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DIVISION DIRECTOR

TO: Members of the Plainfield Planning Board

FROM: Scott Bauman, PP, AICP- Principal Planner, Division of Planning; Dept. of Economic Development

DATE: March 11, 2019

SUBJECT: Planner's Report: Planning Board Application PB 2019-02
1444-70 South Avenue & 512-16 Terrill Road. Block 625, Lots 29, 30, 31, 32, 33, 35
South Avenue East Redevelopment Plan

APPLICANT: South Terrill Urban Renewal, LLC, c/o: Accurate Builders, 742 Ocean Avenue, Lakewood, NJ 08701

OWNER: Lot 29: Carlos Valerio- 9 Hurley Avenue, North Plainfield, NJ 07060
Lots 30 & 31: Car-Rock Properties, LLC- 346 East Third Street, Plainfield NJ 07060
Lot 32: Central Jersey Public Management, LLC- 501 Garibaldi Avenue, South Plainfield, NJ 07080
Lot 33: David Ngai- 501 Garibaldi Avenue, South Plainfield, NJ 07080
Lot 35: 512 Terrill Road, LLC- 100 Southgate Parkway, Morristown, NJ 07962

Proposal

The applicant proposes to consolidate Lots 29, 30, 31, 32, 33, and 35; demolish the buildings on site and construct a 5,100 square foot Wawa food market and 6 multi-product fueling stations (12 pumps) covered by a canopy with 50 parking spaces. The hours of operation will be 24 hours a day / 7 days a week.

The subject site is within the South Avenue East Redevelopment Plan, and retail convenience with fuel sales is permitted. The proposal requires relief from 1 redevelopment plan general standard; waiver from 2 redevelopment plan design standards; relief from 15 supplementary zone regulations; waivers from 4 design and performance standards; lot consolidation approval; preliminary, and final site plan approval.

Application Fee & Escrow Due

The \$3,352.00 application fee and \$5,000.00 escrow deposit is required prior to the March 20, 2019, planning board hearing; this must be submitted prior to the hearing or the hearing cannot be held.

Report Prepared by:

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Report Reviewed by:

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I. Background Information: Area in Need of Redevelopment / Redevelopment Plan

On August 13, 2018, City Council adopted Resolution 278-18 authorizing the Planning Board to undertake an investigation, hold a public hearing, and make recommendations as to whether the properties in question and 3 properties that are not part of this proposal fulfilled the criteria for declaration as an “area in need of redevelopment” according to New Jersey Local Redevelopment and Housing Law. On September 20, 2018, the Planning Board adopted a resolution recommending that the properties in question and 3 additional properties not part of this proposal be declared an “area in need of redevelopment”. On October 9, 2018, City Council adopted Resolution 330-18 designating the area in need of redevelopment as a non-condemnation redevelopment area and authorized the Planning Board to prepare a redevelopment plan. On November 19, 2018, City Council adopted a Redevelopment Plan entitled “South Avenue East Redevelopment Plan” (MC 2018-28).

II. Application Background

On February 11, 2019, the applicant filed an Application for Development and on February 14, 2019, planning staff deemed the submission capable of being complete with the completeness checklist waiver requests. The first public hearing is scheduled for March 20, 2019.

III. Plans Submitted to the Board

Sheet	Title	Prepared by	Date
1 of 16	Cover Sheet	Matthew Sharo, PE	02/11/2019
2 of 16	Aerial Map	Matthew Sharo, PE	02/11/2019
3 of 16	Demolition Plan	Matthew Sharo, PE	02/11/2019
4 of 16	Site Plan	Matthew Sharo, PE	02/11/2019
5 of 16	Terrill Road Signing & Striping Plan	Matthew Sharo, PE	02/11/2019
6 of 16	Grading Plan	Matthew Sharo, PE	02/11/2019
7 of 16	Drainage & Utility Plan	Matthew Sharo, PE	02/11/2019
8 of 16	Landscape Plan	Matthew Sharo, PE	02/11/2019
9 of 16	Soil Erosion & Sediment Control Plan	Matthew Sharo, PE	02/11/2019
10 of 16	Soil Erosion & Sediment Control Notes & Details	Matthew Sharo, PE	02/11/2019
11 – 14 of 16	Construction Details	Matthew Sharo, PE	02/11/2019
15 of 16	Vehicle Circulation Plan (WB-50)	Matthew Sharo, PE	02/11/2019
16 of 16	Vehicle Circulation Plan (Tanker)	Matthew Sharo, PE	02/11/2019
1 of 2	Lighting Plan	Matthew Sharo, PE	02/11/2019
2 of 2	Lighting Details	Matthew Sharo, PE	02/11/2019
1	Floor Plan, Elevations	Richard W. Luke, RA	02/04/2019
2	Gas Canopy, Trash Compound	Richard W. Luke, RA	02/04/2019
1	ALTA/NSPS Land Title Survey	Craig Black, PE, LS	02/7/2019

- Traffic Impact Study prepared by Nick Verderese, PE, and Justin Taylor, PE, PTOE, signed, sealed and dated 2/8/19;
- Stormwater Management, Groundwater Recharge and Water Quality Analysis report prepared by Matthew Sharo, PE, PP, signed, sealed, and dated February 2019.

IV. Waiver Requests from the Official Checklist for Completeness

The proposal does not satisfy 2 requirements in the official checklist for completeness:

1. Existing and proposed contour lines at 1 foot intervals inside the tract and within 30 feet of the tract’s boundaries with spot elevations at all changes in grade due to construction [§17:8-2.F.6]
2. Location of . . . fire lanes . . . [§17:8-2.F.7]

The Board will review these incomplete items as waiver requests on the night of the hearing and will determine if they can be granted without detriment to the review required and the variances requested. Should the Board

determine that any of the waivers cannot be granted, the application is incomplete and cannot proceed. **Planning staff recommends granting these waivers as the applicant will provide testimony at the hearing.**

V. Location; Existing Site Conditions; and Condition of Public Right-of-Way

The subject site is 1.74 acres (75,940 SF) and fronts South Avenue (NJ State Highway Route 28 / County Route 611) to the north, residential properties to the south, and commercial properties to the east and west along South Avenue. The subject site is less than one half mile from both the Netherwood Train Station and Fanwood Train Station. The properties are level and contain residential dwellings; offices; restaurant and retail establishments. The concrete curbing and sidewalks on South Avenue and Terrill Road are in poor condition. There are 3 shade trees in the South Avenue right-of-way. Utility poles and wires are in the Terrill Road right-of-way. See **Figure 1A, 1B, Figure 2A, 2B, 2C, and 2D** following this report for aerial and street view depictions of the surrounding area and properties in question.

VI. Area Character

The area along South Avenue is commercial in nature with multifamily residential apartments. The character of Terrill Road south of South Avenue is residential. Properties fronting East Seventh Street sharing a common rear lot line with the properties in question are residential. The subject site borders Fanwood, east of Terrill Road.

VII. Master Plan & Reexamination Report

1. The **Objectives and Policies** of the master plan protect the integrity of residential neighborhoods and promote development in targeted areas in conformity with specific development plans. The following objectives and policies pertain to the proposal:

Master Plan Objective/Policy	Comment
Objective 2: Development and redevelopment should be responsive to the needs of the Plainfield community by ameliorating conditions suggestive of physical and economic deterioration, by supporting sustainability, creating economic opportunity and providing a variety of housing. Redevelopment planning is to be implemented in a comprehensive city-wide manner and where appropriate to promote transit oriented design.	The proposal calls for the removal of aging structures on 1.74 acres and construction of a new building with site improvements that creates retail convenience and employment opportunities. While the subject site is not in a TODD zone, it is within one half mile from 2 railroad stations. Regarding housing, the redevelopment plan permits up to 70 units / acre; which equates to 122 units.
Policy 2.4. The city should promote architectural and design excellence in all structures, open spaces and urban design through appropriate design standards for all uses, districts and right-of-ways.	The South Avenue East Redevelopment Plan outlines the building design standards including mass and form, and façade treatments.
Objective 5: The city should promote a diverse and strong economy with opportunities for employment over a range of occupational classifications. Policy 5.4. To satisfy the needs of city residents as well as expand employment opportunity for city residents, the city should actively recruit businesses to provide diverse retail and other services.	According to the applicant, all Wawa stores are owned by the company and all employees are Wawa company employees. The Wawa is proposed to be open 24 hours a day / 7 days a week, with approximately 40-50 employees (including part time).
Policy 7.6. The land use ordinance should require that newly constructed buildings . . . be energy efficient through their design, orientation, and utilization of energy efficient building systems.	The applicant should provide testimony addressing whether the new building will be energy efficient, and if so, how.

Master Plan Objective/Policy	Comment
Policy 10.6. ...Development and redevelopment activity promotes utilization of existing bus and rail mass transit facilities and services, and promotes opportunity for intra-city mass transit through policies and actions that provide sufficient and growing ridership bases, encourage pedestrian access for transit and accommodates automobile access for residents and visitors at transit facilities.	The proposal supports this policy as the property is located near mass transit. There is a bus stop (822) located in front of Lot 35 (see Figure 2D); the applicant should work with NJ Transit on relocating this bus stop.
Objective 19. City residents, local businesses and public service entities should be provided with adequate and efficient high technology infrastructure accessibility including fiber-optic data transmission lines, digital switching stations, telecommunications facilities, high speed internet access, and other technologies as they emerge.	The applicant should provide testimony addressing whether the new building will be equipped with high technology infrastructure.

2. The **Land Use Element** enhances and amends goals, objectives, and policies of the Master Plan. The Master Plan recommends that all redevelopment plans should include the requirement that the redeveloper submit economic, traffic and sustainability impact statements to the Planning Board and City Council
3. The **Circulation Element** recognizes South Avenue (Route 28) as a Principal Arterial roadway. While this section of South Avenue is State Highway 28, jurisdictional and maintenance responsibilities lie with Plainfield. The Circulation Element recognizes Terrill Road (a Union County roadway) as a Minor Arterial roadway.
 - A. Rail Passenger Service- The subject properties are less than 0.5 miles from the Netherwood Train Station and Fanwood Train Station.
 - B. Bus Passenger Service- The subject site is walking distance of two (2) NJ Transit bus stops (bus routes #113 & 822) route #113 is the Dunellen to New York line, and route #822 is the Plainfield- North Plainfield line. The applicant does not propose any bus shelters for the development. There is a bus stop (822) located in front of Lot 35 (see **Figure 2D**); the applicant and city should work with NJ Transit on the relocation of this bus stop (relocated bus stop sign shown on the site plan).
 - C. Bicycle and Pedestrian Facilities- There are no dedicated bicycle routes or paths in the city. The subject site and surrounding area has not been the recipient of projects to make its streets more amenable to pedestrians or bicyclists.
4. The purpose of the **Utility Service Plan Element** is to analyze and ensure the existence of an adequate utility infrastructure for the present and projected residential population and commercial activity of the city. The applicant should provide testimony regarding the utility demand of the project and to determine the need for any off-tract improvements. The PMUA has indicated adequate sewer capacity.

VIII. South Avenue East Redevelopment Plan

1. **Overview.** The plan area is in the eastern portion of the City and occupies 6.72 acres. The area is at the gateway entrance to the City and adjacent to the South Avenue Gateway Redevelopment Plan area. In spite of being at gateway entrance of the City, the redevelopment study and plan state that the area lacks the welcoming nature, visual characteristics and energy of a gateway. Issues plaguing the area are: stagnant commercial and retail growth; limited housing options; vacant properties; and underutilization of properties (page 10).
2. **Purpose.** The primary goal of the plan is to create a compact, mixed-use neighborhood that encourages pedestrian activity by leveraging the area assets to create a successful neighborhood commercial development district that will set a precedent for smart growth development (page 11).

- The subject properties consist of 26% of the redevelopment area, with the remaining properties on the north side of South Avenue.
 - The proposal is not consistent with the primary goal of the plan which is the creation of a compact, mixed-use neighborhood that encourages pedestrian activity but the use is permitted. If the proposal is approved, the primary goal will have to be met by the remaining properties in the redevelopment plan on the north side of South Avenue. This use could serve accessory to the primary uses and the South Avenue Gateway development (Quinn Sleepy Hollow, 212 residential apartments to the west of the proposal).
3. **Goals & Objectives.** The 4 goals and objectives of the redevelopment plan are on page 12 (attached to report):
- A. *Promote Transit-Oriented Development and Activity* by: optimizing transit-oriented development and increasing pedestrian activity; enhancing the train station's role as a hub of activity; increasing the area's residential population; and improving existing neighborhood identity while creating new places and neighborhood anchors (p. 12).
- The applicant should provide testimony addressing how the proposal promotes transit-oriented development and activity. The applicant should address the 77 FT wide curb cut along South Avenue; the need and projected use of the 50 proposed parking spaces when only 23 are required; oversized parking aisles, and the lack of walkways and pedestrian-friendly features.
- B. *Improve Economic Development* by: diversifying the economy; developing a new retail shopping destination; building a local wealth and tax base; and attracting office and retail uses that creates new jobs, retains existing jobs, and employs residents (p. 12).
- The applicant should provide testimony addressing how the proposed development advances the economic development goals of the redevelopment plan.
- C. *Manage Parking and Traffic* by: maximizing opportunities for shared and mixed-use facilities; and minimizing traffic impacts to residential neighborhoods (p. 12).
- The applicant should provide testimony addressing how the proposal manages traffic generation and parking and whether those impacts affect any residential neighborhoods.
- D. *Increase Sustainability* by: promoting high densities around transit use; encouraging walking, biking, bus travel, and commuter rail; support a walkable corridor through pedestrian-oriented streetscapes; reducing the heat island effect; and encouraging use and reuse of energy efficient materials (p. 12).
- The applicant should provide testimony addressing how the proposal promotes sustainability.
4. **Permitted Uses.** The Redevelopment Plan permits the following uses:
- Mixed use structures; studio, one- and two-bedroom apartments over retail uses; child care facility; retail uses (first and second floor only); restaurants; personal service establishments; office; art studio; art gallery; museum; nightclub; bank without drive-thru facility; health and fitness club; theater; hotel; parking structure; rooftop wireless antenna; fraternal organization; tavern; cigar lounge; and retail convenience with fuel sales.
- "Retail convenience" is defined as "a retail store not less than 5,100 square feet, which sells dry goods and food, including prepared foods and sandwiches, either with or without fuel sales." The proposed 5,100 square foot Wawa with fuel sales proposal is a permitted use.
5. **Bulk Standards.** The zoning chart is on Sheet 4; the proposal meets the redevelopment plan bulk standards.
6. **General Standards.** The proposal is not consistent with 1 Redevelopment Plan general standard:

Redevelopment Plan General Standard	Comment
a. 4.2.20. All signage shall be in accordance with land use ordinance section 17:9-53 (sic), except for retail convenience with fuel sales may have one pylon sign along South Avenue.	See Section IX in this report that addresses signage.

7. **Design Standards.** The proposal is not consistent with 2 Redevelopment Plan design standards:

Redevelopment Plan Design Standard	Comment
a. Letter F: Building, Mass & Form. Buildings with expansive blank walls are prohibited.	The right (southwest) and rear (southeast) elevations lack windows and architectural features.
b. Letter B: Architectural Standards & Façade Treatments. A 'human scale' of development shall be achieved at grade and along street frontage through the use of building elements such as enhanced entrances, corners, display windows, doors, columns, awnings, canopies and graphic panels. These are encouraged to provide a visually attractive environment and help alleviate the monotony of pedestrian trips.	The proposal does not address human scale development along the South Avenue street frontage as the proposal consists of a 77' wide curb opening, 30 FT wide traffic and parking aisles, and a 158'x29' fueling station with 21FT tall canopy facing South Avenue.

IX. Land Use Ordinance

1. **Supplementary Zoning Regulations.** For all other regulations not addressed in the Redevelopment Plan the Land Use Ordinance shall apply (page 22). If the applicant cannot meet the applicable supplementary zoning regulations they become variance conditions. No variance may be granted unless such variance can be granted without substantial detriment to the public good and will not substantially impair the intent and purpose of the zone plan, zoning ordinance, and master plan. **The proposal is not consistent with 15 applicable supplementary zoning regulations:**

Land Use Ordinance Supplementary Zoning Regulation	Comment
a. Nonresidential Use Screening. §17:9-24.A. Any residential use shall be buffered 10 FT wide with screening 6 FT high at time of planting from nonresidential uses.	Portions of the rear buffer area behind the proposed retaining wall north of Lots 43 and 42 do not have 6 FT high screening with evergreen shrubs.
b. Driveway Screening. §17:9-24.C.2. All driveways and parking lots shall be screened a minimum 6 FT high visually impervious screen. The height of such screening to decrease to a maximum 3 FT where driveways approach sidewalks.	The driveway facing Terrill Road is not screened from adjacent residential Lot 36 to the south.
c. Side and Rear Yard Fences and Walls. §17:9-29.B.2 Fences and walls shall not exceed 6 FT in height, as measured from the ground level.	A 6 FT high vinyl fence is proposed on top of a retaining wall that varies in height up to 5.5 feet (detail Sheet 11).
d. Loading Area Buffering. §17:9-24.D.1. Buffering shall consist of a minimum 10 FT wide area surrounding all sides of a loading area. Where such loading area is located on a tract adjacent to a residential use or district, such buffering shall consist of a minimum 25 FT wide area surrounding all sides.	A 24' wide x 99' long loading area is proposed behind the building; this area is not buffered 25 FT from the parking lot. Striping and a 3'x29.9' "LOADING ZONE" wording is proposed on the roadway. See attached applicant's Loading Zone Exhibit following this report.
e. Loading Area Screening. §17:9-24.D.2. Screening shall consist of a minimum 10 FT high visually impervious screen.	A 24' wide x 99' long loading area is proposed behind the building; this area is not screened a minimum 10 FT height.

Land Use Ordinance Supplementary Zoning Regulation	Comment
f. Utility Service Box Buffering & Screening. §17:9-24.E.2. All ground level . . . utility service boxes shall be screened via a minimum 4 FT high evergreen hedge along all sides of the same.	The CT cabinet located between the Terrill Road driveway and 8 parking spaces is not screened.
g. Parking Lot Landscaping §17:9-43.B. A minimum of 5% of the interior area of the parking lot shall be provided with planting islands containing a minimum of 1 deciduous tree planted for every 5 parking spaces abutting such island.	Parking lot landscaping does not meet the 5% minimum requirement.
h. Shade Trees §17:9-49C. Shade trees shall be planted at intervals of 40 feet along a right-of-way and a minimum of 3.5 FT inside the sidewalk. . .	The proposal encompasses approximately 234 FT of frontage on South Avenue, and 75 FT on Terrill Road. One (1) tree is proposed in the South Avenue right-of-way.
i. Sidewalks §17:9-50. All lots shall have a private walkway access to a public sidewalk in the right-of-way.	Private walkways are not proposed leading from the subject property to the sidewalks along South Avenue and Terrill Road.
j. Number of Signs §17:9-51.4(a)ii. Automobile service stations shall have no more than 4 signs of which 1 sign may be a gas station canopy sign.	Six (6) signs are proposed: 1) freestanding monument (South Avenue); 2) freestanding monument (Terrill Road); 3) building mounted; 4) canopy façade; and 5) two (2) canopy spanner signs.
k. Monument Sign Area §17:9-51.4(a)iv. The maximum sign area shall not exceed 30 square feet, and the maximum sign height shall not exceed 6 FT.	The South Avenue monument sign area is 59.75 SF, and 16 FT in height. The Terrill Road monument sign area is 49.87 SF, and 10 FT in height.
l. Monument Sign Base Height §17:9-51.4(a)v. The base of the monument sign shall not be more than 18 inches in height.	The South Avenue monument sign base is 30 inches. The Terrill Road monument base is 60 inches.
m. Monument Signs Illumination §17:9-51.4(b). The sign shall be indirectly illuminated, if lit.	The South Avenue monument sign is directly illuminated. The Terrill Road monument sign is directly illuminated.
n. Wall Sign Vertical Dimension §17:9-51.7(a)vi. The maximum vertical dimension of a wall sign shall not be more than 2 FT.	The wall sign vertical dimension is 5'-6.5".
o. Wall Sign Mounting Height §17:9-51.7(a)vii. The mounting height shall not exceed the height of the ground floor or 14 FT, whichever is less.	The wall sign mounting height is 15.5 feet at bottom of sign, and 21 feet at the top of the sign.

2. **Design & Performance Standards.** For all other regulations not addressed in the Redevelopment Plan, the Land Use Ordinance shall apply. In certain instances, preexisting conditions or peculiar conditions of the land may authorize the waiver of the design standards. The Board may consider and, for cause shown, waive strict conformance with design standards as may be reasonable and within the general purpose and intent if compliance is impracticable or will exact undue hardship because of peculiar conditions pertaining to the land. **The proposal is not consistent with 4 applicable design and performance standards:**

Land Use Ordinance Design & Performance Standard	Comment
a. Lighting §17:11-12.F. The average illumination level for parking lots shall be between 1 and 2.5 foot-candles.	The parking lot average illumination level is 2.63 foot-candles.
b. Parking §17:11-15.B. Where 90 degree (perpendicular) parking is provided, the width of two-way traffic aisle shall measure 24 feet in width.	Two-way traffic aisles are 30 feet wide.

Land Use Ordinance Design & Performance Standard	Comment
c. Refuse & Recycling Areas §17:11-16.A.1. Screening shall consist of a minimum 6 foot high masonry wall . . . [T]he base of such screen shall be planted with a minimum 4 foot high evergreen hedge along the sides and rear.	The screening is 9 FT and acceptable; the trash compound east side wall facing the parking area is not screened with evergreen hedge.
d. Refuse & Recycling Areas §17:11-16.A.3. No refuse and recycling area may be located within a required principal building setback area.	The trash compound is located within the south and west 15 FT rear yard setback area.

X. Site Discussion

1. **Buffering and Screening.** The proposal meets buffering and screening requirements except for the following:
 - A. The eastern side of the rear yard north of Lots 43 and 42 does not have 6 foot high screening;
 - B. The driveway facing Terrill Road is not screened from adjacent residential Lot 36 to the south;
 - C. The 24' x 99' loading area proposed behind the building is not buffered 25 feet from the parking lot; or screened a minimum 10 FT; and
 - D. The CT cabinet located between the Terrill Road driveway and 8 parking spaces is not screened.
2. **Fences & Walls.** The applicant proposes to install 6 FT high fencing on top of the proposed retaining wall in the rear yard that varies in height up to 5.5 feet. No fence detail is provided showing how the fence is installed on the wall. The retaining wall is on the construction detail on Sheet 11.
3. **Fire & Emergency Access.** The South Avenue ingress/egress driveway is 30 FT wide with a 77.1 FT wide curb cut. The Terrill Road ingress/egress driveway is 25 FT wide with a 25 FT wide curb cut. There are no fire lanes designated on site. A turning analysis plan demonstrates maneuvering of a WB-50 intermediate semi-trailer (Sheet 15), and tanker semi-trailer (Sheet 16), but not emergency vehicles. This office defers comment to the Police and Fire divisions concerning access with emergency vehicles and equipment.
4. **Flood Damage Prevention.** The property is situated in Flood Zone X – an area of minimal flood hazard.
5. **Landscaping.** The tree removal plan is on Sheet 3. The applicant proposes to remove 17 trees totaling 420 caliper inches, and save 5 trees totaling 140 caliper inches. 420 caliper inches of lost trees divided by 2.5 inch caliper results in 168 replacement trees. If a contribution to the city's tree fund at \$300 per tree were made, the contribution for the 168 replacement trees would be \$50,400.00. The Landscape Plan is on Sheet 8, details on Sheet 12. The applicant proposes the following landscaping:
 - A. 13 ornamental trees (white flowering dogwood) at 2.5" caliper (total 32.5 caliper inches) 2 trees located west of the parking lot, and the balance on the east side of the building and parking lot;
 - B. 8 evergreen trees (Leyland cypress) at 6' – 7' in height, located between the south side of the driveway utilizing Terrill Road, and adjacent residential Lot 36;
 - C. 90 evergreen shrubs (47 China Boy Holly, and 43 Compact Japanese Holly), up to 36" in height, located along the parking lot perimeter, and monument sign base;
 - D. 74 deciduous shrubs (9 Siberian dogwood 2-3' in height; and 65 Dwarf Winged Euonymus 30-36" in height) located along the parking lot perimeter, and monument sign base; and

E. 10 ground cover plantings (Bar Harbor Creeping Juniper) located at each monument sign base.

The landscape plan does not take into account opportunities to provide more screening to adjacent residential properties, and reducing parking aisle widths to increase the landscape screening/buffer areas. The Shade Tree Commission's recommendations for landscaping follows this report.

6. **Lighting.** The lighting plan is on Sheet 1 and details are on Sheet 2. To illuminate the site the applicant proposes a combination of pole-mounted, wall/soffit-mounted, and canopy-mounted light fixtures.

A. 11 pole-mounted fixtures 20.5 feet above grade illuminating the parking area and driveways with an average illumination level of 2.63 foot-candles;

B. 24 under-canopy mounted fixtures 18.21 feet above grade with an average illumination level of 25.36 foot-candles;

C. 9 building mounted fixtures (front façade only), 11 feet above grade illuminating the walkways and parking area in front of the building; and

D. 9 building mounted fixtures (side and rear facades), 9, and 12 feet above grade illuminating the walkways and parking area on the sides of the building, and the loading area to the rear of the building. The loading area meets the average illumination level of between 3.0 and 5.0 foot-candles.

Illumination traces on the lighting plan show minimal effects onto adjacent properties Lots 28, 34, 36, and 42.

7. **Loading Area.** According to the applicant, loading type and frequency are as follows:

A. Dairy: 3 times per week via Wawa trucks (size of truck not known);

B. Groceries: 4-5 times per week via tractor trailer;

C. Other (vendor/soda/papers): on an as needed basis / every other day via box truck; and

D. Fuel: as needed via tractor trailer

A loading area is not required by ordinance (commercial uses up to 10,000 SF are exempt). When required, a loading space shall measure at least 15 feet wide by 60 feet long. A 24' wide x 99' long loading area is proposed behind the building; this area is not adequately screened or buffered. Striping and "LOADING ZONE" paint markings are proposed on the aisle way (see attached Loading Zone Exhibit following this report). The loading area meets the average illumination levels required by ordinance.

8. **Off-Tract Improvements.** Pursuant to §17:9-37.2, the approving authority may require as a condition of approval that a developer contribute a pro rata share for reasonable and necessary off-tract improvements as a result of the site plan. Off-tract improvements shall include street improvements, water, sewer, drainage or other facilities, and may consist of new improvements or the extension or modification of existing improvements made necessary in whole or in part by the site plan. The Board and the applicant should discuss any need for the contribution of a pro rata share for reasonable and necessary off-tract improvements- the cost of the improvements shall bear a rational nexus to the needs created by the site plan. In cases where the need for any off-tract improvements are required and where the Board determines that other properties other than the developer's will be benefited by the improvement, the Board shall forward a report to City Council, containing a list and description of all such improvements, together with its request that the City Council determine how the improvements should be undertaken.

9. **Open Space.** While there is no open space requirement, an outdoor patio or green space next to the building compliments the site and provides employees and customers with an amenity.

10. **Outdoor Displays of Retail Merchandise.** The applicant is not proposing any outdoor displays of retail merchandise. An ice storage box is proposed behind the building, protected by bollards.
11. **Outdoor Storage.** The applicant is not proposing any outdoor storage customary and incidental to the principal use of the property. The applicant should provide testimony addressing the type of outdoor storage, if any, is proposed for the property.
12. **Parking Requirement.** The parking requirement for retail use is 1 space per 300 SF of gross floor area. The parking requirement for automobile service station is 1 space per 2 pumps or 4 spaces, whichever is greater. The 5,100 SF Wawa requires 17 spaces, and the 12 gas pumps requires 6 spaces for a total of 23 required parking spaces. The applicant is proposing 50 spaces- 27 more than required. The applicant states between 40 and 50 employees will be hired (not on site at one time), but no parking spaces are reserved for employees. Three (3) parking spaces are reserved for air pump use only.
13. **Handicapped Accessible Parking.** The applicant proposes 2 handicapped accessible spaces in front of the building; at least one (1) handicapped parking space shall be van accessible.
14. **Public Safety.** The plan proposes two (2) 22,000 and one (1) 20,000 gallon fuel storage tank east of the fueling station/canopy, 10-20 FT from the east side yard lot line, and 23 FT from the 7-11 convenience store building. Planning staff awaits the Police Division concerns regarding public safety. Fire Division comments are attached to this report. The applicant and Board should review these concerns and determine appropriateness.
15. **Refuse & Recycling Areas.** According to the applicant, solid waste type and pickup frequency are as follows:
 - A. Trash: 3 times per week, daytime off-peak hours
 - B. Recycling: 2 times per week, daytime off peak hours

The site plan shows a 16'x37' dumpster enclosure area at the southwest corner of the subject site. The enclosure area detail is on Sheet 13 and contains an 8' x 10' shed, cardboard recycling container, and trash compactor. The height of the enclosure is 9 FT, and the fence material is not known (see Sheet 2 elevation drawings). It is not known how well the enclosure area is illuminated. The trash compound side (east) wall facing the parking area is not screened with evergreen hedge, and is located within the 15 FT rear yard setback area. The turning analysis plans do not show the turning template of a service vehicle removing refuse and recycling from the enclosure area. The floor plan does not show designated temporary refuse and recyclable storage areas.

16. **Shade Trees.** The subject property has 234 FT of frontage on South Avenue, and 75 FT of frontage along Terrill Road. Shade trees shall be planted at intervals of 40 FT along a right-of-way, resulting in a 7 shade tree requirement. One (1) shade tree is proposed along South Avenue.
17. **Signs.** Monument sign locations are shown on the site plan near the South Avenue and Terrill Road driveways; wall mounted signs and fueling station signs are shown on the elevation plan; sign details are on Sheet 14. A monument sign is defined as "a single or multi-faced free-standing sign not attached to a building with an upright vase extending from the ground. Six (6) signs are proposed:

Sign	Dimension / Area	Height	Illumination
South Avenue monument sign	59.75 SF	16 FT	Internally illuminated
Terrill Road monument sign	49.87 SF	10 FT	Internally illuminated
Wall mounted sign	5'-6"x12'-2" (67.7 SF)	21' (sign top)	Internally illuminated
Canopy sign	9.03 SF	21'	Not known
Gas Pump Spanner sign 1	2'x13'-8" (39.3 SF)	Not known	Not illuminated
Gas Pump Spanner sign 2	2'x13'-8" (39.3 SF)	Not known	Not illuminated

18. **Site Circulation/Layout.** The South Avenue ingress/egress driveway is 30 FT wide with a 77.1 FT wide curb cut. The Terrill Road ingress/egress driveway is 25 FT wide with a 25 FT wide curb cut. A vehicle can enter and exit the property from both driveways and maneuver throughout the site via 30 FT wide parking aisles. The plan does not accommodate pedestrian safety as it lacks walkways, crosswalk striping between parking areas and the building, or pedestrian warning signage for drivers. The oversized 77.1 FT wide curb cut opening along South Avenue without the sidewalk taking precedence encourages quick vehicular ingress and egress, possibly posing safety concerns for pedestrians utilizing the South Avenue sidewalk. Planning staff is concerned over the proposed 30 foot width of the maneuvering aisles- traffic aisles exceeding 24 feet wide promotes increased vehicular speed and presents a danger to pedestrians and unsuspecting vehicles.
19. **Stormwater Management, Drainage, & Grading.** This office defers comment to the Board Engineer.
20. **Streetscape Design Standards.** The site plan notes “existing streetscape to be assessed with the board professional and replaced or added to as seen fit to comply with the city streetscape guidelines. The planning office and board engineer will work with the applicant on obtaining a streetscape plan that complies with the guidelines.
21. **Traffic Impact Study.** Page 10 of the Traffic Impact Study prepared by the applicant makes the following findings and conclusions:
- A. The proposal will generate 52 entering trips / 53 exiting trips during morning peak, and 42 entering trips / 43 exiting trips during the evening peak.
 - B. The intersections of South Avenue with Terrill Road; and Terrill Road with East 7th Street/La Grande Avenue will operate at overall Level of Service “C” during peak hours (on a scale A through F).
 - C. The individual intersection movements of South Avenue with the site driveway will operate at Level of Service “C” or better during the peak hours.
 - D. The individual intersection movements of Terrill Road with the site driveway will operate at Level of Service “B” or better during the peak hours.

The Study concludes that the street system will not experience any significant degradation in operating conditions; the site driveways are located to provide safe and efficient access to roadways, and the site plan provides for good circulation throughout the site and provides adequate parking.

XI. Building Discussion

The proposed building footprint is 82.3' x 61.1' (5,100 SF), and the building height is 33 FT (top of roof peak). Each exterior elevation consists of a manufactured stone veneer base; stucco finish with metal coping, and aluminum clad casement windows. The main entrance faces South Avenue on the front elevation. A wall sign is proposed on the front elevation. The building interior consists of retail space, beverage stations, refrigerated rooms, electrical rooms, walk-in freezers, office, restrooms, and preparation rooms. There is a rear exit for loading purposes, and a side entrance accessing a water service room.

1. **Architectural Compatibility.** The applicant should provide testimony addressing the compatibility of the proposed building with neighboring areas. Buildings should be compatible with neighboring areas through architectural design elements such as: size, style, door and window placement, form, color, and exterior materials. Buildings shall be located in such a manner as to reduce adverse impacts from shadows, changing climatic conditions, noise, and glare on outdoor living spaces and shall ensure safety and privacy by physically separating the buildings through the combination of landscaping and/or fencing.

2. **Massing.** While none of the building walls exceeds 60 FT in length, the right (southwest) and rear (southeast) elevations lack windows and architectural features.
3. **Fueling Canopy.** The proposed fueling canopy is 158' x 29' (4,582 SF), and is 21'-2" in height, and is located 30 FT from the front yard lot line. Elevation drawings of the canopy is on Sheet of architectural drawings.

XII. Professional Assessment, Conclusions, and Recommendations

1. The submitted site plan and architectural elevations propose a quality development. With additional guarantees to minimize noise, lighting, and air impacts on adjacent property owners; safety measures for pedestrian circulation; reduced signage; and utilizing sustainable construction practices/building materials, the proposal would be more consistent with the redevelopment plan and land use ordinance. Located along a commercial corridor and surrounded by commercial properties, the subject site is an appropriate location for the proposed development.
2. **Consistency with the Master Plan.** The proposal is **consistent** with the objectives and policies of the master plan by eliminating an area in need of redevelopment and creating a development that is new construction that sparks economic activity and provides employment opportunities. The proposal is near mass transit facilities and services. However, the proposal is **not consistent** with the master plan as the applicant has not submitted plans that support LEED or Green Building Rating System standards, and the site layout lacks pedestrian-and bicycle-friendly features.
3. **Consistency with the Redevelopment Plan.** The proposal meets the use and bulk standards, but is **not consistent** with 1 general standard, and 2 design standards that address sign regulations, expansive blank walls, and human scale development. The proposal is **not consistent** with the primary goal of the plan which is the creation of a compact, mixed-use neighborhood that encourages pedestrian activity. The proposal is **consistent** with 2 of the 4 goals and objectives: improve economic development; and manage parking and traffic. The proposal is **not consistent** with the goal of promoting transit-oriented development and activity, and more information is needed to determine whether the proposal is consistent with the goal to "increase sustainability".
4. **Consistency with the Surrounding Neighborhood.** The proposal is **consistent with the surrounding** neighborhood in that it will improve the area with a new commercial building, parking lot improvements, and landscaping. The subject site is located along a commercial corridor and surrounded by commercial properties, the subject site is an appropriate location for the proposed development and the proposed use is consistent with the uses along the South Avenue neighborhood. The proposal would be enhanced with appropriate streetscape improvements and site improvements discussed in this report.
5. **Consistency with Zoning Ordinance Supplementary Zoning Regulations.** The proposal requires variance relief from 15 supplementary zoning regulations. Variance conditions can be eliminated by: increasing landscape screening throughout the site, concentrating on 1) the Terrill Road driveway, 2) the CT box facing Terrill Road, and 3) the rear lot line shared by residential properties; adding landscaping in the parking areas; installing shade trees in the right-of-way; reducing the size and height of the of the monument signs; and reconfiguring the illumination for the monument signs. Relief from supplementary zoning regulations shall be granted only if the applicant has successfully demonstrated:
 - Via a 'C-1' request that there has been a showing of (1) peculiar and exceptional practical difficulties to, or (2) exceptional and undue hardship upon, the applicant arising out of (a) the narrowness, shallowness or shape of the subject site, or (b) by reason of exceptional topographic conditions or physical features uniquely affecting the subject site, or (c) by reason of an extraordinary and exceptional situation uniquely affecting the subject site or the structures lawfully existing thereon;

- Via a 'C-2' request that the purposes of the Municipal Land Use Law would be advanced by a deviation from the zoning ordinance requirements and the benefits of the deviation would substantially outweigh any detriment.

6. Consistency with Zoning Ordinance Design & Performance Standards. The proposal presents waiver conditions from 5 design and performance standards. Waiver conditions can be eliminated by: reducing parking area lighting and eliminate light spillage onto adjacent properties; reduce the size of the parking aisles; fully screening the trash compound, and relocating the trash compound so it is out of the 15 FT rear yard setback area. In certain instances, preexisting conditions or peculiar conditions of the land may authorize the waiver of the design standards. The Board may consider and, for cause shown, may waive strict conformance with design standards as may be reasonable and within the general purpose and intent if compliance is impracticable or will exact undue hardship because of peculiar conditions pertaining to the land.

7. The Planning Division recommends that the Board discuss with the applicant and solicit the following testimony addressing:

- a) The tree removal plan and the practicality of a tree replacement plan that is comparable to the trees lost.
- b) If any outdoor storage is proposed and if so, what and where on site will it be stored.
- c) How the property allows for adequate fire and emergency access and parking for the convenience store and fueling station. The practicality of reducing the size of the 77 FT curb cut along South Avenue.
- d) The architectural compatibility of the building with the surrounding neighborhood and the architectural treatments to the building including the materials, colors and details used on the exterior of the building;
- e) The utilization of energy efficient building LEED standards and energy efficient systems in the new building; and whether the building be able to host and support high technology infrastructure.
- f) The practicality of providing a minimum of 5% landscaping within the perimeter of the parking area (reducing the project's impervious coverage).
- g) The practicality of providing bicycle racks on the property for employees and customers.
- h) The practicality of providing car charging stations on the property for employees and customers.
- i) The practicality of providing an outdoor seating area protected by bollards and landscape planters; and demarcated by brick pavers for employees and customers.
- j) Working with the city and New Jersey Transit on the relocation of the 822 bus stop on Terrill Road and the provision of a bus shelter.
- k) A system of working with residential property owners to the rear of the property addressing concerns including but not limited to privacy, noise, odor, and lighting (glare).
- l) Reducing the size of each monument sign so they are in compliance with the newly enacted sign ordinance.
- m) How a person in a wheelchair will enter, exit, and maneuver from their vehicle to the building, and navigate through the building.

- n) Where trash and recyclables are kept in the building; where the trash and recyclables will be carted out and how they will be removed from the building. How pedestrian and service vehicle access is provided for trash and recyclable storage facilities. Turning templates for a service vehicle safely removing refuse and recycling from the enclosure area should be provided.
 - o) Whether a backup power generator is proposed and if so, where will it be located, what fuel does it consume, and what is its running capacity.
 - p) Whether the Board may require as a condition of approval that the applicant contribute a pro rata share for reasonable and necessary off-tract improvements as a result of the proposed site plan.
- 8. If after the Board hears the above testimony, it finds that reasons exist for granting relief from redevelopment plan/land use ordinance general standards/supplementary zoning regulations, as well as granting waivers from redevelopment plan/land use ordinance design standards, the Planning Division recommends that the Board impose the following conditions should the Board grant preliminary and/or final site plan approval:**
- a) Revise Sheet 1 by removing the 200' Property Owners List and replacing it with the correct 200' Property Owners List certified by the City Tax Assessor on February 6, 2019.
 - b) Revise Zoning Chart (General Note 8, Sheet 4) by changing "Minimum Front Yard Setback 0 FT" to "Maximum Front Yard Setback 5 FT" as per the Redevelopment Plan bulk standards.
 - c) Revise Zoning Chart (General Note 8, Sheet 4) by removing "Minimum Fueling Canopy Setback from All Property Lines 25 FT"- this is a redevelopment plan general standard (p. 18, #17), not a bulk standard.
 - d) Revise plans by improving the public right-of-way frontage of South Avenue in accordance with the current Streetscape design, or, where applicable, the most current adopted Streetscape Design Manual, after discussion with the City.
 - e) Revise plans by designating employee parking at a number and location to be mutually agreed upon by the applicant and the Board. Plans shall include signing and striping of spaces and associated details.
 - f) Revise plans by relocating the trash compound area outside the 15 FT rear yard setback area.
 - g) Revise plans to add bicycle racks in a location to be determined by the board.
 - h) Revise plans by reducing the loading area to be more in compliance with the land use ordinance and accompany the zone with LOADING ZONE striping on the aisle way that is proportional to the zone.
 - i) Revise elevation drawings so that the right (southwest) and rear (southeast) have windows and architectural features.
 - j) The applicant shall submit Title 39 jurisdiction over the parking lot to the City of Plainfield.
 - k) Revise plans by reducing the two-way traffic aisles from 30 FT to a mutually agreeable width, but not below 24 FT and by doing so, satisfy the residential buffer and parking lot landscaping standards. Replace asphalt with curbed, landscaped areas.

- l) Work with NJ Transit and the city to relocate the bus stop located in front of Lot 35 along Terrill Road associated with the 822 bus line, with the provision of a bus shelter.
- m) Provide pedestrian linkages to the public right-of-way.
- n) Add to the General Notes: "any damage to the public right of way must be repaired/installed to equal standards."
- o) All fencing shall be consistent with the land use ordinance whereas both solid and non-solid fences are permitted provided they shall not exceed 6 feet in height.
- p) Revise the lighting plan to show illumination levels for the parking area between 1.0 and 2.5 foot-candles, and shield all fixtures so lighting shall not shine into adjacent building windows or onto adjacent properties.
- q) Revise the lighting plan to show the loading area with illumination levels for the loading area between 3.0 and 5.0 foot-candles, and shield all fixtures so lighting shall not shine into adjacent building windows or onto adjacent properties.
- r) Revise plans as per comments Shade Tree Commission review email dated February 28, 2019.
- s) The applicant shall address reports made by the Board Engineer, departments and agencies outside the Division of Planning including the Fire and Police Divisions.
- t) The applicant should apply to the Union County Planning Board for site plan approval since Terrill Road is a county roadway.
- u) Stormwater shall be disposed of in the most erosion responsible manner and not to increase runoff on the adjacent properties. The Board Engineer should be required to review and approve a drainage plan consistent with the most recent NJDEP standards encouraging on site percolation.
- v) Prior to the granting of final approval, the applicant shall have installed or shall have furnished performance guarantees for the ultimate installation of all streets, street signs, curbs, gutters, sidewalks, street lighting, shade trees, storm drains, sanitary sewerage and utilities, monuments, and top soil.
- w) All municipal taxes, liens, utility and other municipal charges shall be paid and current prior to the issuance of any building permits. The applicant shall provide proof of payment via an official search for municipal liens.

XII. Attachments

Figure 1A. Aerial view of the subject site (circled) and surrounding area
 Figure 1B. Aerial view of the subject site and surrounding area looking west
 Figure 2A. August 2018 Google Street View of Lot 33 and 32 looking south
 Figure 2B. August 2018 Google Street View of Lot 31 looking south
 Figure 2C. August 2018 Google Street View of Lot 30 and 29 looking south
 Figure 2D. August 2018 Google Street View of Lot 35 west at Terrill Road
 South Avenue Redevelopment Plan Goals & Objectives, page 12
 Fire Division review letter dated February 27, 2019
 Shade Tree Commission review email dated February 28, 2019
 Planning Board Engineer review letter dated March 4, 2019
 Planning Board Engineer traffic impact study review letter dated March 4, 2019
 Application for Development with Application Rider
 Use and Operations Statement
 Submission Waiver List, Variance List dated February 11, 2019, prepared by Dynamic Engineering
 Sanitary Sewerage Projected Flow Criteria, dated February 20, 2019, prepared by Dynamic Engineering
 Email from Stephen Dessino, Superintendent, Sewer Department, PMUA dated February 27, 2019
 Loading Zone Exhibit dated February 21, 2019, prepared by Dynamic Engineering



Figure 1A. Aerial view of the subject site (circled) and surrounding area



Figure 1B. Aerial view of the subject site and surrounding area looking west

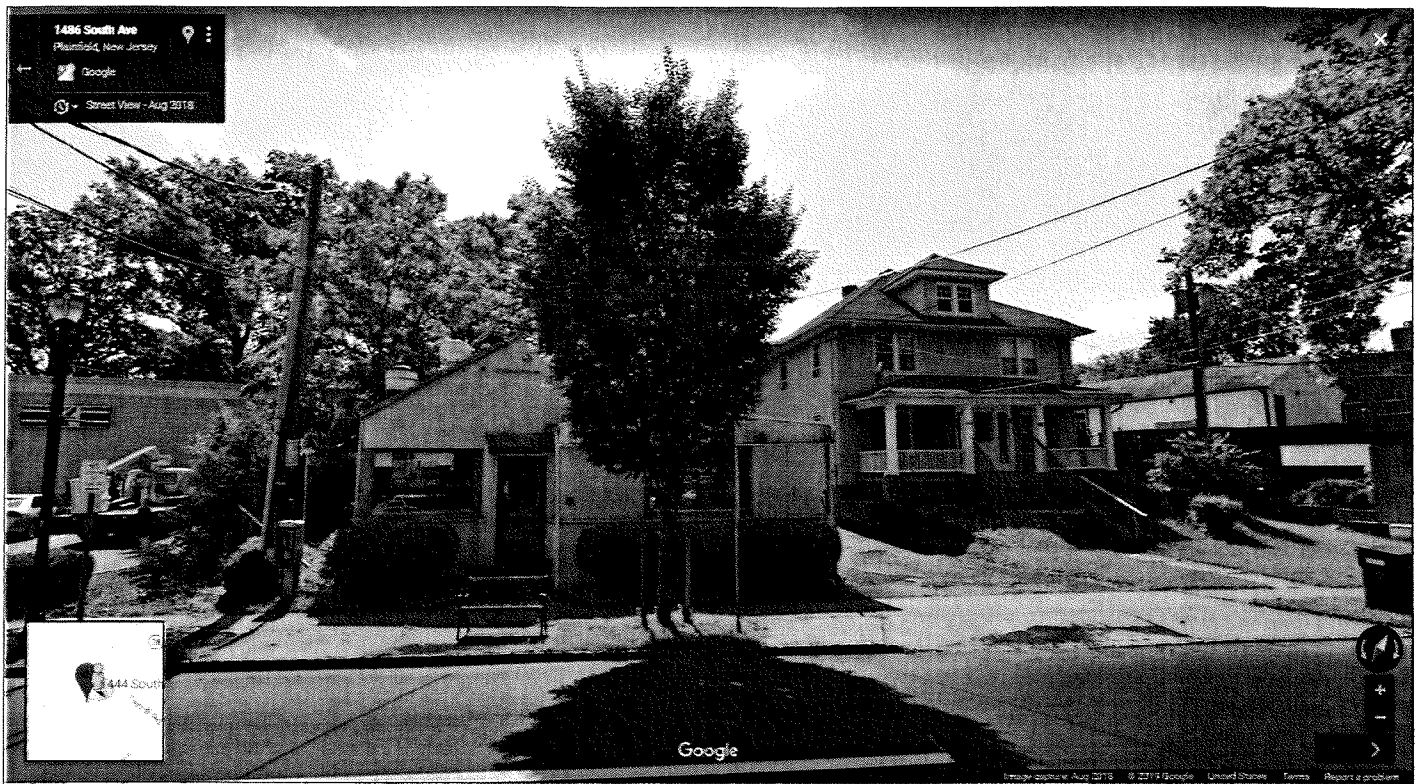


Figure 2A. August 2018 Google Street View of Lot 33 and 32 looking south



Figure 2B. August 2018 Google Street View of Lot 31 looking south.



Figure 2C. August 2018 Google Street View of Lot 30 and 29 looking south.

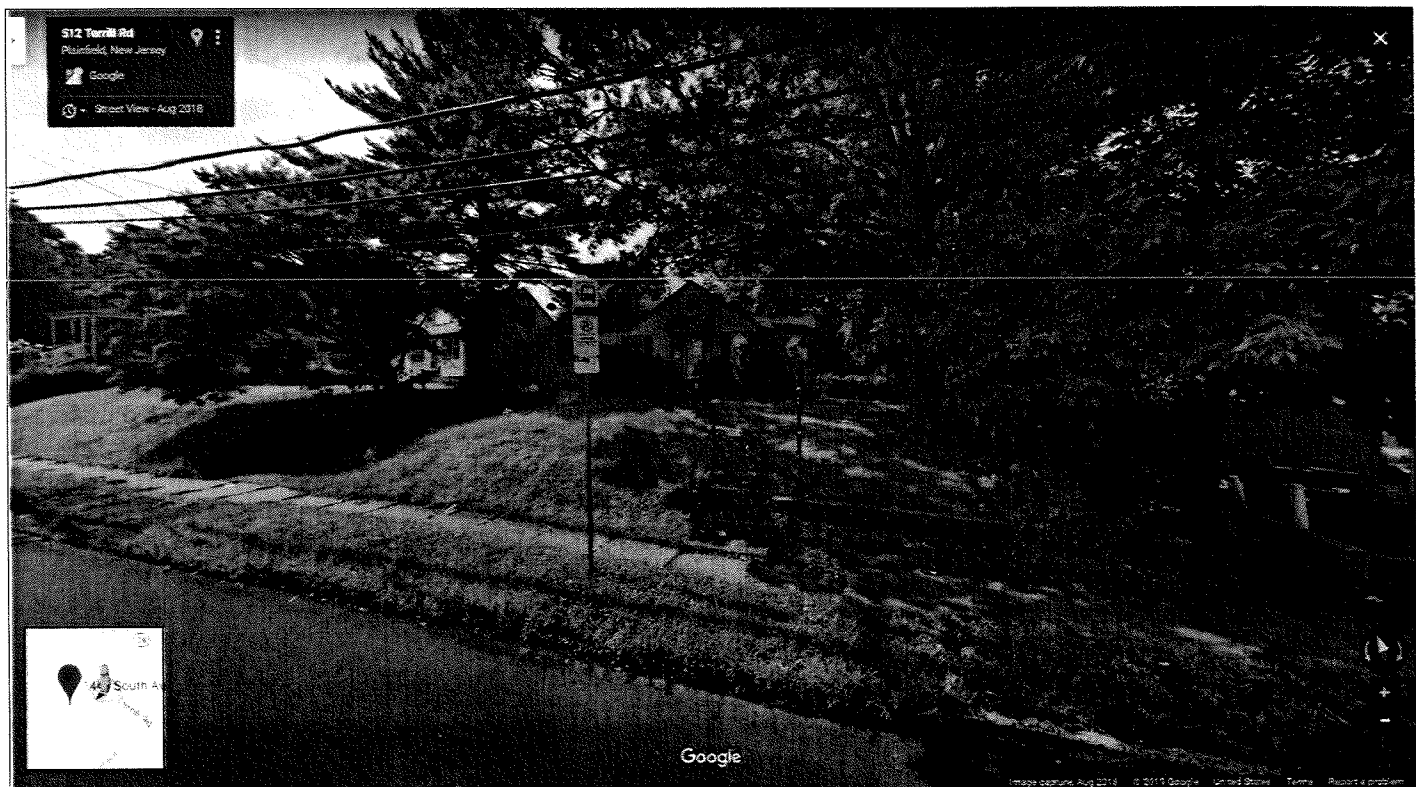
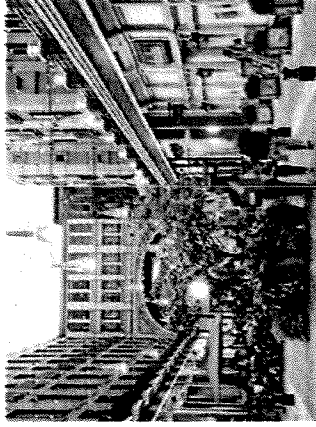
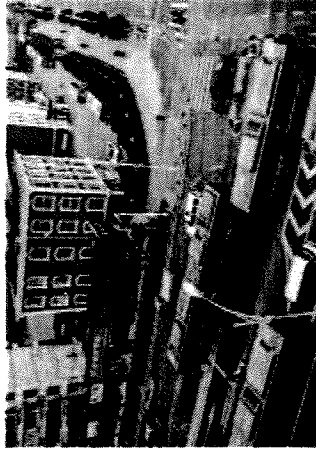


Figure 2D. August 2018 Google Street View of Lot 35 west at Terrill Road.



1 Promote Transit-Oriented Development and Activity

- Leverage the city's assets to optimize transit-oriented development and increase pedestrian activity and circulation within and into the area.
- Enhance the Station's role as a hub of activity and a vibrant center for the entire area and adjacent neighborhoods.
- Increase the area's residential population by providing a variety of housing types.
- Improve existing neighborhood identity while creating new places and neighborhood anchors.

2 Improve Economic development

- Diversify the economy.
- Develop a new retail shopping destination.
- Build local wealth and tax base.
- Attract office and retail use that creates new jobs, retain existing jobs and employ the residents.

3 Manage Parking and Traffic

- Maximize opportunities for shared and mixed-use facilities.
- Minimize traffic impacts to residential neighborhoods.

4 Increase Sustainability

- Better leverage of transit as sets by promoting transit use and planning around transit.
- Promote high densities around transit and other appropriate areas.
- Minimize vehicular miles traveled in the proposed districts to encourage walking, biking, bus travel, and commuter rail selection.
- Support a walkable corridor through pedestrian-oriented streetscapes and investments in the public realm.
- Reduce the heat island effect through street trees, vegetated corridors, and intensive & extensive green roofs.
- Encourage use and reuse of energy efficient materials.

CITY OF PLAINFIELD
PLAINFIELD FIRE DIVISION



315 Central Avenue
Plainfield, New Jersey
908 753-3446 / 908 753-3485/fax

February 27, 2019

Mr. Scott Bauman
Plainfield Principal Planner
Plainfield City Hall
515 Watchung Avenue
Plainfield, New Jersey 07060

Dear Mr. Bauman,

Upon reviewing the preliminary and final site plan for the Wawa Convenience Store/Gas Station (South Terrill Road Urban Renewal : 1444-1448 South Avenue and 512-516 Terrill Road) the Plainfield Fire Department has several concerns:

1. We are interested in where the fuel shutoffs will be for the gas pumps.
2. We will supply the truck template which depicts the appropriate information for the turning radius for our truck company.
3. We are interested in bollard protection for the gas meters and the electrical meter.
4. The City of Plainfield has a city ordinance which requires that all commercial establishments have a knox box installed on the building.
5. Are there going to be 20lb. propane cylinders sold and exchanged on the property? If they are then we are requiring bollards around the propane cages for protection.
6. A truss sign placard must be displayed on the front of the building for the truss roof.
7. Are there going to be solar panels installed on the roof? If they are then we are requesting the appropriate solar panel placard required under the New Jersey State Fire Code.

Sincerely,

A handwritten signature in dark ink that reads "Michael J. McCue, DC".

Michael J. McCue
Deputy Chief
Bureau of Fire Prevention

April Stefel

From: April Stefel
Sent: Thursday, February 28, 2019 12:43 PM
To: Scott Bauman
Cc: Rosalind Miller
Subject: PB 2019-02

Scott,

On behalf of the Plainfield Shade Tree Commission I have reviewed the landscape plan for 1444-1470 South Avenue "WaWa". Please note that all counts are correct and identified in the legend on Sheet 8; Landscape Plan. I am requesting some changes to the selection of the plant material.

Please substitute:

Ornamental Tree: 13 Cornus X Rutdan "Celestial"; Kousa dogwood from the Rutgers Stellar Series for the Cornus Florida, White Dogwood. Celestial is more hardy and disease resistant.

Deciduous Shrubs: 65 Ilex verticillata, Winterberry holly for Euonymus alatus "compactus" Compact winged euonymus. Winterberry holly is native and is far more attractive in winter with persistent berries.

Ground Cover: 10 Juniperus horizontalis "Bar Harbor" Bar Harbor Creeping Juniper for the variety "Wiltonii". This variety is a bit more dense.

I trust that there is a watering plan associated with this design for the establishment of this plant material as there is no sprinkler system indicated on the plans. If you have any questions, please free to call.

Regards
April

April M. Stefel, LLA
Principal Planner & Brownfields Coordinator
Plainfield Planning Division, Plainfield City Hall, Room 202
515 Watchung Avenue, Plainfield, NJ 07060
ph: 908-753-3421 / fax: 908-226-2587
email: april.stefel@plainfieldnj.gov

WARNING: Email received by or sent to City Officials are subject to the Open Public Records Act [OPRA]. If you are in any way concerned about the contents of your e-mail being read by someone other than the person(s) you are contacting, you should consider alternate ways of contacting them. Disclaimer: This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the City of Plainfield. This message contains confidential information and is

March 04, 2019

CPLFD 19002.04

William Nierstedt, Planning Director
City of Plainfield
Planning Board
515 Watchung Avenue
Plainfield, NJ 07060

**RE: Engineering Review #1
 South Terrill Urban Renewal, LLC
 Proposed Wawa Convenience Store & Fueling Station
 1444-70 South Avenue & 512-16 Terrill Road
 Block 625, Lots 29-33 & 35
 Application #: PB 2019-02**

Dear Mr. Nierstedt:

Pennoni Associates (Pennoni) is in receipt of the following documents concerning the above referenced application:

- Planning and Zoning Board of Adjustment Application for Development issued by the City of Plainfield.
- Survey entitled "Accurate Builders & Developers, Block 625, Lots 29-33 and 35, NJSH Route 28 and Terrill Road, City of Plainfield, Union County, New Jersey" prepared by Craig Black, PE, PLS of Dynamic Survey, LLC, dated 02/07/2019.
- Plans entitled "Preliminary and Final Site Plan for South Terrill Urban Renewal, LLC, Proposed Wawa Food Market and Fueling Station, Block 625, Lots 29-33 & 35, NJSH Route 28 (South Avenue) & Terrill Road (CR 611), City of Plainfield, Union County, New Jersey", consisting of eighteen (18) sheets, prepared by Matthew Sharo, PE, of Dynamic Engineering, dated 02/11/19.
- Architectural plans prepared by Richard W. Lake, consisting of two (2) sheets, dated 02-04-2019.

- Stormwater Management. Groundwater Recharge and Water Quality Analysis Report prepared by Matthew Sharo, PE, of Dynamic Engineering, dated February 2019.
- Traffic Impact Study prepared by Nick Verderese, PE & Justin P. Taylor, PE of Dynamic Traffic, dated February 8, 2019.

INTRODUCTION

The subject site is located near the north east corner of the intersection of South Avenue and Terrill Road and contains approximately 1.74 acres. The applicant proposes to demolish the existing buildings and merge the lots to accommodate a 5,100 SF retail convenience store and twelve (12) fueling stations. Proposed improvements include construction of a parking lot and associated improvements along the Right of Way. The subject site is located in the South Avenue East Redevelopment Zone.

PLANNING AND ZONING

We defer comments regarding the project's compliance with the applicable zoning requirements to the City Planner.

SITE PLAN

- 1) The plans shall be corrected to depict Terrill Road as County Route No. 611 in lieu of NJSH Route 28.
- 2) Striping shall be added to prohibit parking in front of the proposed dumpster pad.
- 3) As shown on the plan, construction of the proposed retaining wall near the southern property line will require disturbance to the adjacent property on Lot 42. We recommend an alternate retaining wall design be provided and the detail revised accordingly so there is no disturbance to the adjacent property.
- 4) A note on the provided masonry block retaining wall detail indicates that the detail is not to be used for construction. The Applicant shall clarify the same.
- 5) Handicap ramps shall be designed in accordance with the ADA standards on both sides of the proposed crosswalk on South Avenue. Spot grades shall be provided to support ADA accessibility.

- 6) The handicap ramp detail shall be revised in accordance with the NJDOT standards.
- 7) A construction detail for the proposed canopy shall be provided.
- 8) A driveway apron detail compliant with the City standards shall be added to the plan.
- 9) The sidewalk detail shall be revised for compliance with the City design standards.
- 10) A stop sign and stop bar shall be added next to the proposed B inlet storm structure #7 along the front driveway aisle.
- 11) South Avenue was recently paved by the City. Final restoration of the pavement shall include infrared treatment. A note stating the same shall be added to the pavement detail.
- 12) The City of Plainfield standards shall be adhered to along South Avenue as per the redevelopment plan. A note stating the same shall be added to the plan.
- 13) Terrill Road is a County road. Approval from County is needed prior to construction of any proposed improvements along the Right-of-Way. A note stating the same shall be added to the plan.

GRADING AND UTILITIES

- 1) The Applicant shall clarify the removal or use of the existing utility services.
- 2) The invert elevation of the existing curb inlet along South Avenue and its connection to the existing storm sewer system shall be shown to support the constructability of the proposed on-site storm drainage design. The existing pipe from the catch basin shall be shown. Storm sewer profiles for the proposed storm drainage shall be provided.
- 3) The invert elevations of the proposed roof drains shall be shown on the drainage and utility plan. A construction detail for the roof leader connection shall be provided.
- 4) Construction details shall be added for the proposed type E and type A drainage inlets.
- 5) The typical precast storm manhole detail refers to a separate detail for the manhole frame and cover. However, no such detail is provided. This shall be clarified and a cover detail supporting H-20 loading shall be provided.

- 6) All work involving disturbance of the existing sanitary sewer system shall be coordinated with and approved by the Plainfield Municipal Utilities Authority (PMUA).

STORMWATER MANAGEMENT

- 1) A soil map depicting the different soil types on the property shall be provided to support the area calculations used for determination of the runoff curve numbers.
- 2) The outlet control structure detail shall be revised to indicate the orientation of the pipes to be consistent with those proposed on the drainage and utility plan. The incoming 15" pipe from curb inlet #7 shall be shown on the detail.
- 3) The depths of the proposed outlet control structure and risers shall be shown on the detail.
- 4) A capacity analysis for the proposed infiltration basin shall be provided.
- 5) Test pits and geotechnical report to depict the depth of groundwater and soil permeability shall be provided to support the constructability of the proposed infiltration basin. Soil permeability shall be determined in accordance with the NJDEP requirements.
- 6) The base of the proposed infiltration basin shall be minimum of two (2) feet above the seasonal high groundwater table. The seasonal high-water table shall be established via a geotechnical field exploration. A note stating the same shall be added to the plan.
- 7) A filter fabric shall be provided between the stone and soil around the side and the bottom of the proposed infiltration basin.
- 8) An overflow measure shall be designed for the infiltration basin emergency outfall.
- 9) The connection details between the manhole risers/B inlet #10 and the infiltration basin shall be provided.
- 10) A stormwater management maintenance manual shall be provided for the efficient maintenance of the proposed infiltration and detention basin in accordance with the stormwater management regulations.
- 11) An inspection of the excavation shall be made by the City engineer prior to the installation of the infiltration and detention basin. A note stating the same shall be added to the plan.

TRAFFIC IMPACT STUDY

A review of the Traffic Impact Study has been prepared under a separate cover, dated March 4, 2019.

MISCELLANEOUS

- 1) A lot consolidation plan and corresponding legal descriptions for the proposed lot merge shall be submitted for review.
- 2) We defer the approval of the proposed landscaping to the Shade Tree Commission.
- 3) The Applicant shall submit the approved plot plan to Union County for recording purposes once approved by the Board Professionals.
- 4) Water and sewer demand calculations for the proposed development shall be submitted. The applicant shall obtain and provide utility will serve letters from the applicable utilities serving the subject site development.
- 5) Separate cost estimates for all public and private site improvements for determination of the performance guarantee and inspection escrow fee shall be submitted.
- 6) Prior to disturbing or constructing any improvements located within the Right of Way along South Avenue, the applicant is required to file and pay the required application and engineering review fees for a street opening permit.
- 7) A soil erosion and sediment control permit shall be obtained from the Somerset-Union Soil Conservation District. A copy of the approved permit shall be provided.
- 8) South avenue is New Jersey State Highway. Approval from NJDOT is required.
- 9) Any municipal approvals shall be made contingent on receipt of all outside agency approvals.

The Applicant shall respond to this letter with a point-by-point response addressing the comments listed above. We reserve the right to make additional comments pertaining to this application during the review process.

Please contact this office with any questions or comments.

Very truly yours,

PENNONI ASSOCIATES, INC.



Drew M. DiSessa, P.E., P.P.
Board Engineer

DD/dr

cc: Scott Bauman- Principal Planner, City of Plainfield
Matthew Sharo – Applicant's Engineer
Joseph A. Paparo – Applicant's Attorney



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Newark, New Jersey 07102
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www.pennoni.com

March 04, 2019

CPLFD 19002.04

William Nierstedt, Planning Director
City of Plainfield
Planning Board
515 Watchung Avenue
Plainfield, NJ 07060

**RE: Traffic Impact Study Review #1
South Terrill Urban Renewal, LLC
Proposed Wawa Convenience Store & Fueling Station
1444-70 South Avenue & 512-16 Terrill Road
Block 625, Lots 29-33 & 35
Application #: PB 2019-02**

Dear Mr. Nierstedt:

Pennoni Associates (Pennoni) is in receipt of the following documents concerning the above referenced application:

- Traffic Impact Study prepared by Nick Verderese, PE & Justin P. Taylor, PE of Dynamic Traffic, dated February 8, 2019.
- Plans entitled "Preliminary and Final Site Plan for South Terrill Urban Renewal, LLC, Proposed Wawa Food Market and Fueling Station, Block 625, Lots 29-33 & 35, NJSH Route 28 (South Avenue) & Terrill Road (CR 611), City of Plainfield, Union County, New Jersey", consisting of eighteen (18) sheets, prepared by Matthew Sharo, PE, of Dynamic Engineering, dated 02/11/19.

INTRODUCTION

The subject site is located near the north east corner of the intersection of South Avenue and Terrill Road and contains approximately 1.74 acres. The applicant proposes to demolish the existing buildings and merge the lots to accommodate a 5,100 SF retail convenience store and twelve (12) fueling stations with a full movement driveway on South Avenue and a driveway on Terrill Road with left/right ingress and right turn egress. The applicant proposes to restripe

Terrell Road with a two-way left turn lane at the site driveway between by shortening the left turn lanes for the adjacent traffic signals.

COMMENTS

- 1) Traffic counts were conducted in on December 5, 2018 and is representative of peak traffic conditions when school is in session.
- 2) The Traffic Impact Study indicates that the study intersections operate at a Level of Service (LOS) C or better under existing conditions.
- 3) The background growth rate utilized for this project of 1% is based on the NJDOT Access Permit Annual Background Growth Rate Table.
- 4) The Applicant's Engineer developed the Trip Generation in accordance with the current 10th edition of the Institute of Transportation Engineers Trip Generation Manual for Land Use 960 "Super Convenience StoreMarket /Gas Station"
- 5) The proposed application is expected to generate 105 AM peak hour primary trips (52 entering, 53 exiting) and 85 PM peak hour primary trips (42 entering, 43 exiting). The site will also generate 331 AM peak hour pass-by trips (166 entering, 165 exiting) and 268 PM peak hour pass-by trips (135 entering, 133 exiting).
- 6) The Traffic Impact Study indicates that all intersections, approaches, and lane groups operate at a LOS C or better under no build conditions.
- 7) The Traffic Impact Study indicates that the study intersections will continue to operate at a LOS C or better under build conditions and the turning movements at site driveways will operate at LOS C or better.
- 8) The Traffic Impact Study indicates that site meets current City standards for parking aisle widths, parking stall dimensions and number of parking spaces.
- 9) The applicant shall provide the signal timings for the study intersections for reference.
- 10) The applicant shall provide the Synchro files for review.
- 11) The signal at the intersection of South Avenue (Rt 28) and Terrill Avenue is an NJDOT traffic signal. The applicant shall obtain NJDOT concurrence with the proposed restriping of Terrell Road and the shortening the northbound Terrell Road left turn lane at South Street.

- 12) Terrill Avenue is County Route 611. The applicant shall obtain County concurrence with the proposed restriping of Terrell Road and the shortening the southbound Terrell Road left turn lane at the La Grande Avenue traffic signal.

The Applicant shall respond to this letter with a point-by-point response addressing the comments listed above. We reserve the right to make additional comments pertaining to this application during the review process.

Please contact this office with any questions or comments.

Very truly yours,

PENNONI ASSOCIATES, INC.



Drew M. DiSessa, P.E., P.P.
Board Engineer

DD/ss

cc: Scott Bauman- Principal Planner, City of Plainfield
Matthew Sharo – Applicant's Engineer
Joseph A. Paparo – Applicant's Attorney



ADRIAN O. MAPP
MAYOR

CITY OF PLAINFIELD
DEPARTMENT OF PUBLIC WORKS &
URBAN DEVELOPMENT
DIVISION OF PLANNING
515 WATCHUNG AVENUE, ROOM 202
PLAINFIELD, NEW JERSEY 07060



ERIC WATSON
DEPARTMENT DIRECTOR

**PLANNING BOARD & ZONING BOARD OF ADJUSTMENT
APPLICATION FOR DEVELOPMENT**

Date Received: _____ Application Number: PB-2019-02

I. Application is hereby made to: Planning Board ☒ or Zoning Board of Adjustment

II. Application is for (circle where applicable):

Major Subdivision Minor Subdivision Site Plan Use, or "D" Variance
Relief from Bulk Requirements Interpretation Appeal of Municipal Official Decision
Certificate of Non Conformity Capital Project Review Concept Plan

III. Applicant Information:

A. Name: South Terrill Urban Renewal LLC
Address: c/o Accurate Builders, 742 Ocean Avenue, Lakewood, NJ 08701
Telephone & Email: 732-941-0300

B. The Applicant is a: Corporation / LLC* ☒ Partnership _____
Individual _____ Other _____
**a corporation or LLC must be represented by an attorney*

C. If the Applicant is a corporation or partnership attach list of names and addresses of persons having a 10% or more interest in such (C.40:55D-48.2).

D. The relationship of the applicant to property in question is:

Owner _____ Lessee _____ Contract Purchaser ☒ Other (Specify) _____

IV. Property Owner Information: (Complete only if different from Applicant)

Name: * see attached Owner Information Rider
Address: _____
Telephone & Email: _____

V. Surveyor / Engineer / Architect Information (attach business card):

Name: Matthew Sharo, P.E., P.P. – Dynamic Engineering
Address: 1904 Main Street, Lake Como, NJ 07719
Telephone & Email: 732-974-0198 msharo@dynamiccec.com

Surveyor / Engineer / Architect Information (attach business card):

Name: Richard W. Luke, A.I.A. - Cuhaci & Peterson
Address: 550 Township Line Road, Suite 300, Blue Bell, PA 19422
Telephone & Email: 215-641-4830

VI. Attorney Information (attach business card):

Name: Joseph A. Paparo, Esq. – Porzio, Bromberg & Newman, P.C.
Address: 100 Southgate Parkway, P.O. Box 1997, Morristown, NJ 07962
Telephone & Email: 973-889-4042 japaparo@pbnlaw.com

VII. Property Information:

Street Address 1444-1470 South Avenue & 512-516 Terrill Road
Block & Lot Number Block: 625 Lots: 29, 30, 31, 32, 33 & 35
Zone South Avenue East Redevelopment Area
Existing Use retail, restaurant, residential
Proposed Use retail convenience with fuel sales
Type of Construction TBA

Approval Desired: Preliminary** X Final X

If this application includes a request for relief from zoning requirements state the purpose below (or on attachment) of this request:

* see attached Variance & Waiver Rider and Statement of Principal Points

**minor subdivisions are not eligible for preliminary approval

VIII. Application Fee: (see fee schedule, §17:13-1 Land Use Ordinance) \$ TBA

IX. Escrow Fee: (see fee schedule, §17:13-20.F Land Use Ordinance) \$ 1,000 (initial)

X. The following are attached and made a party of this application:

- A. Two (2) signed and sealed plans
- B. Two (2) original, signed applications
- C. Appropriate application fee (check or money order payable to “City of Plainfield” - no cash)
- D. Appropriate escrow fee (separate check or money order payable to “City of Plainfield” - no cash)

- E. Letter of Authority or Power of Attorney in case appeal is made by other than the owner
- F. All other documents required for this type of application
- G. Tax Search / Certificate from Tax Collector stating that there are no outstanding taxes or liens

(Print Name) & Signature of Applicant ***

2-11-19

Dated

& see attached Letter of Authority / Consent form

(Print Name) & Signature of Property Owner ***

Dated

*** By signing this application, the applicant and/or agents hereby grant authorization to the approving authority and its professional and administrative staff to enter the property in question for inspection purposes. This is "consent to enter" as listed on the application completeness checklist.

Applicant should inquire as to any State, County, or local Statutes that may have any bearings before proceeding. For a downloadable PDF version of this document, go to <http://www.plainfieldnj.com/docs/application.pdf>

APPLICATION RIDER

OWNER INFORMATION

(Block: 625 Lot: 29)
Carlos A. and Julieta M. Valerio
9 Hurley Avenue
N. Plainfield, NJ 07060

(Block: 625 Lots: 30 & 31)
Car Rock Properties, LLC
346 E. 3rd Street
Plainfield, NJ 07060

(Block: 625 Lot: 32)
Central Jersey Public Mgmt.
501 Garibaldi Avenue
S. Plainfield, NJ 07080

(Block: 625 Lot: 33)
David Ngai
501 Garibaldi Avenue
S. Plainfield, NJ 07080

(Block: 625 Lot: 35)
512 Terrill Road, LLC
c/o Accurate Builders,
742 Ocean Avenue
Lakewood, NJ 08701

CORPORATE DISCLOSURE STATEMENT

(South Terrill Urban Renewal, LLC)
Yaakov Klugmann – 742 Ocean Avenue, Lakewood, NJ 08701 100%

VARIANCE/WAIVERS

1. Sec. 17:9-24 D(1): loading area buffering – 25 ft. minimum, 5.7 ft. proposed
2. Sec. 17:9-24 D(2): loading area screening – 10 ft. minimum consisting of 10 ft. high visually impervious screen, no screening proposed
3. South Avenue East Redevelopment Plan Sec. 4.2 (21): pylon sign setback – 15 ft. minimum, 10 ft. proposed
4. Sec. 17:9-51 (Design Standards 4(a) iv): monument sign area – 30 sf. maximum, 49.87 sf. proposed (Terrill Rd.)
5. Sec. 17:9-51 (Design Standards 4(a) iv): monument sign height – 6 ft. maximum, 10 ft. proposed (Terrill Rd.)
6. Sec. 17:9-51 (Design Standards 4(a) v): monument sign base height – 18 inches maximum, approx. 60 inches proposed (Terrill Rd.)
7. Sec. 17:9-51 (Design Standards 4(b)): monument sign lighting – indirect illumination only, internally illuminated monument sign proposed (Terrill Rd.)

8. Sec. 17:9-51 (Design Standards 4(c) ii): monument sign colors – 3 colors maximum, 4 colors proposed (Terrill Rd.)
9. Sec. 17:9-51 (Design Standards 7(a) vi) wall sign vertical dimension – 2 ft. maximum, 5.54 ft. proposed
10. Sec. 17:9-51 (Design Standards 7(a) vii) wall sign mounting height – 11 ft. maximum, 14 ft. proposed
11. Sec. 17:9-51 (Design Standards 5(a) ii) number of canopy signs – 2 permitted, 3 total proposed (1 canopy; 2 canopy spanner)
12. Sec. 17:9-51 (Design Standards 5(a) ii) total number of signs for gas station – 4 permitted, 6 proposed
13. Sec. 17:11-12 F – parking area illumination levels – 1.0-2.5 FC required, 2.63 FC (average) proposed

STATEMENT OF PRINCIPAL POINTS

The within Application involves a request for Preliminary and Final Major Site Plan and Variance approvals to permit the construction of a 5,100 square foot Wawa food market and fueling station with related improvements on the property. The site is an assemblage of properties located at 1444-1470 South Avenue and 512-516 Terrill Road, designated as Block 625, Lots 29, 30, 31, 32, 33 & 35 on the Tax Map of the City of Plainfield. The site is located within the South Avenue East Redevelopment Area which permits the proposed retail convenience with fuel sales use. Relief is, however, required from the South Avenue East Redevelopment Plan and the Land Use Code in connection with this redevelopment project.

Currently, the site consists of a number of older residences and retail establishments some of which are vacant. All existing structures will be removed and the site will be completely redeveloped with a new, 5,100 square foot Wawa store with six multi-product fuel dispensers covered by a canopy. Access to the site will be provided by two, full movement driveways, one on South Avenue and the other on Terrill Road. A total of 50 parking spaces will be provided in

a new parking area including two, van-accessible ADA parking stalls. Related improvements such as landscaping, lighting and storm water management are also included in the proposal to complete the site-wide upgrade. The lighting levels within the parking area of 2.63 FC, on average, slightly exceed the 2.5 FC maximum of the Code. The project engineer will confirm that the lighting will not negatively impact the adjacent residences.

The new parking area will be buffered from the adjacent residential properties by new fencing and a minimum landscaped area of five feet or more which is consistent with the requirements of the Redevelopment Plan. Variance relief from the City's Land Use Code is, however, required with regard to the buffering the loading areas. According to the Code, loading areas are required to be buffered from adjacent residential properties with 10-25 feet of landscaped areas with screening a minimum of 10 feet in height and, although the proposal meets the above noted buffer requirement of the Redevelopment Plan, the screening around the loading areas will not meet the Code provisions. Testimony will be offered at the hearing regarding both the loading activities as well as the landscaped buffer and screening provided. This testimony will demonstrate that the proposal will not have an adverse impact to the adjacent residences.

As depicted on the architectural plans, the proposed Wawa food market building is tastefully designed with stone accents other architectural features to promote a modern, attractive appearance. These design elements have also been incorporated in the canopy to provide a consistent, uniform look. Signage is proposed for the building, canopy and on the site as detailed in the plans and Application materials.

With regard to the wall sign for the new building, the Applicant is requesting variance relief for the vertical dimension of the sign as well as the mounting height. According to the Code, wall signs are limited to a vertical dimension of two feet whereas the proposed sign

measures 5.54 feet. It should be noted that the total size of the wall sign is substantially less than what is permitted and only the vertical dimension exceeds the sign guidelines. Also, the proposed location of the wall sign on the building will measure approximately 15.5 feet from the ground whereas the Code limits the mounting height to 14 feet. As evidenced by the building plans, the proposed wall sign is appropriate in size for the building and does not overpower or crowd the façade. The height of the wall sign is a factor of the building's design and front entrance architecture and is more of a technical deviation and unrecognizable to the public.

The canopy above the fuel dispensers will also contain signage as part of the store branding. Although the Code's sign regulations allow fuel station canopies to contain signage, the number of canopy signs is limited to two for properties with two street frontages. As detailed on the canopy plans submitted with the Application, this proposal includes one canopy sign and two additional canopy "spanner" signs for a total of three. It is clear from the plans that the canopy signage is modest in size and does not result in visual clutter.

Consistent with the Redevelopment Plan, this new Wawa Food Market and Fueling Station will include a pylon sign located along the South Avenue frontage. As will be discussed in greater detail at the hearing, the sign will be consistent in size with other pylon signs in the area. A monument sign will be installed along the Terrill Road frontage which exceeds the 30 square foot size limitation of the Code as the proposed sign will be approximately 49.87 square feet in area. The dimensions of the monument sign also require relief as the base height will be 60 inches whereas the Code limits the height to 18 inches. Similarly, the total height of the monument sign will be 10 feet whereas the Code limitation is six feet. These size and dimensional deviations can be granted without negatively impacting the site or surrounding area.

The project engineer will confirm at the hearing that neither the size nor location of the monument sign will cause any visibility issues or obstructions.

The monument sign will be internally illuminated which requires relief from the Code sign standards. Similarly, the sign will contain a total of four different colors whereas the Code limits the number of colors to three. The proposed monument sign and the pylon sign are integral to the branding of Wawa and its market image. The deviations noted above can be granted without detracting from the aesthetics and character of the site and surrounding neighborhood.

This project represents an important investment in the City of Plainfield and will result in a revitalization of the South Avenue corridor. The redevelopment of this site will continue the redevelopment occurring along South Avenue provide connectivity with those projects. Wawa has established itself a community-minded employer with a business model that encourages growth and investment in the communities in which it operates. For the reasons noted above, the Applicant respectfully requests that the approvals and variances sought be granted.

USE AND OPERATIONS STATEMENT

PROPOSED WAWA WITH FUEL SALES Route 28 & Terrill Road, Plainfield, NJ

DESCRIPTION OF PROPOSED USE:

Wawa owns and operates food markets, many with the sale of fuel, in New Jersey, Pennsylvania, Delaware, Maryland, Virginia and Florida. The company started business as a dairy, opened its first food market in 1964, and added the sale of fuel to its stores in 1996. Each store offers a complete line of hot and cold beverages, including freshly brewed coffee, made-to-order deli sandwiches and hoagies, wraps, salads, soups and sides. The stores also offer convenience store items including grocery items, candy, cigarettes, and newspapers. Wawa actively participates in local charitable activities, youth groups and recreational programs in the locations where the stores are located, and contributes millions of dollars in charitable contributions each year through the Wawa Foundation. Wawa is a privately held company owned by its founding family and Wawa employees. All stores are owned by the company (no franchises) and all employees are Wawa company employees.

DELIVERIES:

<u>TYPE</u>	<u>FREQUENCY</u>
Dairy	Three times per week. Wawa trucks.
Fresh Groceries	Groceries, cigarettes, candy, paper supplies and deli supplies are delivered on one single delivery truck, four-five times per week. Tractor trailer.
Other (Vendor/soda/papers)	External vendors deliver outside products such as chips, soda, and bread on an as needed basis, typically every other day in vendor's own smaller box trucks, typically during the day when the stores are not as busy.
Fuel	As Needed. Tractor Trailer.

SOLID WASTE:

<u>TYPE</u>	<u>FREQUENCY</u>
Trash Pick-up	3 times per week, Daytime off peak hours
Recycling Pick-up	2 times per week, Daytime off peak hours
Outside trash maintenance	Outside trash receptacles are emptied on every shift

MISCELLANEOUS:

Employees	Approx 40-50 (including part-time)
Employees Per Shift	Approx 10-12 (first shift)
Hours of Operation	24 hours a day / 7 days a week

02-04-19

Proposed Wawa Food Market & Fueling Station
NJSH Route 28 (South Avenue) & Terrill Road (CR 611)
Block 625, Lots 29-33 & 35
City of Plainfield
Union County, NJ
DEC# 2256-99-006
02/11/2019

Submission Waiver List

1. §17:8-F(6) - Existing and proposed contour lines at one (1) foot intervals inside the tract and within thirty (30) feet of the tract's boundaries with spot elevations at all grade changes in grade due to construction.
 - Existing contour lines within thirty (30) feet of the tract's boundaries not provided.
 - **Justification:** Survey was completed in the areas of and adjacent to the site where work is anticipated. The proposed stormwater management system is designed to capture all stormwater therefore having no impact on adjacent properties or stormwater facilities.
2. 17:8-F(10) – Total architectural lighting plan indicating location, type and height of lighting standards with accompanying illumination design average and one (1) foot candle trace.
 - One (1) foot candle trace not provided.
 - **Justification:** A lighting plan was completed for the proposed development that includes footcandle values across the entire site. Upon final approvals a one footcandle trace will be provided.
3. §17:8-F(18) - A sign plan for all existing and proposed signs.
 - Existing sign information not provided.
 - **Justification:** The existing signage is on top of mixed residential and commercial uses which is not accessible.

Variance List

1. §17:9-24.D.1: Buffering for loading zones adjacent to residential uses or districts shall consist of 25 foot wide area surrounding all sides of a parking lot.
 - Variance – 5.7 feet proposed adjacent to a residential use
2. §17:9-24.D.2: Loading zone buffering shall consist of a minimum 10 foot high visually impervious screen. If such screen consists of a wall or fence, the buffer between the wall or fence and the lot line shall be a minimum of 10 feet in width and shall also be extensively planted with both deciduous and evergreen trees.
 - Variance – No screen provided.
3. Design Standard B.4(a)iv: Terrill Road Monument Sign Size – 30 SF Permitted
 - Variance – 49.87 SF Proposed

4. *Design Standard B.4(a)iv: Terrill Road Monument Sign Height – 6 feet Permitted*
 - Variance – 10 feet Proposed
5. *Design Standard B.4(a)v: Terrill Road Monument Sign Base Height – 18 Inches Permitted*
 - Variance – 60 Inches Proposed
6. *Design Standard B.7(a)vi: Building Mounted Sign Vertical Dimension – 2 Feet Permitted*
 - Variance – 5.54 Feet Proposed
7. *Design Standard B.7(a)vii: Building Mounted Sign Mounting Height – 14 Feet Permitted*
 - Variance – 15.5 Feet Proposed
8. *Plainfield Signage Design Standards: Canopy Spanner Signs - Not Permitted*
 - Variance – 2 Proposed
9. *Design Standard B.4(a)ii: Total number of signs for an Automobile Service Station Use – 4 Total Permitted of which one (1) sign may be a gas station canopy sign.*
 - Variance – 3 Total Canopy Signs Proposed
10. *Design Standard B.4(b): Freestanding Monument Signs Shall be Indirectly Illuminated*
 - Variance – Internal Illumination Proposed
11. *Design Standard B.4(c): The Number of Colors on a Monument Sign be Limited to No More The 3 on a Single Freestanding Monument Sign*
 - Variance – 4 Colors Proposed
12. *§17:11-12.F: parking lots shall provide average illumination levels of 1.0-2.5 fc.*
 - Variance – 2.63 fc average provided.



Dynamic Engineering Consultants, PC
 www.dynamiccc.com
 1904 Main Street
 Lake Como, NJ 07719
 T. 732-974-0198

February 20, 2019
 Via Email

City of Plainfield
 Division of Planning
 515 Watchung Avenue
 Room 202
 Plainfield, NJ 07060

Attn: Valerie Jackson
 Department Director

**RE: Proposed Wawa Food Market and
 Fueling Station
 South Avenue (NJSH Route 28) and
 Terrill Road (CR 611)
 Block 625, Lots 29-33, 35
 City of Plainfield
 Union County
 DEC# 2256-99-006**

Dear Mrs. Jackson,

It is the intent of this letter to provide information regarding the expected sanitary sewerage demand associated with the above mentioned development. The estimated demand flows have been calculated in accordance with NJAC 7:14A-23.3 "Sanitary Sewerage Projected Flow Criteria." These calculations can be found below:

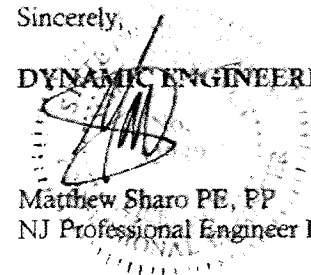
Type of Establishment:	Demand:
Stores and Shopping Centers	0.100 Gallons Per Day/SF
Automobile Service Station	125 Gallons Per Day/Filling Position

Therefore, the proposed overall demand onsite is:

5,100 SF Wawa Food Market * 0.100 GPD/SF of Store =	510 GPD
+ 12 Filling Positions * 125 GPD/Filling Position =	<u>1,500 GPD</u>
	2,010 GPD Total Demand

Sincerely,

DYNAMIC ENGINEERING CONSULTANTS, PC



Matthew Sharo PE, PP
 NJ Professional Engineer License #52989

Scott Bauman

From: Stephen Dessino <StephenD@pmua.org>
Sent: Wednesday, February 27, 2019 9:38 AM
To: Scott Bauman
Cc: Eric E. Jackson; Valerie Jackson
Subject: Proposed Wawa

Scott,

After reviewing the plans for the proposed Wawa on South Ave, I see no problem with the added sanitary flow into our main trunk line. Reason being the developer is looking to purchase and demo 4 property's, one being a restaurant.

I did receive the " Sanitary Sewage Projected Flow Criteria" from the projects engineer and sent it off to the consulting engineer for the PMUA for review.

I will be mailing an application out to the engineer in charge of the project that needs to be filled out. There will also be a connection fee and an application fee associated with the project.

Any question please let me know.

Stephen Dessino

Superintendent

Sewer Department



127 Roosevelt Avenue

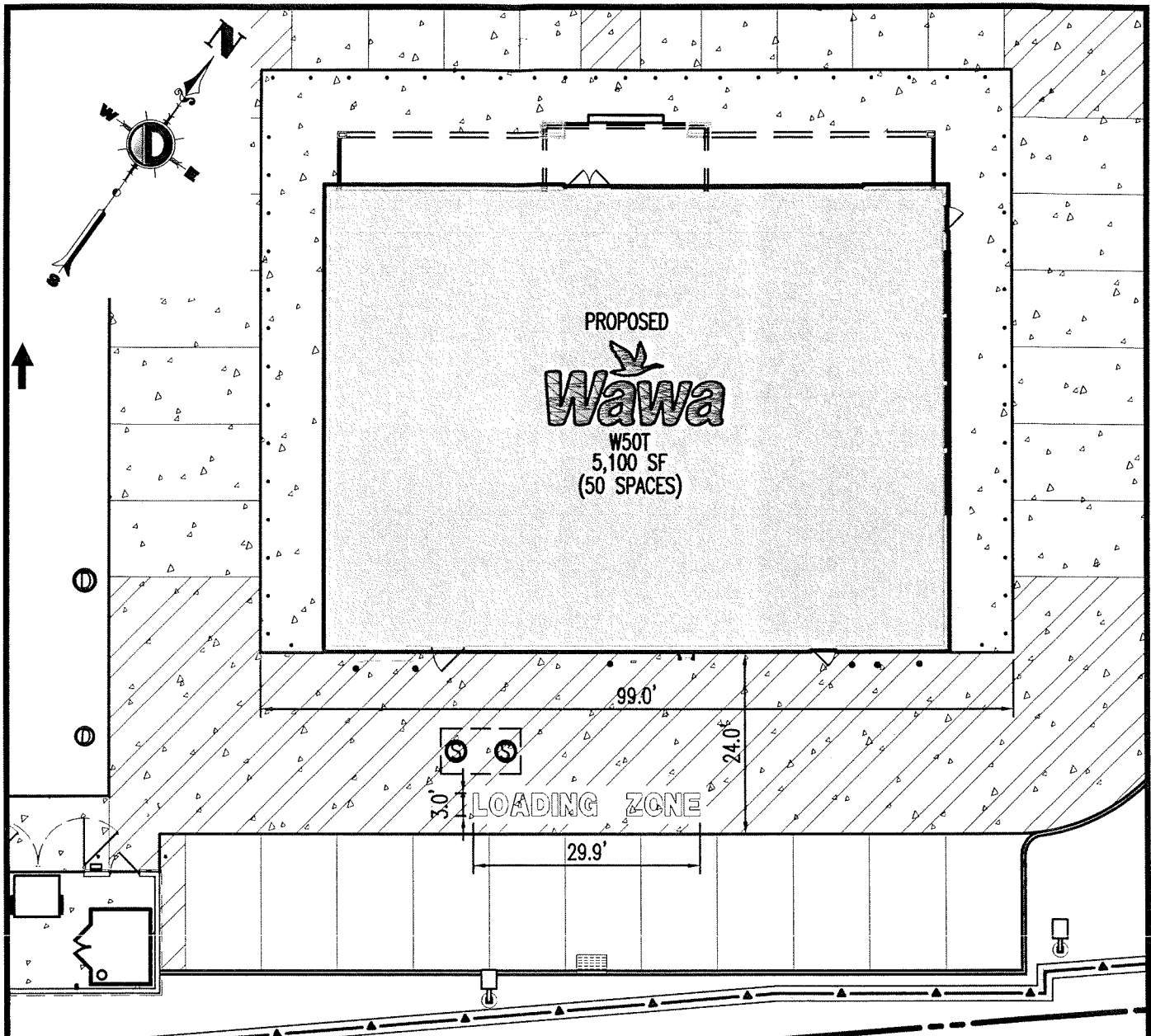
Plainfield, NJ 07060

Office: (908) 226-2518 ext. 252

Cell# 848-565-7579

Email stephend@pmua.org

The content of this e-mail, including any attachments, is strictly confidential and may be commercially sensitive. If you are not, or believe you may not be, the intended recipient, please advise the sender immediately by return e-mail, delete the e-mail and destroy any copies.



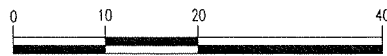
MATTHEW SHARO

PROFESSIONAL ENGINEER
NEW JERSEY LICENSE No. 52989

MARK A. WHITAKER

PROFESSIONAL ENGINEER
NEW JERSEY LICENSE No. 41417

GRAPHIC SCALE

(IN FEET)
1 INCH = 20 FT.1904 Main Street - Lake Como, NJ 07719
T: 732.974.0198 - F: 732.974.3521
www.dynamiceng.comDRAWN BY:
KTKCHECKED BY:
MSDATE:
02/21/19TITLE: **LOADING ZONE EXHIBIT**PROJECT: **SOUTH TERRILL URBAN RENEWAL, LLC**
PROPOSED WAWA FOOD MARKET & FUELING STATION
 BLOCK 625, LOTS 29-33 & 35
NJSH ROUTE 28 (SOUTH AVENUE) & TERRILL ROAD (CR 611)
CITY OF PLAINFIELD, UNION COUNTY, NEW JERSEYSCALE: (H) 1"=20'
(V)JOB No:
2256-99-006

Plotted: 02/21/19 - 4:36 PM, By: kkirk

File: P:\DECPC PROJECTS\2256 Accurate Builders and Developers\99-006 Plainfield\Dwg\Exhibits (Misc)\Loading Zone Exhibit\I

