEN TIME	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	# LANES	VOLUME	GREEN TIME	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED		
EB	LEFT																						
	THRU																						
	RIGHT																						
	OVERALL																						
WB	LEFT	0.5	19	16.6		0.5	19	32.7	D	C	15.9	16.1	YES	1	19	15	31.6	C	15.9	15.0		NO	
	THRU																						
	RIGHT	0.5	89	16.6		0.5	195	32.7	D	C	15.9	16.1	YES	1	195	22	29.7	C	15.9	13.1		NO	
	OVERALL	1	108			1	214							2	214		29.9	C					
NB	LEFT																						
	THRU	0.5	494			0.5	615				20.0	0.0	NO	0.5	615	53	13.9	B		13.9		NO	
	RIGHT	0.5	23			0.5	23				20.0	0.0	NO	0.5	23	53	13.9	B		13.9		NO	
	OVERALL	1	517			1	638							1	638		13.9	B					
SB	LEFT	1	75	8.7		1	173	9.7	A	A	17.8	1.0	NO	1	173	60	8.3	A	17.8				NO
	THRU	1	530			1	649				20.0	0.0	NO	1	649	60	7.6	A	20.0	7.6		NO	
	RIGHT																						
	OVERALL	2	605			2	822							2	822		7.7	A					

APPENDIX D
CONCEPTUAL HIGHWAY IMPROVEMENTS



CONCEPTUAL OFF-TRACT IMPROVEMENTS



CONCEPTUAL OFF-TRACT IMPROVEMENTS



CENTER OF EXCELLENCE
REDEVELOPMENT



CONCEPTUAL OFF-TRACT IMPROVEMENTS



CENTER OF EXCELLENCE
REDEVELOPMENT



CONCEPTUAL OFF-TRACT IMPROVEMENTS



CENTER OF EXCELLENCE
REDEVELOPMENT



CONCEPTUAL OFF-TRACT IMPROVEMENTS



CENTER OF EXCELLENCE REDEVELOPMENT



CONCEPTUAL OFF-TRACT IMPROVEMENTS



181 WEST HIGH STREET
SOMERVILLE, NJ 08876
908 927 0100 p
908 927 0181 f
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August 29, 2019

Bridgewater Township Planning Board
100 Commons Way
Bridgewater, NJ 08807

Re: CIPII/AR Bridgewater Holdings, LLC
OR/D Zone
Parking Variance Request
Block 483, Lots 17, 18, and 19
Bridgewater, Somerset County

Dear Planning Board Members:

As requested by the above-noted applicant, our office has completed a series of parking demand counts at the existing Center of Excellence located on Lots 17, 18 and 19 in Block 483 along US Routes 202/206 in Bridgewater Township. The purpose of this study is to offer support for a variance request for reduced off-street parking that is currently required at a ratio of 1 parking space for every 300 SF in the Zone. This parking study has focused on determining the peak parking utilization within the "rear" research and development campus in the OR/D Zone.

This correspondence relates to the rear, "westerly" portion of the site in the OR/D Zone. As part of this analysis, we have reviewed the Municipal Ordinance Section 126-169, specifically the miscellaneous requirements (3) of the parking standards. Based on our familiarity with the site and the completion of a detailed parking demand study, this correspondence is prepared to address the unique parking circumstances for the OR/D portion of the site and to demonstrate sufficiency of the current supply. The site is comprised of 654,730 square feet of building space.

The parking count in this area will be reduced by 22 spaces when changes to the OR/D entrance are implemented. Following the on-site modifications for the improved entrance to the OR/D portion of the site, the available parking will be comprised of 1,168 total parking spaces with 500 surface parking spaces and 668 garage parking spaces.

It is our understanding from the property owner, that the existing buildings are comprised of a variety of land uses including laboratories, materials testing, research and development space, and utility and storage areas. We further understand that there are specialized testing processes and equipment that occupy considerable space within the existing floor areas that otherwise preclude occupancy. Because the Township Land Use Ordinance does not specifically address these unique circumstances, we believe that the best measure of parking demands and sufficiency of the on-site supply is through a study of actual site conditions.

The site parking is comprised of different parking areas designated as follows:

- Parking Garage
- Lot 8A
- Lot 9
- Lot 9A
- Lot 10A
- Lot 13B
- Lot 13A
- Lot 13
- Lot F
- Lot K

The parking lot surveys were conducted using an unmanned aerial system (UAS, a.k.a. drone) to video capture each of the surface parking lots during peak mid-day demands; the structured parking garage was counted by engineering field staff. The parking demand surveys were first conducted in 2018 on:

- Tuesday, June 5
- Wednesday, June 6
- Thursday, June 7
- Friday, June 8 (AM only)
- Tuesday, June 12
- Wednesday, June 13

The parking demand surveys were conducted during what is typically peak demand periods at approximately 10:15 a.m. and 2:15 p.m. on the days noted. If desired, the actual UAS video footage (or still captures) can be provided for additional review and/or presentation.

Please find attached a graph depicting the Center of Excellence peak parking demands for the OR/D Campus that was collected on the dates noted. From the surveys, the day that experienced the single highest demand was the morning of Tuesday, June 12, 2018 at approximately 10:00 a.m. with 483 vehicles parked. At the same time, 707 spaces were vacant.

Afternoon findings on June 12, 2018 were very similar to the morning showing a generally consistent overall parking demand. Each of the other days showed less occupied parking with a greater surplus of available parking. Of particular note, the garage was lightly used at only approximately 1/3 of its total capacity.

Updated parking counts were also recently performed on Tuesday, July 9, 2019. This data is also included in the appended graph. The findings were similar with a maximum demand of 529 spaces

CIP/AR Bridgewater Holdings, LLC
OR/D ZONE
BLOCK 483, LOTS 17, 18, AND 19
BRIDGEWATER, SOMERSET COUNTY

AUGUST 29, 2019

occupied with 661 vacant at approximately 10:00 a.m. The updated counts show no significant change in parking demand from June 2018.

At the time of the July 2019 parking lot surveys, the site was OR/D portion of the campus was 93% occupied (608,906 SF out of 654,738 SF). Therefore, based on the observed maximum parking demand of 529 spaces at full occupancy, the estimated peak parking demand at full occupancy would be 569 parking spaces.

With 1,168 parking spaces available, 599 vacant parking spaces would still remain even at full occupancy. In short, the existing supply is more than twice as large as is needed for the site.

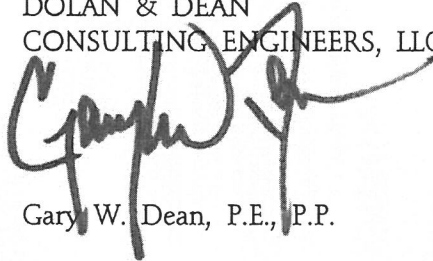
Based on these findings and given the unique building usage, the current Township Ordinance over-prescribes the required parking for the OR/D space by more than four times the supply that is actually needed. As 1,168 spaces would be available, the Ordinance requirement of 3.3 spaces/1,000 SF does not appear to be appropriate to the subject site and the building uses.

As such, this study has conclusively demonstrated that the on-site parking is more than sufficient to meet the needs of the OR/D campus and the parking relief can be granted without any detriment to the site, neighboring properties or the Zoning plan.

Please contact me should you have questions or comments with these findings.

Very truly yours,

DOLAN & DEAN
CONSULTING ENGINEERS, LLC

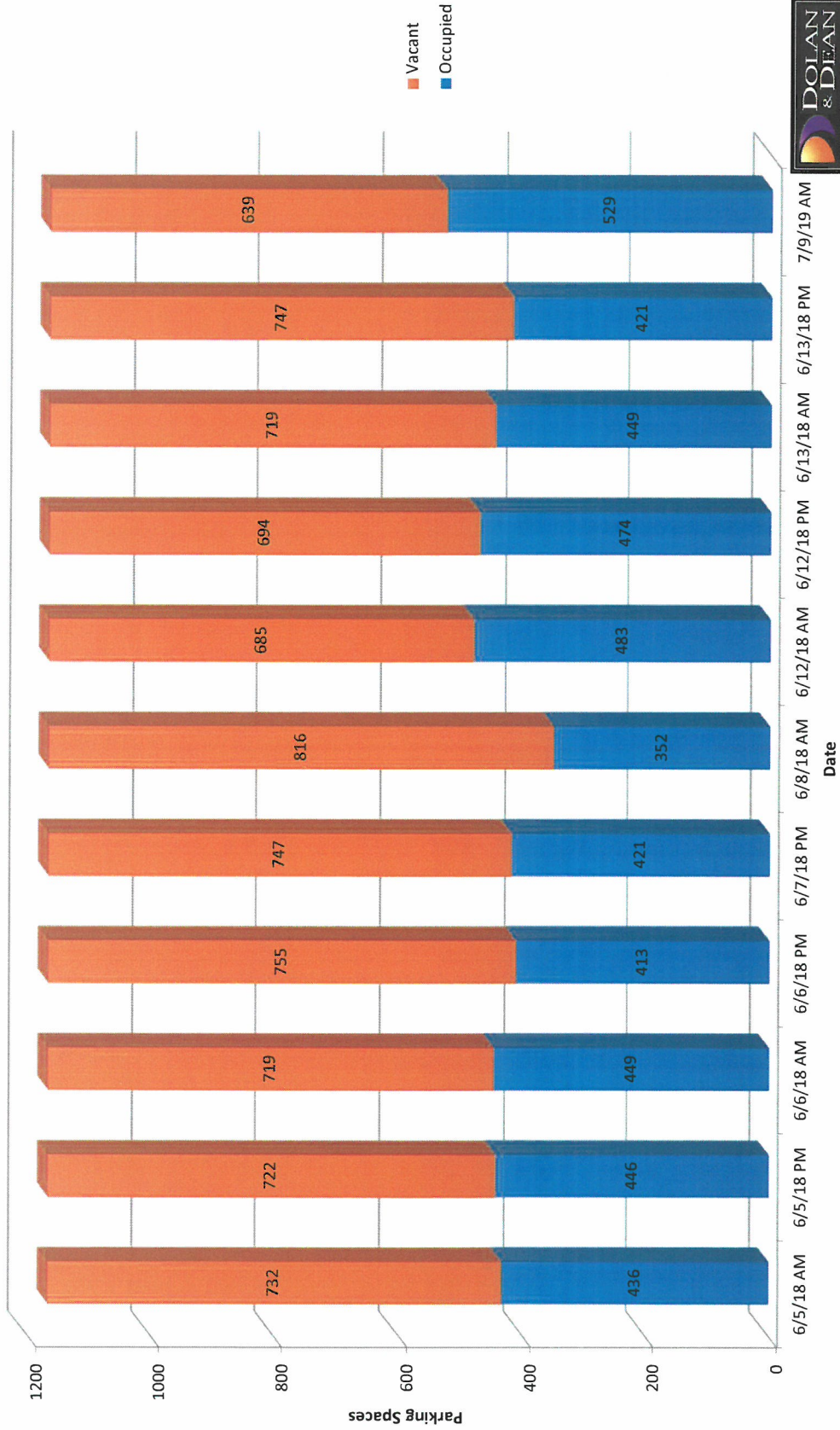


Gary W. Dean, P.E., P.P.

GWD/lrc
Attachments

Somerset/Bridgewater/Advance/Documents/2019-08-29 Planning Board Parking Study

Center of Excellence Parking Count



Total Spots	57	2	4	195	27	6	122	109	151	180	180	157	668	1190					
Date	<u>Lot 13</u>	<u>Lot 13B</u>	<u>Lot 13A</u>	<u>Lot 9 and 9A</u>	<u>Lot 10A</u>	<u>Lot F</u>	<u>Lot K</u>	<u>Lot 8A</u>	<u>Garage Floor 1</u>	<u>Floor 1.5</u>	<u>Floor 2</u>	<u>Floor 2.5</u>	<u>Floor 3</u>	<u>Floor 3.5</u>	<u>Floor 4</u>	<u>Total Parked Garage</u>	<u>Total Parked Overall</u>	<u>Total Spots</u>	<u>Percent Used Overall</u>
6/5/18 AM	0	5	2	81	10	2	76	61	114	36	43	1	5	0	0	199	436	1190	36.6%
6/5/18 PM	0	2	2	91	9	2	78	51	125	36	43	1	6	0	0	211	446	1190	37.5%
6/6/18 AM	0	2	1	89	10	2	78	61	121	27	53	1	4	0	0	206	449	1190	37.7%
6/6/18 PM	0	2	1	83	9	2	64	56	113	29	47	1	6	0	0	196	413	1190	34.7%
6/7/18 PM	0	3	3	86	9	2	70	54	118	32	41	0	3	0	0	194	421	1190	35.4%
6/8/18 AM	1	4	2	62	10	2	78	58	110	11	10	1	3	0	0	135	352	1190	29.6%
6/12/18 AM	0	3	2	101	10	2	80	62	122	35	61	0	5	0	0	223	483	1190	40.6%
6/12/18 PM	0	2	2	102	9	2	75	59	120	39	58	0	6	0	0	223	474	1190	39.8%
6/13/18 AM	0	7	2	86	10	2	78	64	119	25	51	0	5	0	0	200	449	1190	37.7%
6/13/18 PM	0	6	2	85	9	2	70	57	114	22	50	0	4	0	0	190	421	1190	35.4%
7/9/19 AM	43	2	1	27	20	1	107	70	123	41	84	0	10	0	0	258	529	1190	44.5%

FISCAL IMPACT STATEMENT

FOR THE PROPOSED NEW JERSEY CENTER OF EXCELLENCE

MIXED-USE CAMPUS REDEVELOPMENT

Township of Bridgewater, Somerset County, New Jersey

Prepared for:

CIP II/AR BRIDGEWATER HOLDINGS, LLC

Prepared by:

PHILLIPS PREISS GRYGIEL LEHENY HUGHES LLC

Planning & Real Estate Consultants

33-41 Newark Street, Third Floor Suite D

Hoboken, New Jersey 07030

Submitted to:

Bridgewater Township Planning Board

AS AMENDED AUGUST 2019

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Executive Summary

This Fiscal Impact Statement was prepared on behalf of CIP II/AR Bridgewater Holdings, LLC in support of its application for the New Jersey Center of Excellence mixed-use campus redevelopment project. The statement is submitted as per the requirements for approval for projects within the R-SEED District, set forth in Section 126-321.6G(2)(I) of the Land Use Ordinance of the Township of Bridgewater.

The project site consists of 61.95 acres located at 1041 N.J.S.H. Route 202/206 within the Township of Bridgewater. The proposed development program encompasses the following: 400 multifamily dwelling units (including 40 affordable units); 97,934 square feet of office space; 41,137 square feet of retail space; 24,763 square feet of restaurant/café space; an 80,000 square foot grocery store; and a 124 room (85,800 square feet) executive class hotel; as well as on-site parking and other associated amenities. The major findings of the fiscal impact analysis are as follows:

1. The project will add approximately \$163.9 million to the Township's current ratable base.
2. The project is estimated to generate \$590,922 in annual revenue to the Township, including \$424,591 in property tax revenues and \$166,331 in the 3% hotel occupancy tax. The projected 752 new residents and 705 new employees would result in \$391,275 in annual municipal service costs, creating a net fiscal impact of \$199,647 for the Township.
3. The project will generate nearly \$2.4 million in annual tax revenues to the Bridgewater-Raritan Regional School District. The projected number of new public school children ranges from 46 to 54, resulting in new costs ranging from \$756,562 to \$888,138. The net fiscal impact to the school district ranges from \$1.5 million to \$1.6 million.
4. The combined net fiscal impact of the proposed development to the Township and the school district ranges from \$1.7 million (54 new public school children) to \$1.8 million (46 new public school children).

In summary, the proposed New Jersey Center of Excellence redevelopment project will provide a significant positive net fiscal benefit for the Township of Bridgewater and the Bridgewater-Raritan Regional School District.

1. Introduction

The purpose of this report is to determine the fiscal impacts of a proposed mixed-use campus redevelopment on a 61.95-acre tract at 1041 N.J.S.H. Route 202/206 in the Township of Bridgewater. The site is commonly known as the New Jersey Center of Excellence, and is designated as a portion of Block 483, Lots 17, 18, and 19 on the official tax maps of Bridgewater. This report was prepared for CIP II/AR Bridgewater Holdings, LLC in support of its site plan application to redevelop the subject tract with a mixed-use campus totaling 400 multifamily dwelling units (including 40 affordable); 97,934 square feet of office space; 41,137 square feet of retail space; 24,763 square feet of restaurant/café space; an 80,000 square foot grocery store; and a 124 room executive class hotel (85,800 square feet); as well as on-site parking and other associated amenities.

This analysis compares the revenues and costs generated by the proposed development in terms of the anticipated impacts on the budgetary finances of the municipality. The following chapter provides a description of the project and breaks down the various components of development. Chapter 3 illustrates the fiscal impact of the project by analyzing the costs and revenues generated by each component. The overall conclusions of the analysis are set forth in Chapter 4.

2. Project Description

The proposed project contemplates a mixed-use campus with 11 buildings. Proposed Buildings 1-6 are for non-residential uses. Building 1 is a three-story structure containing 4,201 square feet of ground-floor retail space and a total of 60,866 square feet of office space. Building 2 is a two-story structure containing 13,160 square feet of ground-floor retail space and 15,291 square feet of office space. Building 3 is also a two-story structure, with 8,667 square feet of restaurant space and 10,294 square feet of retail space on the first floor and 21,777 square feet of office space. Building 4 includes retail on the ground and mezzanine levels, totaling 13,482 square feet, an 8,105 square feet restaurant, and a 1,349 square feet café. Building 5 consists of a 124 room executive class hotel (85,800 square feet) with an ancillary restaurant totaling 3,642 square feet. Building 6 is an 80,000 square feet grocery store. Buildings 7-10 are five-story apartments providing in total 374 dwelling units, including a set aside of 23 units for low- and moderate income households. Building 11 is a 3-story apartment building providing a total of 26 dwelling units, including a set aside of 17 units for low- and moderate-income households, as well as a 3,000 square foot café. Table 1 depicts the breakdown of the residential component by market rate versus affordable units as well as by bedroom distribution. Table 2 depicts the breakdown of the non-residential component by building.

Table 1: Summary of Proposed Residential Program

Unit Type	Market Rate Units	Affordable Units	Total
1 BR	183	8	191
2 BR	177	24	201
3 BR	0	8	8
Total	360	40	400

Source: CIP II/AR Bridgewater Holdings, LLC

Table 2: Summary of Proposed Non-Residential Program

	Office (sf)	Retail (sf)	Restaurant/Cafe (sf)	Grocery (sf)	Hotel (rooms)
Building 1	60,866	4,201	0	0	0
Building 2	15,291	13,160	0	0	0
Building 3	21,777	10,294	8,667	0	0
Building 4	0	13,482	9,454	0	0
Building 5	0	0	3,642	0	124
Building 6	0	0	0	80,000	0
Building 11	0	0	3,000	0	0
Total	97,934	41,137	24,763	80,000	124

Source: CIP II/AR Bridgewater Holdings, LLC

3. Fiscal Impact Analysis

3.1 Estimated Revenues

3.1.1 Estimated Assessed Value

Based on estimates provided by CIP II/AR Bridgewater Holdings, LLC, the overall development program will have a total market value of \$173 million, including \$83 million for the residential component and \$90 million for the commercial component. Applying the 2019 equalization ratio for Bridgewater Township at 94.76%, the total estimated assessed value of the development is approximately \$163,934,800 (see Table 3).

Table 3: Estimated Assessed Value of Development

Type	Estimated Market Value	Total Estimated Market Value	Equalization Ratio	Estimated Assessed Value
Residential	\$83,000,000	\$173,000,000	x 94.76%	= \$163,934,800
Commercial	\$90,000,000			

Source: CIP II/AR Bridgewater Holdings, LLC; NJ Division of Taxation, *Table of Equalized Valuations 2018 for use in tax year 2019 (as amended by Tax Court Appeals)*; Analysis by Phillips Preiss Grygiel Leheny Hughes LLC

3.1.2 Estimated Revenues Based on Property Tax Rates

The property taxes applicable to this project include the Township of Bridgewater municipal purpose tax and special fire district tax (District 3), the regional school district tax, and the County’s general purpose property tax, library tax, and open space tax. As shown in Table 4, under the current 2019 property tax rates, the proposed development is anticipated to generate \$3.5 million in tax revenues, including \$424,591 to the municipality, \$2.4 million to the Bridgewater-Raritan Regional School District, and \$677,051 to Somerset County.

Table 4: Breakdown of Annual Property Tax Revenues, 2019

	Tax Rate (per \$100)	Assessed Value of Proposed Development	Annual Tax Revenues
Municipality (including Fire District #3)	0.259	\$163,934,800	\$424,591
Regional School District	1.443		\$2,365,579
Somerset County	0.413		\$677,051
Total	2.115		\$3,467,221

Source: Somerset County Tax Board, *Abstract of Ratables 2019*; Analysis by Phillips Preiss Grygiel Leheny Hughes LLC

3.1.3 Hotel Tax Revenues

The hotel will generate additional revenue for the Township based on the hotel occupancy tax. Assuming an average daily rate of \$175/room and 70% occupancy, the 124 room hotel will produce gross annual occupancy revenues of approximately \$5,544,350. Based on the 3% hotel occupancy tax, this would produce an estimated \$166,331 in municipal revenue on an annual basis, bringing the total annual municipal revenue up to \$590,922.

3.2 Estimated Costs

3.2.1 Demographic Projection

Demographic multipliers developed by the Center for Urban Policy Research at Rutgers University in 2018 (“CUPR Multipliers”) were utilized to estimate the total residential population that would reside in the proposed residential community. For market rate units, we utilized the set of multipliers for “Newer Housing Units, Built 2000-2016” to reflect the recent trends in housing characteristics. For affordable units, we utilized multipliers for “Low- and Moderate-Income Households (LMI) in New Jersey Living in NEWER (2000-2016) Multifamily (5+ Units) Rental Housing” from the report. As shown in Table 5, the proposed residential program is anticipated to generate 752 total residents.

Table 5: Estimated Total Residents in the Proposed Multifamily Development

Type	Units	Total Residents	
		Multiplier	Population
Market Rate			
1BR	183	1.392	254.74
2BR	177	2.243	397.01
Affordable			
1BR	8	1.392	11.14
2BR	24	2.511	60.26
3BR	8	3.591	28.73
Total (Rounded)			752

Source: Center for Urban Policy Research at Rutgers University, *Who Lives in New Jersey Housing? Updated New Jersey Demographic Multipliers*, 2018; Analysis by Phillips Preiss Grygiel Leheny Hughes LLC

Based on the CUPR Multipliers and the proposed residential program, we additionally estimate that 46 public school children will be generated. It should be noted that prior to the release of the CUPR Multipliers in November 2018, the Rutgers Center for Real Estate published a white paper entitled *School-Age Children in Rental Units in New Jersey* in July 2018. This white paper provided estimates of school-age children broken out by development type based on a survey of multi-family residential buildings throughout the state. Based on discussions with the Township Planner, we have employed the multipliers for affordable and market rate units for the entire sample survey for those units built after 2000 as depicted in Table 3 of the white paper (“RCRE Multipliers”). Based on the RCRE Multipliers, we estimate that the proposed development would generate 61 school-age children. The white paper further indicated that 12% of school-age children in New Jersey attend private schools, meaning the estimated number of public school children for this development would be 54. A comparison of the estimated public school children generated in the proposed development based on the CUPR and RCRE Multipliers is provided in Table 6.

Table 6: Comparison of Estimated Public School Children Generated based on 2018 Rutgers Center for Urban Policy Research (CUPR) and 2018 Rutgers Center for Real Estate (RCRE) Multipliers

Type	Units	CUPR Multipliers		RCRE Multipliers	
		Multiplier	Students	Multiplier	Students
Market Rate					
1BR	183	0.018	3.29	0.098	17.93
2BR	177	0.130	23.01	0.098	17.35
Affordable					
1BR	8	0.088	0.70	0.640	5.12
2BR	24	0.408	9.79	0.640	15.36
3BR	8	1.087	8.70	0.640	5.12
Subtotal (Rounded)	400		46		61*
% attending public schools			N/A		88%
Total (Rounded)			46		54

*Total number of school-aged children, inclusive of both public school and non-public school students

Source: Center for Urban Policy Research at Rutgers University, *Who Lives in New Jersey Housing? Updated New Jersey Demographic Multipliers, 2018*; Analysis by Phillips Preiss Grygiel Leheny Hughes LLC

Employee projections are based on the jobs per 1,000 square feet multipliers developed by the New Jersey Council on Affordable Housing in the Third Round Substantive Rules at N.J.A.C. 5:97. As shown in Table 7, the proposed non-residential program is estimated to generate 705 new employees.

Table 7: Estimated Total Employees in the Proposed Development

Type	Total Floor Area (sf)	Multiplier (per 1,000 sf)	Total Employees
Office	97,934	2.8	274.22
Retail	41,137	1.7	69.93
Restaurant/Cafe	24,763	3.2	79.24
Grocery	80,000	1.7	136.00
Hotel	85,800	1.7	145.86
Total (Rounded)			705

Source: NJ Council of Affordable Housing, *Third Round Substantive Rules (amended through April 2009) Appendix D*; Analysis by Phillips Preiss Grygiel Leheny Hughes LLC

3.2.2 Per Capita Costs

Cost assumptions are based on the “proportional valuation” method, which assumes that the allocation of municipal services is roughly proportional to the share of the total tax base represented by residential and non-residential uses in the community. An average cost analysis was used, which attributes costs of new development according to the average cost per unit of existing services, multiplied by the number of units the development is estimated to create, based on multipliers derived from the Census and similar sources. It assumes that current per capita service costs serve as a reasonable estimate of future costs.

Bridgewater Township has a total real property tax base of approximately \$8.97 billion (detailed below in Table 8). The tax base is largely attributable to residential development, which accounts for approximately 74.62% of the total valuation. Non-residential development (i.e., commercial and

industrial) comprises approximately 24.26%, and the balance of the tax base is attributable to vacant land and farm land. Since residential parcels represent approximately 93.98% of the total number of tax parcels in the Township and non-residential parcels account for just 2.9%, it is estimated that the residential tax base accounts for 84.3% of the total tax base while the non-residential tax base accounts for 13.58% of the total.

Table 8: Breakdown of Tax Base in Bridgewater Township, 2019

	No. of Parcels	% of Parcels	Total Assessed Value	% of Assessed Value	% of Appropriation
Residential	14,895	93.98%	\$6,692,397,100	74.62%	84.30%
Non-Residential	459	2.90%	\$2,175,671,900	24.26%	13.58%
Other	495	3.12%	\$100,563,800	1.12%	2.12%
Total	15,849		\$8,968,632,800		

Source: Somerset County Tax Board, *Abstract of Ratables 2019*; Analysis by Phillips Preiss Grygiel Leheny Hughes LLC

According to the Township’s adopted 2019 municipal budget, the Township raised tax levies totaling \$21,585,641.74 for general municipal purposes and \$2,600,106 for the fire districts. As discussed above, the residential tax base represents approximately 84.3% of the total tax base. Thus, \$20,388,585.34 of the municipal tax levies are allocated to provide services to the Township’s resident population. With the estimated total population of the Township at 45,336,¹ the per capita cost for the municipality is approximately \$450. Since non-residential uses constitute approximately 13.58% of the tax base, it is assumed that \$2,768,769.89 of the municipal tax levies are allocated to services which support the non-residential tax base. Based on the employee population of 36,727,² it is estimated that the municipality’s expenditures are approximately \$75 per employee.

According to the NJ Taxpayer’s Guide to Education Spending, the total spending per pupil in the Bridgewater-Raritan Regional School District was \$20,740 for the 2017-2018 school year (most recent available). Of this figure, 79.3% is funded by local property taxes, which translates to \$16,447 in local tax supported spending per pupil. It must be emphasized that “total spending per pupil” factors all students for which the district is financially responsible and includes all types of district spending, including transportation, pensions and social security costs, food services, special needs services, capital outlay budgeted in the general fund, debt service, etc. It is considered by the New Jersey Department of Education to be a “comprehensive representation of school district expenditures.”³

3.2.3 Estimated Annual Service Costs

The estimated annual service costs based on these per capita cost assumptions and demographic projections are summarized in Table 9 below. The increase in 752 residents would result in \$338,400 in municipal expenditures and the increase in 705 employees would result in \$52,875 in municipal expenditures. Therefore, the proposed development would result in \$391,275 in total annual service costs for the municipality. The 46 public school children estimated based on CUPR Multipliers would

¹ 2013-2017 American Community Survey 5-Year Estimates

² 2015 Census Longitudinal Employer-Household Dynamics

³ NJ Department of Education, *Taxpayer’s Guide to Education Spending 2019: Introduction and Description*.

result in \$756,562 in annual expenditures for the regional school district, while the 54 new public school children estimated based on RCRE Multipliers would result in \$888,138 in annual expenditures.

Table 9: Estimated Annual Service Costs

	Per Capita Cost		Population		Total Annual Costs
Municipality (including Fire District #3)					\$391,275
Residents	\$450	x	752	=	\$338,400
Employees	\$75	x	705	=	\$52,875
Regional School District					
Public School Children (CUPR Multipliers)	\$16,447	x	46	=	\$756,562
Public School Children (RCRE Multipliers)	\$16,447	x	54	=	\$888,138

Source: Analysis by Phillips Preiss Grygiel Leheny Hughes LLC

3.3 Net Fiscal Impacts

Table 10 summarizes the net fiscal impact of the New Jersey Center of Excellence redevelopment project. As the table illustrates, the proposed development will generate significant positive fiscal impacts. The Township will receive approximately \$590,922 in annual revenue payments, including \$424,591 in local property tax and \$166,331 in hotel occupancy tax. The new residents and employees generated in the proposed development would require \$391,275 in annual municipal service costs, resulting in \$199,647 in annual net fiscal impact. The Bridgewater-Raritan Regional School District will accrue nearly \$2.4 million in annual tax revenues. If 46 public school children are generated (based on CUPR Multipliers), the district will expend \$756,562 in annual service costs and achieve approximately \$1.6 million in net fiscal impact. If 54 public school children are generated (based on RCRE Multipliers), the district will expend \$888,138 in annual service costs and achieve approximately \$1.5 million in annual net positive fiscal impact.

Table 10: Net Fiscal Impact of the Proposed Development

	Annual Revenue Payments	Annual Costs for Services	Net Fiscal Impact
Municipality (including Fire District #3)	\$590,922	\$391,275	\$199,647
Bridgewater-Raritan Regional School District			
CUPR Multipliers (46 public school children)	\$2,365,579	\$756,562	\$1,609,017
RCRE Multipliers (54 public school children)	\$2,365,579	\$888,138	\$1,477,441

Source: Analysis by Phillips Preiss Grygiel Leheny Hughes LLC.

4. Conclusion

Table 11 below summarizes the fiscal impacts for the New Jersey Center of Excellence mixed-use campus redevelopment project, with comparison based on the two different projections of public school children generated.

Table 11: Summary of Fiscal Impact Analysis

	Net Fiscal Impact to Municipality	Net Fiscal Impact to School District	Combined Net Fiscal Impact
CUPR Multipliers (46 public school children)	\$199,647	\$1,609,017	\$1,808,664
RCRE Multipliers (54 public school children)	\$199,647	\$1,477,441	\$1,677,088

Source: Analysis by Phillips Preiss Grygiel Leheny Hughes LLC

In conclusion, the proposed New Jersey Center of Excellence redevelopment project will provide a significant positive net fiscal impact for the Township of Bridgewater and the Bridgewater-Raritan Regional School District.

VARIANCE AND DESIGN WAIVER REPORT

Applicant:

CIP II/AR Bridgewater Holdings, LLC
 c/o Advance Realty
 1420 U.S. Hwy. 206, Suite 200
 Bedminster, NJ 07921

Block 483, Lots 17, 18 & 19 (109.58 acres)

Current Zoning District: R-SEED (61.95 acres)¹

	<u>Ordinance Requirement</u>	<u>Proposed</u>	<u>Variance (Y or N)</u>
Improved lot coverage (all improvements)	60%	56.4%	N
Floor area ratio (F.A.R.)	0.40	0.27	N
Lot area	50 acres	61.95 acres	N
Lot width	500 ft.	1,483 ft. (combined)	N
Side yard	50 ft. + 75 ft. Buffer = 125 ft. (10 ft.)*	192 ft. (proposed buildings)	N
Front yard	200 ft.	144 ft.	Y
Rear yard	100 ft. (10 ft.)**	1,106 ft.	N

* Minimum side yard for principal structures may be reduced to 10' for buildings fronting along Boulevard

** Minimum rear yard may be reduced to 10' where it abuts an interstate highway

Building height and number of stories:

	<u>Required Ordinance</u>	<u>Proposed</u>	<u>Variance (Y or N)</u>
Office, retail, apartment	4 stories	≤4 stories	N

¹ Block 483, Lots 17, 18 & 19 is comprised of 109.58 acres in total of which 47.63 acres are located in the OR/D Zone and 61.95 acres are located in the R-SEED Zone

Hotel	6 stories/80 ft.	5 stories/77 ft.	N
Other uses	4 stories/55 ft.	2 stories/≤55 ft.	N
Residential at face of 202	3 stories/45 ft.	3 stories/≤45 ft.	N

<u>Parking:</u>	<u>Required Ordinance</u>	<u>NJ RSIS</u>	<u>Proposed</u>	<u>Variance (Y or N)</u>
Non-residential total	1,291	N/A	1,293	N
Residential total	800	764	764	N
Site total	2,091	2,055	2,057	N

<u>Accessory Structures:</u>	<u>Required Ordinance</u>	<u>Proposed</u>	<u>Variance (Y or N)</u>
Side yard	75 ft. + 10 ft. = 85 ft.	120 ft. (proposed parking)	N
Rear yard	10 ft.	1,006 ft. (proposed parking)	N

VARIANCES/DESIGN WAIVERS REQUESTED:

126-2 - Maximum building parapet height:

Required: 3 ft. Proposed: 6 ft.

126-168 - Parking stall size:

Required: 9.5' x 18' (general) Proposed: 9' x 18'

Required: 10' x 18' (supermarket) Proposed: 9' x 18'

126-177(B) - Minimum number of loading spaces

Required: 1 (for commercial uses)

Proposed: 0 (for commercial uses)

126-191(C)(2) - Landscape Trees 3/5000 sf disturbed; 50% must be deciduous:

Required: 975 landscape trees (Based on commercial area only)

Proposed: 445 Landscape Trees and 2,185 shrubs. Per discussion with the Board's planner, 1,800 3'-4'ft. height shrubs planted behind the basin, counted at a rate of 3 shrubs for 1 tree, shall account for an additional 728 trees $445+728 = 1,173$

126-191(C)(3) – Shrubbery 10 shrubs per 5,000 sf impervious cover:

Required: 2,010 shrubs (Based on disturbance to commercial area only)

Proposed: 5,366 shrubs²

126-191(C)(5) - Foundation plantings 10 shrubs for each 20 feet of foundation:

Required: 3,082 shrubs

Proposed: 1,368 shrubs

126-321.6(6)(e)(11) – Minimum Number of Bicycle Racks 1 per 50 parking Stalls

Required: 26 racks (Based on commercial area only)

Proposed: Greater than 26 in commercial area

126-191(C)(6) – Maximum Parking spaces in row without an island

Required: 20 spaces Proposed: 34 spaces

126-321.6(C)(3) - Maximum fence height:

Required: 6 ft. Proposed: 16.5 ft.

126-321.6(F)(5)(b) – Perimeter Loop Pathway:

Required: 10' wide loop pathway around R-SEED and Office Research & Development District

Proposed: Provided along North, East, and Southeast property edges. Narrows to less than 6' at riparian crossing.

² This number does not include additional shrubbery used with a 3:1 shrub to tree swap to make up the deficit for the requirements for Foundation Plantings and Landscape Trees.

126-321.6(F)(7)(b) - Parking/driveway setback from district lines (to OR/D)

Required: 10 ft. Proposed: 0 ft.

126-321.6(E)(1)(b) - Minimum front yard setback for principal structures

Required: 200 feet from a public road

Proposed: 144 feet from a public road

Miscellaneous:

1. Request for Redevelopment Agreement as condition of approval/compliance
2. Submissions to the New Jersey Department of Transportation previously provided under separate cover and to be supplemented with future submissions

VARIANCE AND DESIGN WAIVER REPORT

Applicant:

CIP II/AR Bridgewater Holdings, LLC
c/o Advance Realty
1420 U.S. Hwy. 206, Suite 200
Bedminster, NJ 07921

Block 483, Lots 17, 18 & 19 (109.58 acres)

Current Zoning District: R-SEED (61.95 acres) and OR/D (47.63 acres)

R-SEED ZONE DISTRICT:

	<u>Ordinance Requirement</u>	<u>Proposed</u>	<u>Variance (Y or N)</u>
Improved lot coverage (all improvements)	60%	56.4%	N
Floor area ratio (F.A.R.)	0.40	0.27	N
Lot area	50 acres	61.95 acres	N
Lot width	500 ft.	1,483 ft. (combined)	N
Side yard	50 ft. + 75 ft. Buffer = 125 ft. (10 ft.)*	192 ft. (proposed buildings)	N
Front yard	200 ft.	144 ft.	Y
Rear yard	100 ft. (10 ft.)**	1,106 ft.	N

* Minimum side yard for principal structures may be reduced to 10' for buildings fronting along Boulevard

** Minimum rear yard may be reduced to 10' where it abuts an interstate highway

Building height and number of stories:

	<u>Required Ordinance:</u>	<u>Proposed:</u>	<u>Variance (Y or N)</u>
Office, retail, apartment	4 stories	≤4 stories	N
Hotel	6 stories/80 ft.	5 stories/77 ft.	N
Other uses	4 stories/55 ft.	2 stories/≤55 ft.	N
Residential at face of 202	3 stories/45 ft.	3 stories/≤45 ft.	N

Parking:

	<u>Required Ordinance:</u>	<u>NJ RSIS</u>	<u>Proposed</u>	<u>Variance (Y or N)</u>
Non-residential total	1,291	N/A	1,293	N
Residential total	800	764	764	N
Site total	2,091	2,055	2,057	N

Accessory Structures:

	<u>Required Ordinance:</u>	<u>Proposed</u>	<u>Variance (Y or N)</u>
Side yard	75ft. + 10 ft. = 85 ft.	120 ft. (proposed parking)	N
Rear yard	10 ft.	1,006 (proposed parking)	N

VARIANCES/DESIGN WAIVERS REQUESTED:

126-2 - Maximum building parapet height:

Required: 3 ft. Proposed: 6 ft.

126-168 - Parking stall size:

Required: 9.5' x 18' (general) Proposed: 9' x 18'

Required: 10' x 18' (supermarket) Proposed: 9' x 18'

126-177(B) - minimum number of loading spaces

Required: 1 (for commercial uses)

Proposed: 0 (for commercial use)

126-191(C)(2) - Landscape Trees 3/5000 sf disturbed; 50% must be deciduous:

Required: 975 landscape trees (Based on commercial area only)

Proposed: 445 Landscape Trees and 2,185 shrubs. Per discussion with the Board's planner, 1,800 3'-4'ft. height shrubs planted behind the basin, counted at a rate of 3 shrubs for 1 tree, shall account for an additional 728 trees $445+728 = 1,173$

126-191(C)(3) – Shrubbery 10 shrubs per 5,000 sf impervious cover:

Required: 2,010 shrubs (Based on disturbance to commercial area only)

Proposed: 5,366 shrubs³

126-191(C)(5) - Foundation plantings 10 shrubs for each 20 feet of foundation:

Required: 3,082 shrubs

Proposed: 1,368 shrubs

126-321.6.6)e.11 – Minimum Number of Bicycle Racks 1 per 50 parking Stalls

Required: 26 racks (Based on commercial area only)

Proposed: Greater than 26 in commercial area

126-191(C)(6) – Maximum Parking spaces in row without an island

Required: 20 spaces Proposed: 34 spaces

126-321.6(C)(3) - Maximum fence height:

Required: 6 ft. Proposed: 16.5 ft.

126-321.6(F)(5)(b) – Perimeter Loop Pathway:

Required: 10' wide loop pathway around R-SEED and Office Research & Development District

³ This number does not include additional shrubbery used with a 3:1 shrub to tree swap to make up the deficit for the requirements for Foundation Plantings and Landscape Trees.

Proposed: Provided along North, East, and Southeast property edges.
Narrows to less than 6' at riparian crossing.

126-321.6(F)(7)(b) - Parking/driveway setback from district lines (to OR/D)

Required: 10 ft. Proposed: 0 ft.

126-321.6(E)(1)(b) - Minimum front yard setback for principal structures

Required: 200 feet from a public road

Proposed: 144 feet from a public road

Miscellaneous:

1. Request for Redevelopment Agreement as condition of approval/compliance
2. Submissions to the New Jersey Department of Transportation previously provided under separate cover and to be supplemented with future submissions

OR/D ZONE DISTRICT:

	<u>Required</u>	<u>Proposed</u> ⁴	<u>Variance (Y or N)</u>
Principal Structures:	Permitted	N/A	N
Minimum tract size	45 acres	47.63 acres (2,074,610.94 sf)	N
Minimum front yard setback	N/A	N/A	N
Minimum setback from: Redevelopment Zone District Lines	25 ft.	1.18 ft.	Y (Pre-existing condition)
Minimum lot width	N/A	N/A	N
Minimum setback abutting residential uses	75 ft. + 75 ft. = 150 ft.	192 ft.	N
Minimum setback from an interstate highway	10 ft.	142 ft.	N

⁴ No improvements are proposed for the portion of the project located in the OR/D zone that is occupied. The requested variances and waivers in the OR/D zone are related to pre-existing conditions. As a result, the "proposed" column refers to existing conditions.

Minimum rear yard setback	75 ft.	142 ft.	N
Maximum percent improved lot coverage	60%	43.80%	N
Maximum stories	5 stories	3 stories	N
Maximum building height	60 ft.	55.13 ft.	N
Maximum floor area ratio	0.40	0.37	N
Maximum height of parking garages	60 ft.	42.43 ft.	N
Accessory uses:			
Minimum side yard setback	75 ft.	143 ft.	N
Minimum rear yard setback	10 ft.	59 ft.	N
Minimum distance from a single-family residential zoning district line	75 ft. + 10 ft. = 85 ft.	143 ft.	N
Minimum distance from Redevelopment zone district lines	25 ft.	213 ft.	N
Maximum height of parking deck structures	60 ft.	42.43 ft.	N
Minimum parking setback distance from residential zone	75 ft. + 10 ft. = 85 ft.	143 ft.	N
Minimum parking setback distance from interstate highway right-of-way	10 ft.	165 ft.	N

VARIANCES/WAIVERS REQUESTED:

<u>Parking Variance (Ordinance 126-169):</u>	<u>Required Ordinance</u>	<u>Proposed²</u>	<u>Variance (Y or N)</u>
Office/Laboratory	2,183	1,168 (all uses)	Y
Site total (OR/D Zone)	2,183	1,168 (all uses)	Y

Parking stall size Waiver (Ordinance 126-168):

Required: 9.5' x 18' (employee only parking stalls can be 9' x 18' and up to 30% of the stalls can be 8' x 16' for small-car parking)

Proposed⁴: 9' x 18'

Minimum setback from R-SEED District Line Variance (Ordinance 126-318.1(B)(4)):

Required: 25 ft.

Proposed²: 1.18 ft.



A TRADITION OF LEGAL EXCELLENCE SINCE 1938

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Nicole B. Dory
Partner
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August 30, 2019

Via Hand Delivery
Bridgewater Township Planning Board
100 Commons Way
Bridgewater, NJ 08807
Attn: Jacqueline Pino

Re: Application to the Bridgewater Planning Board
Application: #18-012 PB ("Application")
Related Case: Application #36-07-PB Resolution dated 1/8/2008 (attached)
Applicant: CIP II/AR Bridgewater Holdings, LLC ("CIP")
Owners: CIP and COE Bridgewater, LLC ("Thor")
Property: New Jersey Center of Excellence ("NJCOE")
Block 483, Lots 17, 18, & 19
Township of Bridgewater, Somerset County, New Jersey

Dear Ms. Pino,

As you know, this firm represents the applicant, CIP II Bridgewater Holdings, LLC ("CIP") ("Applicant"), regarding the preparation and filing of the above application. We make this submission to the Planning Board in advance of the scheduled hearing for this matter on September 23, 2019. The Applicant will conclude its presentation of the Application at that meeting.

I. Summary:

This submission provides certain updates on the Application to the Board and responds to certain comments from the Board's professionals. First, during the pendency of this Application, the ownership of the Property has changed and CIP and Thor are condominium unit owners of the OR/D portion of the Property. As you know, by Ordinances adopted by the Township Council in 2016 and 2017, NJCOE is split zoned so that 47.63 acres located in the northwest portion of the Property are designated in the OR/D Zone and the remaining 61.95 acres of the Property are located in the R-SEED Zone. Thor more recently became the owner of condominium units that comprise the majority of the Property located in the OR/D Zone. CIP continues to be the owner of the remaining condominium units in the OR/D Zone and all of the condominium units in the R-SEED Zone.

Second, in this submission the Applicant responds to certain comments received from the Board's professionals in a combined review report regarding the R-SEED development issued on January 31, 2019, including a January 29, 2019 report from Van Cleef Engineering Associates, a January 24, 2019 report from Scarlett Doyle, PP and a January 15, 2019 report from Karl W. McAleer, Chief Fire Marshall (see comment response Section III below). Since that

time, the Applicant has worked diligently to secure the New Jersey Department of Transportation's ("NJDOT") approval of a waiver to allow the Applicant to proceed with the installation of a new traffic light at Murfield Lane and Discovery Drive (4th Street). By correspondence to the Board's planner dated May 20, 2019, the Applicant notified the Board of the waiver approval. This submission includes copies of that correspondence from the NJDOT.

The Applicant also withdraws its previous submission for the approval of variances for signage. If the Board approves the Application at the September 23, 2019 meeting, then the Applicant will submit a separate application for signage at a later date.

Finally, this submission identifies an additional variance for parking for the portion of the Property in the OR/D Zone. No modification of any structure in the OR/D zone is sought, but final site plan approval has been requested for that portion of the Property to identify variances for preexisting conditions resulting from the Township's split zoning of the Property in 2016 and 2017. The Applicant and the Board previously only identified a variance for setback in the OR/D portion of the Property. Based upon this understanding, by letters dated May 8, 2019 and May 14, 2019 (copies enclosed) the Board's planner found that the OR/D campus in the NJCOE conforms to the zone standards with the exception that the new zone line, between the OR/D and R-SEED zones, which creates a setback departure for an existing utility building. Because the letters did not address parking, the Application seeks to resolve that issue through the grant of a variance for the number of parking stalls required as well as a waiver, if necessary, for the size of parking stalls. This request is added to the pending Application and, if granted, would also amend a prior site plan approval with parking variance for the Property that was granted by Planning Board resolution dated January 8, 2008 (copy enclosed).

As demonstrated by the enclosed submission, the request for a parking variance for this portion of the Property is justified based upon the unique parking circumstances for the OR/D portion of the site. Specifically, while the Township's Parking Ordinance (§126-169) contains a general parking requirement of 1 space for every 300 square feet of floor area for office and research and development uses, applying this requirement results in an overabundance of parking in the OR/D zone. Further, the buildings in the OR/D Zone contain specialized testing processes and equipment that occupy considerable space that are not occupied and this use may not have been contemplated in the general office and research and development ratio for parking. Further, the enclosed parking study demonstrates that the parking supply in the OR/D Zone of 1,168 parking stalls is more than sufficient for the use of that portion of the Property. The parking study demonstrates that over 600 parking stalls in the OR/D Zone are regularly unoccupied. Therefore, the parking variance requests a determination that 1,168 parking stalls on the OR/D portion of the Property are adequate for the use.

Because the Applicant previously rested its case with respect to the Application, testimony at the hearing for the portion of the Property located in the R-SEED Zone will be limited to explaining changes to the plans in response to comments received from the Board's professionals. No other witnesses will be presented for that portion of the Application. For the portion of the Property located in the OR/D Zone, the Applicant will present testimony in support of the requested parking variance.

II. Revised Submission:

The number of sets and format of the sets of plans provided was confirmed with the Planning Board. I enclose herein the following for your review:

1. Thirteen (13) half sized sets and three (3) full sized sets of the site plan set entitled "New Jersey Center of Excellence, Preliminary & Final Site Plan – Commercial Development, Preliminary Site Plan – Residential Development, Portion of Block 483, Lots 17, 18, & 19," prepared by PS&S, Streetsense, Minervini Vandermark Architecture, Melillo and Bauer Associates, and Gladstone Design, revised through August 27, 2019;
2. Sixteen (16) copies of the Revised Variance and Design Waiver Report;
3. Sixteen (16) copies of the OR/D Zone Parking Variance Request report prepared by Dolan & Dean, dated August 29, 2019;
4. Sixteen (16) copies of the report entitled "Fiscal Impact Statement for the Proposed New Jersey Center of Excellence Mixed-Use Redevelopment Campus," prepared by Phillips Preiss Grygiel Leheny Hughes LLC, amended as of August 2019;
5. Sixteen (16) copies of the Planning Board resolution dated January 8, 2008;
6. Sixteen (16) copies of the May 8, 2019 letter and May 14, 2019 letter from Scarlett Doyle, PP;
7. Sixteen (16) copies of the May 20, 2019 e-mail correspondence from Kevin J. Coakley, Esq. to Scarlett Doyle, PP providing a copy of the NJDOT's waiver approval for a new traffic signal at Discovery Drive (4th Street);
8. Sixteen (16) copies of the October 11, 2018 Will Serve Letter from the Somerset Raritan Valley Sewerage Commission;
9. Two (2) copies of Disclosure Statement for Thor; and
10. Two (2) Copies of Consent of Ownership for Thor.

In addition to the 16 hard copies, the above listed items are provided in .pdf format on five (5) flash drives submitted as part of this package. A link with an electronic copy of the full submission is also being e-mailed to you. Additionally, for the Board's convenience, a copy of the May 9, 2018 Traffic Impact Assessment that was previously filed with the Board is included in the e-mailed link and on the flash drives.

III. Response to January 2019 Review Reports:

The following sections provide detailed responses to the outstanding items in the reports from Mr. Schrek, Ms. Doyle and Chief McAleer and identify revisions that were made to the plans to respond to professional comments. The headings, page numbers and paragraph numbering listed below correspond to those in the respective reports being responded to.

A. Response to January 29, 2019 report from Van Cleef Engineering Associates:

Construction Phasing and Timing of Improvements (page 2): The timing of the construction of utilities and stormwater infrastructure will be completed as needed for the work completed in the specific phase. The Applicant will agree to provide additional details concerning phasing to address comments from the Board's professionals as a condition of approval.

Submission of Plans – Route 202/206 Improvements (pages 2-3): Pursuant to the enclosed May 20, 2019 correspondence from the Applicant's attorney to the Board's planner, on May 15, 2019 the NJDOT approved the request for a waiver to install a new

traffic signal at the intersection of Murfield Lane and Discovery Drive (4th Street) in connection with the project. Prior committals for the submission of permit applications and final design drawings to NJDOT for the traffic improvements were based upon an anticipated approval of the Application by the Board at the January 28, 2019 meeting and NJDOT's prompt consideration of the waiver request. Because the Board did not hear the Application on January 28, 2019 and NJDOT approved the waiver request on May 15, 2019, the dates have been adjusted in the Phasing Plan. Specifically, the Applicant commits that it will accelerate submission of permit applications and final design drawings for the Phase 2 (second southbound lane between Murfield Lane and 4th Street) and Phase 3 (traffic signal at 4th Street) traffic improvements to NJDOT by no later than six (6) months from the date the Board adopts the resolution of approval. The Applicant will similarly also commit to submit permit applications and final design drawings for the Phase 4 (full shoulders each local street between Foothill Road and 4th Street) and Phase 5 (traffic light at Foothill Road and widening two approach lanes/acceleration lane at Foothill Road) traffic improvements to the Township and County, as appropriate, by no later than twelve (12) months from the date the Board adopts the resolution of approval. As previously stated, the Applicant shall diligently pursue NJDOT approval for these improvements. The Applicant will coordinate the submittal of all documents to NJDOT with the Township and County as appropriate and provide advanced copies of the any submissions to NJDOT to the Township and County for comment 30 days prior to submittal to NJDOT. These commitments are reflected in the enclosed August 30, 2019 letter from Kevin J. Coakley, Esq. to the Board's attorney concerning the Phasing Plan.

Site Plan – updated January 2019 (pages 3-5):

1. The Applicant will agree to provide the additional site distance information requested as a condition of approval at the time the final design drawings are prepared for Building 11 and the associated parking deck.
2. The Applicant will agree to provide additional information to the Board's engineer concerning the adequacy of the drainage system, as necessary, as a condition of approval.
3. The line type on sheet C-03 has been changed to clarify the line and address the comment.
4. As a condition of approval, the Applicant will agree to provide additional detailing for the temporary turnaround to the Township engineer if the temporary turnaround is implemented.
5. As a condition of approval, the Applicant will agree to provide the requested additional information for the alternate intersection site and grading plans.
6. As a condition of approval, the Applicant will agree to provide additional detail for ADA requirements for the loop path.
7. The Community Garden has been moved to the portion of the site for which only preliminary approval is requested. As a condition of final site plan approval for the portion of the Property that includes the Community Garden, the Applicant will agree to provide additional details for the Community Garden, including access, parking, fencing and storage of materials.
8. The Applicant will agree to provide the Construction Logistics Plan prior to the submission of building permit applications and in consultation with the Township Engineer.

9. As a condition of approval, the Applicant will agree to provide additional site triangles as required by the Township Engineer for intersections.
13. As a condition of approval, the Applicant will agree to provide additional detailing about the modular block walls, handrails and path and asphalt surfaces.
14. As a condition of approval, the Applicant will agree to provide to the Township engineer with structural inspection reports for all existing bridges proposed to remain. As a further condition of approval, if the structural reports for these bridges require additional data or calculations, such will be provided by the Applicant. If the reports indicate it is necessary to repair or replace any of the bridges, then the Applicant will agree to make sure repairs or replacements as a condition of approval.
15. As a condition of approval, the Applicant will agree to provide detailed construction plans and shop drawings for the proposed footbridge as well as NJDEP permit information.

Sanitary Sewer Requirements (pages 5-6): By letter dated October 11, 2018, the Somerset Raritan Valley Sewerage Commission issued a will serve letter for the project (copy enclosed). As a condition of approval, the Applicant agrees to provide any information in its possession concerning existing flows and undertake an evaluation of the sanitary sewer system to demonstrate capacity and structural adequacy.

B. Response to January 24, 2019 report from Scarlett Doyle, PP:

Hotel exterior architecture and floor plans (page 1): As a condition of approval, the Applicant will agree to provide additional detail in the floor plans and provide a physical materials board that will be subject to review by the Township Planner to make sure they are consistent with the digital material boards presented.

Grocery exterior architecture and floor plans (page 1): As a condition of approval, the Applicant will agree to provide additional detail in the floor plans and provide a physical materials board that will be subject to review by the Township Planner to make sure they are consistent with the digital material boards presented.

Shared Parking Exhibit (page 2): The Ordinance definition for Floor Area Ratio requires that it be calculated based upon net floor area. As a result, the parking requirements were calculated based upon net square footage because the parking Ordinance does not require a calculation based upon gross square footage. Compliance with parking requirements was previously provided and testified to for the portion of the property in the R-SEED zone. Sheet C-3.01 has been revised to demonstrate compliance with parking requirements for the portion of the property in the OR/D zone.

Traffic Improvements (pages 2-3): The Applicant has submitted the August 30, 2019 letter from Kevin J. Coakley, Esq. to the Board's attorney concerning the Phasing Plan to address the comments from the Board's Planner.

Hours of Operation (page 3): Testimony concerning hours of operation was provided at the November 27, 2018 meeting. In advance of the November 27, 2018 meeting, the Applicant also provided a November 9, 2018 memo from Marshall Everett to address comments about hours of operation.

Zoning Chart (page 3): As noted, the Ordinance definition for Floor Area Ratio requires that it be calculated based upon net floor area and the parking Ordinance does not require a calculation based upon gross square footage.

Prior Comments (pages 4-6):

5. **Affordable Housing:** the Applicant has previously added a note to A1-7.0 to A1-7.3 to reflect that all residential units will be maintained uniformly with the same utilities. As previously noted, the Peter's Brook Village Condominium Association is the entity that will maintain the residential units.

6. **Architecture and Streetscape:** The Applicant's architect Brandon Diamond from Streetsense testified at meetings on October 22, 2018 and November 27, 2018 as to the architectural approach and consistency with the Ordinance requirements. Mr. Diamond also submitted a November 5, 2018 memo to the Board further addressing these issues. The Applicant believes these issues have been sufficiently addressed through testimony for the Board to conclude its position on these issues. Comments as to the square footage and floor plans for the grocer have been addressed above.

9. **Parking Lot Layout (pages 5-6):** see comments above regarding the calculation of parking requirements.

Minimum Number of Loading Spaces (page 10): The location of the loading area for the hotel is noted on plan sheet C-07.

Buffer + Building Setback (page 13): As noted, the Ordinance definition for Floor Area Ratio requires that it be calculated based upon net floor area and there is no requirement that setbacks be calculated based upon gross floor area.

Other Professional Comments (pages 13-18):

9. **Traffic:** Delivery trucks that access the campus before the traffic light is installed will access the site in the same manner they do now.

10. **Architecture:** As a condition of approval, the Applicant will agree to provide a physical materials board for the hotel that will be subject to review by the Township Planner to make sure they are consistent with the digital material boards presented.

13. **Architecture:** As a condition of approval, the Applicant will agree to provide a physical materials board for Building 11 that will be subject to review by the Township Planner to make sure they are consistent with the digital material boards presented.

27. **Open Space:** The maintenance of the lawn and landscaping associated with the loop path will be maintained in the same manner as landscaping for the rest of the campus and in accordance with the standards for Class A+ office complex.

29. **Signage (pages 18-21):** The Applicant withdraws its prior signage submission and request for approval of variances for signage. If the Board approves the Application at the September 23, 2019 meeting, then the Applicant will submit a separate application for signage at a later date.

42. **Assessment (page 24):** The Applicant concurs that issues concerning the assessment of the property and a PILOT are not Planning Board matters. Please see

enclosed revised Fiscal Impact Statement, which has been revised to reflect real estate tax payments for the property.

43. **Traffic (pages 24-25):** As noted NJDOT recently approved a waiver for the installation of the new traffic signal at Discovery Drive (4th Street).

C. Response to January 15, 2019 report from Karl W. McAleer, Chief Fire Marshall:

The Applicant requests that the additional comments by the Chief Fire Marshall be addressed as conditions of approval and in connection with the submission of final design plans.

Unless otherwise noted, the Applicant has no objections to the conditions proposed in the above reports by the Chief Fire Marshall and Van Cleef Engineering.

We trust that the submitted revised documents and the responses provided above address the remaining comments. We look forward to completing the presentation of the Application at the September 23, 2019 meeting. Please do not hesitate to contact the undersigned if you have any questions or require additional information.

Very truly yours,



Nicole B. Dory

cc: Scarlet Doyle (w/enclosure via Federal Express and e-mail)
Van Cleef Engineering Associates, LLC (via Federal Express and e-mail)
Thomas Collins (via e-mail)
Somerset County Planning Board (CD via Federal Express)
Somerset Borough (CD via Federal Express)
Raritan Borough (CD via Federal Express)
Kevin J. Coakley, Esq.
CIP II Bridgewater Holdings, LLC
COE Bridgewater, LLC

