September 3, 2020

Office of Community Development
Township of Bordentown
1 Municipal Drive
Bordentown, New Jersey 08505-9193
Attn: Mike Theokas, Administrator
   Director of Community Development

Re: Curaleaf NJ, Inc.
   191 RT 130 North
   Block 63, Lots 3 & 4.01
   Twp. File # PB-2020-01
   Spiezle File # 20A010-11
   Preliminary & Final Site Plan – 3rd Review

Dear Board Members:

This office has received a revised Preliminary & Final Site Plan and related documents for Curaleaf, NJ, Inc. on 8-31-20. The proposed site improvements include the renovation of the existing 9,317 s.f. Sew-n-Vac retail store into a retail medical marijuana facility. The application includes various design waivers and variances.


I. Completeness Review
The application has been reviewed for completeness, as per Ordinance Section 25:804. The required information has been provided as per the Land Development Checklist. The Planning
Board has deemed the application complete at the Planning Board meeting. Resolution No. P-2020-11 was adopted 5-14-20 and memorialized 5-28-20.

II. Zoning Review

**Principal permitted uses on the land and in buildings:**

"Retail sales of goods and services" shall be permitted in the Highway Commercial (HC) Zone (25:408.A.1).

"Retail uses over 5,000 s.f. as a Conditional Use when any lot abuts a Township public right-of-way subject to the following (25:408.A.20):

a. Whenever there is a higher category right-of-way abutting the site, that use shall have primary access.

b. Whenever there is a higher category right-of-way abutting the site, the use shall front on that right-of-way.

c. There shall be a full Traffic Impact Statement (TIS), including the impact on adjacent intersections and on the abutting Township right-of-way with ameliorative measures to be taken by the applicant. When any such ameliorative measures require approvals from other governmental agencies, the local reviewing boards may mandate those approvals to be obtained prior to local approval." A TIS has been provided.

**Area and Yard Requirements:**

**Highway Commercial (HC) Zone (25:408.D) "Individual Uses":**

a. Lot area - The minimum lot area is 1.0 acre. The existing lot is 4.03 acres. The plan conforms.

b. Lot frontage - The minimum lot frontage is 150 feet. The existing lot is 360 feet. The plan conforms.

c. Lot width - The minimum lot width is 150 feet. The existing lot is 360 feet. The plan conforms.

d. Lot depth - The minimum lot depth is 150 feet. The existing lot is 507.9 feet. The plan conforms.

e. Front yard - The minimum front yard setback requirement is 75 feet. The existing building is set back 51.6 feet. This is a pre-existing non-conformity. The proposed building frontage increases the setback to 83.4. The plan conforms.

f. Side yard - The minimum side yard setback is 25 feet. The existing side yard setback is 35.2 feet. The plan conforms.

g. Rear yard - The maximum rear yard setback is 50 feet. The rear yard setback is not applicable, as it fronts on Orchard Lane along the east side of the site.

h. Impervious surface ratio - A maximum of 75 percent is required. The plan indicates an existing impervious coverage of 79 percent. The plans indicate a reduction to 43 percent. The plan conforms.
i. Floor area ratio – A maximum floor area ratio (FAR) of 0.20 percent is required. The plan indicates an existing 0.07 percent. The proposed building renovations reduce the FAR to 0.05 percent. The plan conforms.

j. Building height – The maximum building height is 30 feet and two and a half stories. The plan indicates that the existing building is less than 30 feet. The plan conforms.

k. Parking – The minimum requirement for a retail use is one parking space per 200 sq. ft. of Gross Floor Area (25:508 – Non-Residential Off-Street Parking Requirements). The total square footage is 9,315 sq. ft. and requires 47 spaces. A total of 102 spaces are provided. This is a reduction in the number of spaces. The plan conforms.

l. Loading Space – A 15 foot by 40-foot space is required (25:408.G.1). The plan indicates a 17.1 foot by 44.5-foot loading area. The plan conforms.

Conditional Uses (25.601)

1. No construction permit or Certificate of Occupancy shall be issued for any conditional use, until the use has been approved by the Planning Board.

2. The review by the Planning Board of a conditional Use application shall include any required site plan review pursuant to this chapter.

3. Public notice and a hearing shall be required as stipulated in the chapter.

4. In all requests for approval of Conditional Uses, the burden of proof shall be on the applicant.

5. In making the decision on an application for a Conditional Use, the Board shall take no action, which will be detrimental to the public welfare or which will substantially impair the intent or purpose of this chapter.

6. The Board may attach terms and conditions to an approval, if, in its judgement, it determines that the conditions will contribute to the public welfare.

7. The Board shall be guided by the following principals and the applicant should be prepared to address each of the following conditions:

   a. The proposed use does not substantially adversely affect the general plans for the physical development of the Township.

   b. The proposed use will not be substantially detrimental to the use or development of adjacent properties or the character of the neighborhood.

   c. The proposed use will not be affected adversely by the existing uses.

   d. The proposed use will adequately provide for access facilities for the estimated traffic from public streets and sidewalks. The plan conforms.

   e. The proposed use shall be subject to the off-street parking, loading and service requirements of this chapter. The plan conforms.

   f. Screening or buffer strips, as required, shall be installed. The plan conforms.

   g. No outdoor floodlighting or spotlighting shall be permitted to shine directly or indirectly on any abutting property. The plan has been revised to indicate conformance.
h. The proposed use shall be reasonable in terms of the logical, efficient and economic extension of public services and facilities, such as water, sewer, police and fire protection, transportation, recreation and public schools.

i. Each proposed use shall be further subject to specific conditions as set forth in this chapter.

8 The Planning Board shall have the authority to waive or modify and of the development standards set forth in Section 25:500 whenever it is considering an application for approval of a Conditional Use.

III. Site Plan Review

General Requirements

1. The first 50 feet adjacent to any street line should not be used for parking and shall be planted and maintained with lawn and evergreen trees (25:408.E.2). The plan has been revised to remove the five (5) parking spaces along the southwest corner of the parking lot area. The handicap parking spaces in the front area of the building have been removed. The revised plan conforms.

2. There shall be at least a 15 feet setback for parking that is adjacent to any lot line and shall be planted and maintained with lawn and evergreen trees (25:408.E.2). The plan has been revised to conform.

3. The parking lot setback areas shall be planted and maintained in lawn area and landscaped with evergreen shrubs (25:408.E.2). The plan has been revised to indicate additional trees and shrubs along the northern and southern property line.

4. No merchandise, products, unenclosed waste, equipment or similar materials or objects shall be displayed or stored outside (25:408.E.3). The plan indicates conformance.

5. No on-site storage of waste shall be permitted for more than 90 days. The plan conforms.

6. All areas not used for building, parking, driveways, and access aisles should be landscaped with shrubs and ground cover and maintained in good condition. A minimum of 45 percent of the total area should be landscaped (25:408.E.5). The plan conforms.

7. The minimum setback area shall include a planted buffer of 50 feet in width along a common property line with a residential district (25:408.E.6). The plan has been revised to indicate a 50-foot buffer and planted with a mixture of evergreen and deciduous trees.

8. The evergreen trees within the 50-foot-wide buffer shall be eight (8) to ten (10) feet in height and twelve (12) feet on center in a double staggered row (25.508.E.6). The plan has been revised to conform.

9. The existing chain link fence is proposed to be removed.

10. On any lot in any district no fence shall be erected or altered so that the fence shall be over three (3) feet in height in side and front yards and six (6) feet in height in rear yards (25:503.E.2). The plan indicates the removal of the existing fencing.

11. Any new development of 5,000 s.f. or more in the HC Zone, on a lot which has frontage on any right-of-way in addition to RT 130 or RT 206, shall submit a full Traffic Impact Study (TIS), including impact upon adjacent intersections and residential areas. No local
improvements shall be given until NJDOT approval is granted for such improvements as are necessary to minimize those impacts (25:408.E.7). A TIS has been provided. Our office defers to the Planning Board Traffic Engineer.

12. Sidewalks should be installed between the parking lot area and RT 130/206. The proposed sidewalk connects to the sidewalk on the adjacent Holiday Inn Express site.

13. Off-street parking areas shall be oriented to and shall be a reasonable walking distance of the buildings (25:508.A.2. a.3). The plan conforms.

14. The plan has been revised to eliminate the designation of an employee parking area. The plan indicates 45 employees (Sheet 3, General Note #15).

15. The plan has been revised to eliminate the note for a gate on the north side of the building.

16. The plan has been revised to indicate a one-way 15-foot-wide drive aisle on the north side of the building. Bollards are indicated to protect a person exiting the door.

17. The metal pole adjacent to the northeast corner of the wooded area will be removed. A note has been added to Sheet 2 of 10.

18. The applicant has agreed to the consolidation of lots. We defer to the Planning Board Engineer for specific comments.

19. The applicant should provide testimony regarding conformance to the current Council on Affordable Housing (COAH) regulations (25:503.1.D).

20. As a condition of approval, the applicant should provide a cost estimate and performance guarantee to the Township Engineer for approval.

21. A three (3) rail split rail wood fence has been indicated along the south side of the rear parking area as a barrier along the wooded ravine.

Design Standards
1. The required parking stall size is 10 feet by 20 feet (25:508.A.5.a). Due to the nature of the retail medical office building, our office recommends providing ten (10) foot wide by twenty (20) foot long spaces parking spaces in the parking area. The plan has been revised accordingly.

2. Sidewalks around the building should be a minimum of five (5) feet wide. The plan indicates six (6) foot wide sidewalks.

3. Two-way drive aisles should be a minimum of 25 feet in width (25:508.F.2). The plan has been revised to indicate 25-foot-wide drive aisles throughout the site.

4. The plan has been revised to remove the asphalt islands and indicate landscaped islands.

5. On any lot in any district no fence shall be over six (6) feet in height n rear yards (25:503.E.2). The plan has been revised to indicate the removal of the existing fence.

6. Where sidewalks occur in parking areas, parked vehicles shall not overhang or extend over the sidewalk unless an additional two (2) feet of sidewalk width are provided in order to accommodate the overhang. The plan indicates bumper blocks.

7. The applicant has addressed the cross access between the site to the north. The connection between the parking lots will be eliminated.
Landscape Plan

1. All trees shall have a minimum caliper classification of two and one-half inches (2.5") to three inches (3") and they shall be nursery grown, of substantially uniform size and shape and have straight trunks (25:506.D.3). The plan conforms.

2. A screen planting, berm, fence wall or combination thereof, no less than four (4) feet in height shall be provided between the off-street parking areas and any lot line or street line (25:508.H.1). The plan has been revised to provide plantings along the street line. The plans have been revised to indicate berms between the highway and parking lot area.

3. Each off-street parking area shall have a minimum area of five (5) percent equivalent to landscaped shrubs no higher than three feet. The landscaped area should be distributed throughout the parking area in order to break the view of parked cars (25:508.H.3). The plan conforms.

4. One shade tree measuring 2.5 inch to 3-inch caliper, should be provided for every three (3) parking spaces (25:508.H.4). A total of 102 spaces are indicated requiring 34 shade trees. The plan conforms.

5. The plan has been revised to provide a watering schedule (Landscape Note #6). In addition, note # 15 on Sheet 5 of 10, indicates that an irrigation system will be installed along the front of the building and the bermed area.

6. "Only nursery-grown plant materials shall be acceptable" (25:506.C.3). The plant tags from all plantings shall be submitted during installation. Landscape Note #9 conforms.

7. "Dead or dying plants shall be replaced by the developer during the following planting season" (25:506.C.6). Landscape Note #13 conforms.

8. In nonresidential developments, all areas of the site not occupied by buildings and required improvements shall be landscaped by the planting of grass or other groundcover, shrubs and trees as part of a site plan approved by the Planning Board (25.506.C.5). The plan has been revised to indicate plantings within the rear (east) side of the property.

9. Buffering shall provide year-round visual screen in order to minimize adverse impacts from a site on an adjacent property or from adjacent areas. It may consist of fencing, evergreens, berms, rocks, boulders, mounds or combinations to achieve the stated objectives (25.506.E.1). The plan has been revised to indicate additional plantings along the east and southern property lines. Additional plantings have been provided along the north property line.

10. The existing brick columns along the southern access drive are proposed to be removed.

11. Our office has recommended the reforestation of the rear area of the site. The plan has been revised to indicate a combination of bare root trees and larger shade trees.

12. Street trees shall be provided along the street spaced 35' to 50' on center (25:506.D.1). The plan has been revised to conform.

13. The applicants Landscape architect should contact our office to discuss the adjustment of specific trees away from the property lines. The adjustments are minor in nature.
Lighting
1. The lighting plan in and around the parking areas shall provide for non-glare lights focused downward. The plan conforms.
2. The light level shall be .5 footcandles at intersections (25:504.B). The Lighting Plan indicates less than the required .5 footcandles at the site entrances. However, the light levels from the highway lights has not been indicated.
3. Lighting shall be provided by fixtures with a mounting height not more than 25 feet. The plan indicates conformance.
4. The plan indicates wall mounted light fixtures mounted ten (10) feet high. The Site Plan indicates a decorative style of lights and the appropriate details.
5. Outdoor lighting, such as buildings, driveways, sidewalks, signs, etc., shall be shown on the lighting plan and their effects upon adjacent properties, traffic safety and overhead sky glow (25:504.C). The plan indicates the location of proposed lighting fixtures and the footcandle readings.
6. No light shall shine into windows or onto streets in a manner as to interfere with driver vision. The plan indicates light poles with a recessed lamp.
7. The Area Classification for 'neighborhood retail stores' is intermediate and the Activity Level for area shopping centers is medium. The IES Illumination Guidelines for vehicles is 1.0 footcandles; 0.06 for pedestrian safety and 2.0 for pedestrian security. The plan indicates the footcandle levels the proposed buildings and within the overall parking lot. The light levels appear to conform.
8. The plan has been revised to indicate that the lights are ‘dark sky friendly”, consistent with LEED goals and light pollution reduction.
9. The lighting detail for the parking lot lights (Sheet 10/10) has been revised to indicate a more stylized light pole that is more indicative of the style light befitting the highway corridor improvements.
10. The detail has been revised to indicate that all sono tube heights above 36 inches shall include an “Art Form” stenciled textured finish.
11. No direct floodlighting or spotlighting shall be permitted to shine directly or indirectly on an abutting property (25:601.A.7.g). The plan conforms.
12. The plan indicates the removal of all existing wood light poles from the site.

Loading
1. Each principal use shall provide for off-street loading and unloading with adequate ingress and egress from streets and with adequate space for maneuvering and shall provide that area at the side or rear of the building (25:408.G.1). The plan conforms.
2. A 15 foot by 40-foot loading area is required for each building (25:408.G.1). The plan indicates a 20 foot by 44.5-foot loading area in the rear area of the building.
3. There should be at least one (1) trash and garbage pick-up location provided by each building which shall be separated from the parking spaces by either a location within the building or in a pick-up location outside the building which shall be steel-like, totally
enclosed container location in a manner to be obscured from view from parking lot areas, street and adjacent residential uses or zoning districts by a fence, wall, planting or combination of all three (25:408.G.2.). The plan has been revised to provide a new location for the trash enclosure. The plan indicates that the enclosure will match the building’s architecture. The appropriate details have been provided (Sheet 9/10).

Signs
1. Each principal commercial building not part of a shopping center or each shopping center may have one (1) monument and one (1) façade sign (25:514.H.2.a). The plan indicates the location of the monument sign along RT 130 at the entrance to the site. The plan indicates the location of the façade sign on the west (RT 130/206) side of the building.
2. Monument signs shall be set back at least ten (10) feet from all street and property lines (25:514.H.2.d). The plan conforms.
3. The base of the monument sign shall be constructed of materials that are consistent with the building. The detail indicates that the materials shall match the building. The detail shall be revised to indicate the specific materials.
4. The height of the proposed monument sign is indicated to be twelve (12) feet high on the Detail Plan (sheet 9/10). The sign should not exceed six (6) feet for a posted speed of 30-40 miles per hour (25:514.E.4.a). RT 130 is posted at 40 mph in that location. A design waiver is required.
5. The maximum size of the monument sign shall not exceed 48 square feet for a posted speed of 30 to 40 miles per hour (25:514.E.4.a). The sign detail indicates a 40.5 s.f. sign. The plan conforms.
6. Monument signs shall be mounted so that the bottom of the sign is at least 18 inches above the ground level (25:514.E.4.a). The sign details indicate a pylon style sign. The sign detail shall be revised to indicate a monument style base for the sign.
7. A façade sign is not to exceed fifteen (15) percent of the front façade of the building or 24 sq. ft., whichever is less (25:514.H.2.e). The plan indicates a 48 sq. ft. “Curaleaf” façade sign on the west side of the building. A design waiver is required for the size of the proposed façade sign.

Architecture
1. The Master Plan describes the creation of a Township identity. Corridor Standards for Routes 130 and 206 have been created to articulate that vision. The site in question is a prominent location at a highly trafficked section of the highway.
2. Architectural Plans for the medical building have been provided. This is a highly visible site and the building should be designed to reflect the visual impact from the south, west and north sides of the building:
   a. Front (Rt 130/206) Building Façade – The front side of the building has been revised and is now comprised of metal panels, stucco and cultured stone materials. The canopy over the door has been lengthened.
b. South (parking lot) Building Façade – The southern elevation has been revised to resemble the façade treatments of the west (front) side of the building.

c. North Building Façade – The northern building façade is a metal paneled wall. This side of the building is visible from RT 130/206.

d. East Building Façade - The Architecture Plan (sheet 8A.1) indicates an overhead garage door on the east side of the building to remain. The applicant should address the need for the door to remain. The building façade should be designed to include the different siding materials and eliminate the overhead door.

3. The architectural elevation (Sheet A8.1) should be revised to indicate the correct orientation of the north side of the building. (The façade elevation indicates the south side)

4. Revised renderings of the building elevations have been provided to the Planning Board.

Environmental Impact Statement

1. A modified Environmental Impact Statement (EIS) has been prepared (5-5-20) by Terry Combs of the Pettit Group. The EIS indicates that the "impacts to the environment resulting from the existing site conditions will be mitigated as a result of site improvements proposed." It appears that the primary mitigation efforts entail the elimination of some areas of pavement resulting in a reduction of impervious coverage on the site to 43 percent. The site is currently 79 percent impervious cover.

2. The EIS does not indicate any substantial changes to the overall site. Areas of vegetation will remain. There are no endangered species or protected species habitat. In addition, connections to public utilities will be maintained. Solid waste and recyclables will be removed by a private hauler.

3. Development Features (Item #8) reference the paved areas currently leased to nearby car dealerships for inventory storage. The manner in which these areas will be remediated should be provided. There have been parked cars located on these areas for years and remediation should be investigated.

4. Comments indicated in the report call for the reduction in pavement. This will help to reduce stormwater runoff and allow a greater natural recharge on-site. Our office recommends the removal of the asphalt areas in the rear of the site and should be reforested. The plan conforms.

Community Impact Statement

1. A Community Impact Statement (CIS) has been prepared (5-5-20) by Terry Combs of the Pettit Group. The CIS indicates that the proposed development will "not impose any additional expenses on the local school district."

2. The CIS indicates that "a number of people (are) expected to the municipal population as a result of the proposed development." The report indicates that 40 to 50 people will be employed. The report indicates that "it is not likely that the proposed use will result in additional school age children".
3. The Fiscal Impact, as indicated in the CIS, “will have no measurable impact on the local population”. The only impact will be upon “public water and sewer”.
4. The report provides the impacts on Services for the Bellmawr facility. The proposed impacts upon Bordentown Township Public Safety, EMS, Fire offices should be provided.

IV. Summary of Variances and Waivers

Variances:
Minimum driveway separation (25:508.E)

Waivers:
Monument sign height (25:514.E.4.a)
Monument sign base (25:514.E.4.a)
Façade sign size – north façade (25:514.H.2.e)

V. Outside Agency Approvals
1. City of Bordentown Water Company
2. Bordentown Sewer Authority
3. Bordentown Township Fire Marshall
4. Burlington County Planning Board
5. Burlington County Soil Conservation District
6. NJ Department of Transportation
7. Public Service Electric & Gas
8. Other agencies, as may be required.

Please contact our office should you have any questions regarding this application.

Very truly yours,

[Signature]

Jack Carman, PP, LLA
NJ PP- #33L100527300
NJ CLA - #21AS00065800

Cc: Curaleaf NJ, Inc.; Brian Cleary, PE; Terence Combs, PP, LLA; Bryan M. Proksa, PE; Jonas Singer, Esq.; Brian Carlin, Esq; Fred Turek, PE, CME, PP; Jim Kochenour, PE (via electronic transmission)
September 3, 2020

Planning Board
Township of Bordentown
1 Municipal Drive
Bordentown, NJ 08505-2193

Attention: Michael P. Theokas, Acting Director, Office of Community Development

Re: Preliminary and Final Major Site Plan – Site Plan Review #3
Curaleaf NJ, Inc.
Block 63, Lot 3 & 4.01
191 Route 130 North
Application #PB-2020-01
Escrow #986700
Our File #TC - 0304P058

Dear Board Members:

We have reviewed the Amended Preliminary and Final Major Site Plans, received on August 31, 2020, consisting of the following:

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<td>Ex. Conditions &amp; Demolition Plan</td>
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<td>Site Plan</td>
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<td>Exterior Signage Plan</td>
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The plans were prepared by the Pettit Group, LLC, Brian W. Cleary, P.E., 497 Center Street, Sewell, NJ 08080, (856) 464-9600.

The Survey Plan was prepared by Edward J. Constantine, Jr., Vargo Associates, P.O. Box 647, Franklinville, NJ 08322, (856) 694-1716.

The Architectural Plans were prepared by Shremshock Architects, Inc., 7400 W. Campus Road, Ste 150, New Albany, Ohio 43054, (614) 545-4550.

I. GENERAL INFORMATION

Applicant: Curaleaf NJ, Inc.
111 Coolidge Avenue
Bellmawr, NJ 08031

Owner: 191 Bordentown LLC
191 Route 130 North
Bordentown, NJ 08505

Proposal: The Applicant proposes to modify an existing building, previously utilized by a retail store for the sale and repair of vacuum cleaners and sewing machines, for the purpose of operating a dispensary for regulated pharmaceutical products or a "licensed medical cannabis dispensary" facility.

The building modifications will result in a 9,315-sf structure, exceeding 5000 sf, making this a Conditional Use within the Zone.

Zoning: HC (Highway Commercial)

II. SUBMISSION INFORMATION

The applicant has satisfied the requirements for completeness in accordance with Section 25:804 of the Revised General Ordinances of the Township of Bordentown and was deemed complete by the Planning Board at their meeting of May 14, 2020.

III. ZONING REQUIREMENTS

A. Use: The applicant's proposed use of a dispensary for regulated pharmaceutical products or a "licensed medical cannabis dispensary" retail sales facility of more than 5,000 square feet is a Conditional Use within the HC – Highway Commercial Zone.
B. **Area and Bulk Requirements:**

**HC District**

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<tr>
<td>Floor Area Ratio</td>
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<td>0.05</td>
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<td>Max Building Ht. - Retail</td>
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<td>&lt; 30 ft.</td>
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<td>Parking Setback – Street Line</td>
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<td>Parking Setback – Lot Line</td>
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<td>C</td>
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</tbody>
</table>

C - Conformance.
V - Variance Required.
* - Site has two (2) frontages (Route 130 and Orchard Lane).

IV. **PERFORMANCE STANDARDS**

**General Comments**

*Based on prior professional review letters and testimony at the August Board hearing, revised plans were submitted to our office on August 31, 2020. However, a point-by-point response was not provided to the professional review letters. Therefore, underlined comments below require further clarification at the next Board hearing.*

1. A certified copy of the list of property owners within 200’ should be provided for our files.

2. In accordance with **25:408.A.1**, Retail sales of goods and services are permitted in the Highway Commercial Zone. However, in accordance with **25:408.A.20**, Retail uses over 5,000 square feet are a Conditional Use when any lot abuts a Township public road. We defer to the Township Planner regarding the compliance issues for this Conditional Use.

3. In accordance with **25:408.E.6**, a 50’ planted buffer shall be required along any common property line within a residential district. A combination of birch and evergreen trees, a
minimum of 8 to 10 feet in height are to be provided. A Variance is required. Plans should be revised to provide a 50’ planted buffer along the eastern property line. Limited landscape plantings have been provided within the 50’ Buffer. Testimony should be provided. The status of the existing fencing along the eastern property line should be addressed as part of the proposed buffering. We question if the fence will be improved. We defer the buffer evaluation to the Board’s Landscape Architect.

4. In accordance with 25:408.F.1, retail activities shall provide parking at a ratio of one (1) parking space per 200 square feet of net habitable floor area. The net habitable floor area should be clearly labelled on the plans to determine the required parking spaces for this site. While there are an excessive number of parking spaces provided, the calculation should be provided.

5. In accordance with 25:503.E.1, the developer shall verify that no barbed wires, or topped with metal spikes shall exist for the existing fencing on site. The applicant’s professional indicates that all existing fencing will be removed from the site.

6. In accordance with 25:503.E.2, no fence shall be over 3’ in height in the side and front yards and 6’ in height in the rear yard. A majority of the existing fencing on site exceeds 6’ in height.

7. In accordance with 25:503.1, the developer shall conform to the Township’s Affordable Housing fees.

8. In accordance with 25:504.B, all parking areas and walkways shall be adequately illuminated for security and safety purposes. Lighting should be revised to meet the Ordinance requirements.

9. In accordance with 25:504.D.1, parking lot lighting should provide for one foot-candle for areas of medium activity. Additional lighting should be provided or a waiver requested. The lighting intensity as well as the lighting fixture placements appear inadequate. Conflicts with landscaping should be addressed. Additional lighting is required. Ornamental fixtures should be provided in consistent with the Highway Corridor standards. The proposed light fixture appears very industrial in appearance (cobra-head style).

10. In accordance with 25:506.C.2, all stumps, tree parts, litter, brush, weeds and other debris shall be removed from the site and disposed of in accordance with the law. All dead or dying trees, standing or fallen, shall be removed from the site. Plans should include a note that this material will be removed or a waiver requested.

11. In accordance with 25:506.D.1, street trees are required along Orchard Lane. We defer the street tree evaluation to the Board’s Landscape Architect.
In accordance with 25:506.E.1, buffering shall provide a year-round visual screen in order to minimize adverse impacts from the site on an adjacent property, specifically the residential district to the East. We defer the buffer evaluation to the Board’s Landscape Architect.

In accordance with 25:508.A.1(e), parking areas shall be paved in accordance with the standards set forth in the Township Ordinance and shall be curbed. Concrete work shall be 4,000psi air entrained portland cement concrete. The applicant does not provide curbing for the majority of the site. A waiver is required. Concrete curbing should be provided throughout the site, including the proposed landscape islands. The plans should be revised.

In accordance with 25:508.A.3, all driveways, parking areas and loading areas shall be paved and curbed. A waiver is required. The location of concrete curbing should be clarified on the site plans. Curbing has been provided.

In accordance with 25:508.A.4, individual parking stalls shall be delineated by “hairpin” striping that will be 4” wide and 18” on center. While a detail has been provided on the plans, it is strongly recommended that the site plan reflect the hair-pin striping and that a note clearly be labelled on the plans.

In accordance with 25:508.A.5(e), the site plan should include an area for oversized vehicles at a dimension required by the Board. Testimony should be provided if any oversized vehicles are anticipated to be parked on-site.

In accordance with 25:508.B.1, the minimum off-street loading space shall be 15’ x 60’. A waiver is required.

In accordance with 25:508.E, the minimum driveway separation required is 210 feet, whereas, 155.8 feet exists. A waiver is required.

In accordance with 25:508.H.3, each off-street parking area to have a minimum area of 5% equivalent to landscape and shrubs no higher than 3’. The landscaped areas shall be distributed throughout the parking area in order to break the view of parked cars in a manner not impairing visibility. The 5% calculation should be provided on the plans.

In accordance with 25:508.H.4, one shade tree shall be provided for every three parking spaces. We defer to the Board’s Landscape Architect.

In accordance with 25:521, certain architectural criteria and guidelines are to be followed in reviewing all site plan approvals having frontage on NJ State Highway Routes 130 and 206. Testimony should be provided addressing compliance to the required architectural criteria.

The roof drain downsputs should be piped directly to the storm sewer system on site and clean-outs provided. All downsputs should be connected to the Storm Sewer.
23. An employee parking area is identified to the rear of the store consisting of 39 parking stalls within the existing fenced in area.

24. An environmental report with sampling data has been provided, dated April 30, 2020, prepared by ACER Associates, LLC. Within this limited report, soil samples were collected and tested at AOC-7 and confirmed concentrations of Extractable Petroleum Hydrocarbons (EPH) and PCB’s in the soil. ACER Associates, LLC, recommended soil and groundwater remediation. In addition to the remediation recommended, placement of a monitoring well was recommended in the area of HF-01A to assess if groundwater has been impacted. Testimony should be provided whether an LSRP has been retained to address these environmental concerns and if an NJDEP Case Number has been filed.

25. Currently, the site is being utilized for the storage of used cars as well as other potential uses. As a condition of approval, the use should specify a medicinal cannabis dispensary ONLY.

26. A deep ravine exists on the site. We recommend that additional guiderail or safety measures be provided to ensure site safety.

27. NJDOT driveway cuts from Route 130 appear excessive and do not meet current standards. We defer further comments with driveway layout, configuration and separation to the Board’s Traffic Engineer.

28. The internal driveway at the main entrance drive should be better aligned to allow for ease of access and to prevent any conflicts or hazards.

29. A large metal pole or vent exists between the building and the culvert. This pole or vent should be identified as to its purpose prior to removal.

30. The Security Operations Manual, dated October 2016, should be reviewed by the Township Police Department. Compliance with any comments should be a condition of approval. We question if the manual should be revised given the related emergency contact list and phone numbers. Testimony should be provided.

31. The Township Police Department should review the Dispensary Closing Procedures SOP, last revised January 16, 2020, as well as the Cash Transport SOP, last revised January 16, 2020.

32. Lot consolidation of lots 3 and 4.01 should be made a condition of any approval. A deed of consolidation should be submitted for review by our office and the Board’s Solicitor.

33. The Lighting Plan should include all architectural lighting features.

34. All wooden utility poles and flood lights should be removed from the site. The plans reflect wooden poles to remain. Testimony should be provided regarding the purpose, condition and
safety of these old utility poles and flood lights. In addition, all overhead wires should be removed in accordance with the Township Ordinances.

35. Our office is concerned regarding the proposed pavement treatment. Without benefit of pavement cores and the varying conditions of the pavement for a majority of the site, the paving should be performed in accordance with the Township Ordinance. Details are to be provided on the plans and pavement cores submitted and witnessed by our office should the developer propose to utilize existing asphalt, especially on the northern and eastern portion of the site. Testimony should be provided. A waiver is required.

36. The plans are to be reviewed and approved by Township Police Department and Fire Official. The Fire Truck turning movement appears to reflect the vehicle extending beyond the curbl ine. Plans should be revised to ensure compliance with the vehicle movements. Fire Official approval is required.

37. We question the use of “bare root whips” given the relatively small area of the site to be replanted. This method is typically reserved for larger tracts of reforestation. Testimony should be provided. We defer to the Board’s Landscape Architect.

38. The ADA parking grade requirements appear they may conflict with the existing pavement. Testimony should be provided to determine if additional pavement disturbance would be required in the area.

39. We question if on-site irrigation is being proposed for the site, especially the areas along the Route 130 Corridor.

40. We recommend that the method to prevent curb/sidewalk differential settlement utilize a cradle design, consistent with the NJDOT standards.

41. Earth berms should be provided along the front of the site or some other method to further buffer the site and enhance the Route 130 Corridor should be provided. Additional grading or features should be provided along the Route 130 Corridor to provide a year-round buffering of the parking lot and enhance the appearance of the highway frontage.

42. A detail for heavy-duty pavement should be provided and reflected on the plans for areas of truck circulation in accordance with the Township Ordinance. Plans should be revised.

43. The concrete parking bumper detail should specify the bumper blocks to be pinned. Detail should be revised.

44. We question the use of concrete parking bumpers along the east side of the building given the proposed 6’ wide sidewalk.
45. The wooden light poles, flood lights and overhead wires should be noted to be removed from the site. In addition, the existing electrical service is above grade. Underground service should be discussed with the applicant. Clarification for treatment of existing electrical service should be provided. The General Plan note #10 indicates that all electric, telephone, and cable service lines shall be underground. Testimony should be provided.

46. We recommend realignment of the ADA parking stalls to allow for a concrete sidewalk to extend to the drive aisle for the side entrance. Plans have been revised to allow for direct access from the parking lot.

47. The pole mounted light fixtures proposed for the site are industrial looking LED Cobra Head fixtures. Route 130 corridor standards would apply. Ornamental light fixtures were discussed in the professional response but plan revisions are required. Our office recommends that the site lighting throughout the site be consistent with the standards applied to all other sites approved along the Route 130/206 corridor over the past decade for consistency to the Highway Corridor Standards.

48. The existing inlet, adjacent to the ravine, should be repaired and a not added to the plans. Currently no casting exists.

49. Site lighting should be designed to be reduced light levels during off-peak hours. Light levels should be maintained for security purposes after hours of operation. A note should be reflected on the plans and testimony provided.

50. Additional grading information is required for the northern driveway, center of the southern parking area, and along with other various locations. The applicants engineer should coordinate with our office and make revisions as may be determined necessary. Testimony should be provided.

V. SUMMARY OF VARIANCES AND WAIVERS

<table>
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<th>Variances:</th>
<th>Retail uses over 5,000 sq.ft./conditional use</th>
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<td>Net Parking calculation</td>
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<td>25:508.E</td>
<td>Corridor Architecture Standards</td>
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VI. APPROVAL PROCESS

If the Planning Board should grant final approval to this project, the following is applicable:

Engineering, Planning and Municipal Services
1. The applicant's engineer must make appropriate revisions to the plan pursuant to the Planning Board action.

2. Ten (10) copies of the final site plans should be submitted to our office for review, approval and signature. In addition, architectural plan elevations and floor plans as presented at the Board will be required to be attached to the site plan sets to create a record document.

3. The applicant is notified that an inspection escrow and performance bond is required for this application and an estimate for all on/off site improvements (excluding structures) must be reviewed and approved by the Board Engineer. The inspection escrow must be posted prior to the issuance of any building permits.

4. The applicant should contact the Community Development office to settle any outstanding review escrow accounts prior to the issuance of building permits.

5. The applicant's engineer is advised that all plan revisions must be noted on the plan as such, and a revision date must be put on the plan each time it is revised. Approval of plans by this office will only be for the original plan and noted revisions. The approval will not extend to cover unnoted revisions.

6. The applicant should post an escrow with the Township for tax map revisions as deemed necessary as a result of this development in conformance with the Township Ordinances.

VII. OUTSIDE AGENCY APPROVALS

This plan may be subject to the review and approval of the following outside agencies, if not already received. Evidence of these approvals must be submitted to the Township and this office prior to the final signature of plans:

1. New Jersey Department of Transportation
2. New Jersey Department of Environmental Protection
3. Burlington County Planning Board
4. Burlington County Soil Conservation District
5. City of Bordentown Water Company
6. Bordentown Sewerage Authority
7. Bordentown Township Fire Official
8. Bordentown Township Traffic Officer
9. Any others as may be necessary

Engineering, Planning and Municipal Services
When plans are resubmitted, they are to be accompanied with a point-by-point response to all underlined items.

If you have any questions regarding this matter, please do not hesitate to call.

Sincerely yours,

Turek Consulting, LLC

Frederick J. Turek, P.E., P.P., C.M.E.
President

Cc: Marcie Maute, Community Development; Cynthia Dziura, RMC, PB Secretary; Jack Carman, P.P.; James Kochenour, P.E.; Brian Carlin, Esq., PB Attorney; Curaleaf NJ, Inc.; Brian W. Cleary, P.E., Terrence Combs, P.P., L.L.A.; The Pettit Group, LLC; Jonas Singer, Esq.
September 3, 2020

Bordentown Township
Attn: Michael Theokas
1 Municipal Drive
Bordentown NJ 08505

RE: Applicant - Curaleaf NJ Inc.
191 Route 130
Block 28; Lot 6
Bordentown Township NJ

Mr. Theokas,

The revised plans for the Curaleaf NJ Inc provided on 9/1/20, have been reviewed.

I have listed comments below:

- Fire Lanes to be marked on driveway alongside of building adjacent to the Skybridge 187 Rt. 130 property.
- Our office has not received the hydrants flow rates requested in our March 4, 2020 correspondence.
- Hydrant flow rates are being requested due to the proximity of the two closest hydrants to the building. (#1 Rt 130 North in front of Raceway & #2 Driveway of Holiday Inn Express)
- The dumpster’s current location is within 15’ of the structure and should be relocated or provide a level a protection.
- The truck turning template identifies the apparatus crossing over the markings to enter the complex. The markings are mountable curbing or striping? Also, what is the plan related to the two existing brick corner stones at the entrance?

(Note this review is only related to site plan proposal and not building construction plans.)

Thank you in advance for your anticipated cooperation in this matter

Respectfully,

[Signature]

Steven C. Scholey
Chief/Fire Official/Marshal
Fire District #1
September 8, 2020

Mr. Michael Theokas  
Administrator/Acting Director of Community Development  
Township of Bordentown  
1 Municipal Drive  
Bordentown, New Jersey 08505-9193  

Re: Curaleaf NJ, Inc  
Preliminary and Final Major Site Plan Approvals w/Bulk Variances  
Comment Review Letter #3  
Application No. PB-2020-01  
Escrow #986700  
191 Route US 130 Northbound  
Block 63; Lots 3 & 4.01  
Bordentown Township, Burlington County, New Jersey  

Dear Mr. Theokas:

I am in receipt of the following information for review pertaining to an application for Preliminary and Final Major Site Plan approvals with bulk variances for the purpose of establishing a retail medical marijuana dispensing facility:

- One set of revised Preliminary and Final Major Site Plans (10 sheets) prepared by the Pettit Group, L.L.C. bearing a latest revision date of August 28, 2020  
- One set of revised Floor Plans/Elevations/Details (five sheets) for the proposed Curaleaf facility prepared by Shremshock Architects, Inc. bearing a latest revision date of August 28, 2020  
- One copy of a Response Letter prepared by the Pettit Group, L.L.C. dated August 27, 2020  
- One copy of a revised Truck Turning Template Plan prepared by the Pettit Group, L.L.C. bearing a latest revision date of August 28, 2020

The development proposal before the Planning Board calls for the conversion of a Stony Brook Sew and Vacuum business into a use that will operate as a retail sales facility for the dispensing of medical marijuana. The resulting building will be a one-story, 9,315 ft² g.f.a (gross floor area) structure.

Access will be provided by way of two existing driveways along US Route 130/206. This highway through this area is a seven-lane highway divided into a northbound three-lane segment and a four-lane southbound segment separated by a concrete Jersey barrier. The posted speed limit through this area of highway is 45 mph.
The two site driveways will only permit right-turns-in, right-turns-out due to the divided nature of the highway. A cross-access currently exists between this property and the property to the north, Skybridge Inn and Suites, and a Chickie and Pete’s restaurant to the north of that.

Parking will be provided for 101 vehicles which includes 12 handicap-accessible spaces (so that there will be two van-accessible spaces and 10 regular accessible spaces).

Surrounding land uses are US Route 130/206 to the west with a Sunoco service station to the west of that. To the north is the Skybridge Inn and Suites, to the east is a residential area, and to the south is a Holiday Inn Express.

The site is located in the HC (Highway Commercial) Zone and as such is a permitted use.

I have completed my review of the above-referenced documentation and offer the following comments for the Planning Board’s consideration (please note that the following comments will be presented in the same order in which they appear in my latest Comment Review Letter #2 dated July 28, 2020 and will only include those comments not previously deemed to be satisfied):

**Traffic and Parking Evaluation**

5. How does the trip generation data contained in Table 1 compare with the trip generation data that would result from using ITE trip generation data for a medical office use (or equivalent medical use) of the size of the Bellmawr facility?

   **Satisfied**

   The traffic engineer has provided a comparison of trip generation projections between the proposed use and other medical field related uses of comparable size, (e.g. medical offices, clinics, pharmacies). The results show that, overall, the proposed use will generate more traffic than medical offices and clinics. However, it is noted that this proposed use will generate traffic more in line with a pharmacy, a use closest in operational characteristics to the proposed use.

   At the public hearing, the traffic engineer provided testimony describing and in support of the methodology used to establish the trip generation projections for the retail sale of medical marijuana. While the majority of trip generation projections are based on number of units or floor area, the variable used in this analysis relies on the “population density per dispensary”, a somewhat unique application. Considering the influence of geographical location on the trip generating characteristics of a dispensary, the population density which could be present within a service area is an appropriate variable to use to establish a dispensary’s trip generation profile.

6. The traffic data collected for US Route 130 northbound and used in the report shows a single typical weekday count (24 hours) on Thursday, February 13, 2020 and a Saturday count on February 15, 2020. The methodology (Video, ATR, etc.) utilized to collect the data is to be provided. Typically, a minimum of 3-7 consecutive days of traffic count data is collected to establish average and peak background traffic volumes along roadway segments. Provide justification to support that the 24-hour count volumes collected are representative of the typical weekday and weekend traffic volumes along this segment of US Route 130 northbound. How may these volumes be affected by the fact that they were collected on a weekday leading
up to and a weekend day during President’s Day weekend, indicative of times when “typical” weekday and weekend traffic flows may not be present?

*Satisfied*

The traffic count data collected in February 2020 was done through the use of a video protocol. The collected data was then adjusted using New Jersey Department of Transportation (NJDOT) seasonal adjustment factors.

The traffic engineer indicated that the application of these factors to the collected February 2020 traffic count data compared favorably with the collected 2013 NJDOT data.

The 2013 NJDOT traffic counts used for the comparison were also provided and seasonally adjusted to 2020 volumes. While there was an increase in the actual (adjusted) 2020 traffic volumes they would not be considered to be significant and were within normal traffic growth projections.

8. The applicant indicates that 2-3 vans would be used for deliveries and pickups at the proposed site. The “deliveries and pick-ups” functions are to be explained. Are there patient pickup services anticipated at this location such as via a drive-thru window? If such a service is proposed, the frequency or number of trips envisaged for such a use within the peak hours is to be provided.

*Satisfied*

The 2-3 vans (NV-200 type) that are anticipated to visit the site each day are to support the day-to-day operation of the site in terms of product and operational needs such as supplies and cash management. The traffic engineer expressed his understanding that no drive-through window service will be provided.

10. What is the total gross floor area of the existing Bellmawr Curaleaf location and how does it compare to the proposed Bordentown location in terms of size and services provided? A comparison of the trip generations for both sites should be provided accounting for their sizes and services provided at each location. It is noted that a Google™ search indicates that the Bellmawr facility is 6,150 SF in size while the proposed Bordentown facility is indicated as 9,315 SF on the site plan. The applicant is to confirm the referenced sizes for both facilities. Is the trip generation data shown in Table 1 representative of a 50% increase over-and-above the trip generation data collected at the Bellmawr facility?

*Satisfied*

The traffic engineer has indicated that the population density per dispensary is a key component in determining site trip generation projections and not building floor area. In addition to this consideration, testimony was provided at the public hearing as to what other site specific considerations will impact the volume of the traffic into and out of the site (i.e. such as building usage in terms of sales, consultation, office and training activities, how the building is configured and out-fitted, and an estimate of 60 people, maximum, within the building at any one time).

13. Based on the response to the above comments, the recommended site parking supply may fluctuate upwards. Given the parking numbers provided by the traffic engineer, a site parking supply of 90-95 spaces is projected. Given the stated site parking supply of 159 spaces to be provided, a parking surplus could result of 65-70 spaces.
Partially Satisfied
The proposed site parking supply has been decreased to 101 spaces. If a realistic site parking demand of 90-95 spaces will exist after the site is opened and the parking demand has stabilized, and allowing for a parking supply reserve of 10% - 15%, the proposed site parking supply of 101 spaces should be sufficient.

The applicant is to confirm this number since the number of site spaces shown on the Site Plan (Sheet 3 of 10) is given as 102 spaces.

For comparison purposes, the traffic engineer has provided information regarding the parking supply available at Curaleaf’s site in Carle Place, NY and a realistic parking demand for that facility. Thirty-five spaces are provided at the New York facility which are not sufficient. An estimate of 2-3 times as many spaces are felt to be sufficient for the New York Site.

Site Plan

1. The applicant will need to contact the New Jersey Department of Transportation to determine if a new access permit is required. If a new access permit is not required, documentation to that effect is to be provided to Bordentown Township (e.g. through a Letter of No Interest or reasonable facsimile). This provision is to be made a condition of any approval which may be granted by the Township.

Partially Satisfied
Upon receipt of such documentation by the Township, this comment will be considered to be “satisfied”. This provision is to be made a condition of any approval which may be granted by the Township. Testimony was given that a “Letter of No Interest” was provided to the applicant by the NJDOT.

2. Pursuant to a Parking summary shown on the Site Plan (Sheet 3 of 10), the site’s required parking was based on a retail use wherein one space per 200 ft² of gross floor area (or g.f.a.) is required. This leads to a site parking requirement of 47 spaces.

If the use were looked at as a medical use, pursuant to the Township Land Development Ordinance a parking requirement of 63 spaces would result.

The Traffic Consultant opined that a 48-vehicle site parking supply would be sufficient based on the data compiled at the Bellmawr, New Jersey site. The applicant is to confirm the site parking requirement for the proposed site based on any differences in the on-site usages of the two sites, and parking data compiled at other medical marijuana dispensing uses.

As it stands, the difference between the site’s required parking supply of 47 spaces and the site’s actual provided parking supply of 159 spaces is 112 spaces, a significant deviation. Unless such a deviation can be justified, it is recommended that the provisions for “banked” parking be pursued.

Satisfied
It is opined that the proposed 101 space parking supply will be adequate. A projected parking demand of 90-95 spaces has been identified. Available parking data from Curaleaf’s Carle Place, NY site has been provided to use for comparative purposes. Testimony from the traffic engineer revealed that 35 spaces were available for the New York Curaleaf site which are not sufficient. A factor of 2-3 times more spaces would be appropriate.
4. The applicant is to confirm that the 39 spaces immediately to the rear of the building will be used for employee parking. If so, will these spaces be signed as such? The applicant is also to confirm that the vehicles/equipment stored in this area will be removed.

*Satisfied*
*The applicant has indicated that the 10-space parking row (to the southeast of the building) will be designated for employee parking. Appropriate Employee Parking signage (5 signs) will be provided.*

*All vehicle/equipment storage which currently occurs on-site will be eliminated with no renewal of leases.*

6. What is the purpose of the two gates shown at the entrances to the 39-space parking area? How and when will they be used? How will traffic be controlled/directed into and out of the two-access areas intended to be controlled by these gates? What type of surface is to be provided at the end of and behind the 14-space parking row that is shown as being cross-hatched? It appears that a vehicle could use this cross-hatched area to maneuver around the gate.

*Satisfied*
*The rear area of the site (to the east) has been reconfigured into a single interconnected parking area.*

*All gates within the rear (north side) access aisle have been eliminated.*

7. It is recommended that physical end islands be provided at the end of those aisles where striping is proposed. These islands will help to control on-site parking and provide for more efficient traffic flow within the site.

What is the purpose of the cross-hatched area within the parking area of 13 spaces to the rear of the site?

*Satisfied*
*Landscaped end islands have been incorporated into the site design. All islands have been shown with concrete curbing surrounding them and with a width of at least 10’.*

8. The applicant indicates that the proposed site would have approximately 40-50 total employees during the operating hours with a maximum of 20 employees during any given shift. Information is to be provided regarding the day-to-day operations of the site. Such information is to include the various functions on-site which require staffing such as sales, security, and maintenance, and the number of employees involved with each of the various site functions.

It would be helpful for the applicant to provide the number of employees for each of the anticipated work shifts for the site including the start times and duration for each shift.

How are the employee arrivals/departures handled throughout the day?

Does the operation have an “operating capacity” relative to the number of clients which are permitted inside at any one time?
Satisfied
Testimony was provided during the public hearing to address this comment. Information regarding employees, their numbers per shift, their functions while on-site and their arrival/departing times were provided. Testimony was also provided stating that a maximum of 60 people would be on-site at any one time.

9. How are deliveries made to the site, when and how frequently? What type of delivery vehicle is used? A loading area 17.1’ wide by approximately 45’ long is shown at the northeast corner of the building. Per the Land Development Ordinance, a loading area is to be at least 60’ long. Therefore, a design waiver may be required. The suitability of the area can be determined when the typical delivery vehicle is identified.

Satisfied
The traffic engineer represented that deliveries are made by Brinks-type vehicles and vans which can be accommodated within the 45’ long loading area. In actuality, an effective length of 60’ is available if a gate across the loading area is left open. However, a waiver from providing the 60’ long loading area will be requested in keeping with the cross-hatched area shown on the Site Plan which is called out as a “Loading Zone”.

10. Truck turning templates are to be provided for the typical truck vehicle classes which could visit the site such as delivery truck, trash truck, a typical Bordentown Township fire truck.

Open
It appears that only two truck-types have their turning templates portrayed, an SU-40 truck and a fire truck.

Clarification is to be provided for the truck type labeled as SU-40. Should this be an SU-30 truck or a WB-40 tractor trailer?

The circulation patterns for the vehicle labeled as SU-40 are to be explained. Can this vehicle enter the site without encroaching on the driveway’s curb and navigate around the physical dividing island?

The fire truck template shows two “overhang” encroachments. Will these encroachments impact the landscaping in these areas?

Fire truck access to/from the rear (easterly) parking/circulation aisle is to be shown.

The Township Fire Marshall will need to approve the fire truck turning template. I did not see a truck turning template for a trash truck.

11. Will this site have a drive-through window provision now or in the future? If so, its operation is to be detailed regarding number of patrons served per day and maximum anticipated queue length.

Satisfied
No drive-through window is proposed. The applicant confirmed its understanding that if a drive-through operation is proposed at some point in the future, that it will have to return to the Board for an Amended Site Plan approval.
12. Trash pick-up provisions are to be discussed regarding when and how frequently. Is there any type of “medical waste” associated with this operation?

*Open*

The applicant will provide testimony at a public hearing regarding trash pick-up provisions for the site.

13. As a condition of any approval, it is understood that this proposed facility will be for retail sales only and that any other functional aspect such as growing, manufacturing, and/or distributing will require the applicant to return to the Planning Board to seek additional approvals.

*Satisfied*

The provision for any use of the site other than for the retail sales of medical marijuana (such as growing, manufacturing) or for an expansion of the retail sales operation, will require the applicant to return to the Board for additional approvals. The applicant confirmed its understanding of this provision and is to be made a condition of any approval which may be granted by the Board.

14. In a previous meeting it was stated that van service would be provided to transport patrons to/from the facility. The nature of this service, if provided, is to be described. How many vans could there be and where would they be parked?

*Satisfied*

Testimony was provided regarding the use of vans to transport patients. No van service will be provided for the transport of patients.

15. Pursuant to Code Sections 25:508.A.4 and A.5, hairpin striping will be required along with 10’ wide by 20’ long parking spaces (since these parking spaces will be for a nonresidential use).

*Partially Satisfied*

A Hairpin Parking Space Detail has been provided. Additional dimensions have been provided to better define the hairpin striping configuration such as showing the two parallel white stripes which make up a “hairpin” as being 18” on-center. The separation of two “hairpins” (i.e. inside-of-line-to-inside-of line) is to be 8’ 2”.

17. To the rear of the property there is a proposed parking area which shows 33 spaces, with 19 of these spaces on the south side of this area. At the head of these spaces, concrete bumper blocks are proposed. It is recommended that a more positive “retention” system be developed to keep vehicles away from the deep depression which is just on the other side from where the bumper blocks are shown. This “drop-off” is approximately 15’-20’ deep based on the Grading and Utility Plan (Sheet 4 of 9).

*Satisfied*

The 10-space parking row abutting this area has been designated for employee parking. Vertical curbing will be provided at the head of these spaces along with a split rail fence.

These provisions are acceptable.

18. There is an area to the east (rear) of the site (adjacent to Orchard Lane) labeled as “future development”. What use could be made of this 0.75-acre parcel and are there any plans to develop it at the present time?
is understood that as a condition of any approval, this parcel cannot be used in any manner (including for the storage of equipment) unless a site plan is submitted and approved by the Township.

*Partially Satisfied*

*The applicant has indicated that no future development will occur in the rear (east side) of the property. This provision is to be made a condition of any approval.*

21. Pursuant to the provisions of Code Section 25.508E., for a posted speed limit of 40 mph, the centerline-to-centerline spacing between the site’s two access points is to be a minimum distance of 210’. This existing distance is currently 150’, a non-conforming dimension. Either a conforming distance is to be provided, or a design waiver will be needed. (It is noted that this requirement would be even greater if the prevailing speed was to be used). A further requirement within this section is that an access point is to be at least 20’ from any property line. The northerly driveway is part of an uncontrolled driveway opening that is approximately 85’ in length. This driveway opening provides direct access to/from the proposed use as well as direct access to/from the lodging use to the north.

This latter condition will need to be addressed and any needed revisions to it authorized and approved by the NJDOT.

Any such action deemed to be necessary by the NJDOT is to be made a condition of any approval to be issued by the Board.

If any access revisions are required by the NJDOT, the applicant may need to return to the Township Planning Board for amended site plan approval.

*Partially Satisfied*

*The access provisions as shown for both driveways will remain. The NJDOT has issued a Letter of No Interest to verify this. The applicant is to provide a copy of that document to the Township. The only modification to either of the site driveways will be at the northerly driveway where a dividing island will be constructed within the subject property’s right-of-way (see Comment #19 above), thereby requiring no further interaction with the NJDOT.*

*Design waivers will be required from the referenced section for driveway-centerline-to-driveway-centerline spacing (210’ required, 150’ existing) and for a driveway offset from an adjacent property line (20’ required, 15.2’ provided).*

23. Show a sign symbol for each of the handicap-accessible parking sign assemblies at the head of each space on the Site Plan.

There is a note on the ADA Parking Layout detail “To attach handicap sign to the new building where applicable”. For consistency, it would be preferable to have these signs as close to the respective spaces as is possible.
Partially Satisfied
A sign symbol has been shown at the head of each handicap-accessible parking space outside of the sidewalk area for the eight spaces at the front of the building. Sign symbols are to be shown in a similar location for the four handicap spaces along the east side of the building.

On the Construction Details sheet (Sheet #8 of 10), within the ADA Parking Layout detail, the handicap parking signing call-outs for the actual parking area sketch part of the detail are to be revised. Only the callout for the R7-8P (Van Accessible) sign appears to be correct.

The R7-7 call-out is to be R7-8 and the R7-8A call-out is to be Penalty Plate. The Van Accessible Plaque call-out, R7-8P, is correct.

Additional Comments

26. Pursuant to the provisions of the Americans With Disabilities Act, Section 208.2.4. Van Parking Spaces, a third van-accessible space is required.

Satisfied
Since only twelve handicap-accessible spaces are proposed, the two van-accessible spaces are adequate.

27. A note is to be added to the Landscape and Lighting Plan (Sheet 5 of 10) that within all sight triangles, all ground plantings are not to exceed a height of 30” and all trees are to be limbed to a height of 7’.

28. Provide a striping detail for the center island within the southerly site driveway and for the cross-hatched gore area around the physical dividing island. Both of these areas will be done with yellow paint.

This completes my comments.

Very truly yours,

James Kochenour, P.E., P.P
Project Manager, Traffic Engineering Services
September 8, 2020

Bureau of Fire Prevention
Bordentown Township Fire District #1
PO Box 11372
Yardville, NJ 08620

Attn: Steven C. Scholey

Re: Curaleaf
191 Route 130 (US Route 130)
Block 63, Lots 3 & 4.01
Bordentown Township, Burlington County, NJ
PGLLC #1591-03

Dear Chief Scholey,

Following are our responses to the issues raised in your letter dated September 3, 2020 regarding the referenced Site Plan Application currently before the Bordentown Township Planning Board.

- **Fire Lane** – A fire lane will be marked along the drive located on the north side of the building as requested.

- **Hydrant Test** – Fire Hydrant flow tests are being completed for the two existing Hydrants located south of the subject property along Route 130. Test results will be provided upon completion.

- **Dumpster Location** – In accordance with our recent discussion, the currently proposed dumpster location is acceptable given the proposal to enclose the dumpster with a masonry block wall. The detail for the dumpster enclosure is provided on sheet 9 of 10 of the submitted site plans.

- **Internal Traffic Control Island** – The proposed traffic control island within the parking lot consists of a combination of pavement striping and a curbed island area with mountable curb.

- **Existing Brick Piers** - The existing brick piers located along the Route 130 ROW adjacent to the entry drive are being removed as part of the proposed site improvements.

Should you have any additional questions or comments regarding the proposed development plans, please do not hesitate to contact me.
Thank you for your assistance in this matter.

Sincerely,

THE PETTIT GROUP, LLC

Terrence H. Combs, PP, LLA
Associate

cc: Mike Theokis
    Jonas Singer Esq.
    Luke Flood, Curaleaf NJ Inc.
    Mike Sullivan, Curaleaf NJ Inc.
August 27, 2020

Bordentown Township Planning Board
1 Municipal Drive
Bordentown, NJ 08505

Attn: Michael P. Theokas
   Township Administrator

Re: Curaleaf NJ, Inc
   Preliminary/Final Site Plan Application
   191 Rte. 130 North
   Block 63, Lots 3 & 4.01
   Bordentown Township, Burlington County, NJ
   PGLLC# 1591-03

Dear Mr. Theokas

Enclosed are plans revised Aug 27, 2020 addressing comments raised by the Planning Board and their professionals at the recent public hearing for the above referenced application.

Following is a summary of plan changes incorporated under the most recent set of revisions:

1. The internal circulation drive adjacent to the main building entrance has been adjusted to align with the entry drive on Rte. 130. This change was requested by the Bord’s consultants to improve traffic circulation patterns entering and exiting the site.

2. Concrete curb has been added throughout the parking areas.

3. All downspouts have been connected to a header system discharging to the existing stormwater improvements.

4. Berming has been added along the property frontage of Rte. 130 to enhance aesthetics of the Rte. 130 buffer area.

5. The proposed LED downlighting fixtures between the Rte. 130 ROW and the front building line have been replaced with Ornamental lighting fixtures matching fixtures recently approved for other uses along the Rte. 130 corridor.

6. Additional lighting has been added to increase light levels throughout the parking areas.
7. Street tree plantings have been added along the Orchard Lane property frontage in accordance with ordinance requirements.

8. A revised planting design for the open space area adjacent to Orchard Lane has been provided incorporating a mix of small bareroot trees and larger size shade trees per our discussions at the recent meeting.

9. Additional buffer plantings have been added along the Northern property boundary to fill in gaps identified by the Board’s Landscape Architect.

10. Signage has been added along the southeast edge of the rear parking lot identifying the 10 spaces in that area as employee parking.

I have also included a truck turning template plan showing circulation of trash/delivery trucks as well as the Township’s largest fire truck which was provided to us by the Township’s fire official.

We remain available to discuss the proposed design plans with the Board’s professionals prior to the upcoming meeting of September 10 should they have any questions or comments.

Thank you for your assistance in this matter.

Sincerely,

THE PETTIT GROUP, LLC

Terrence H. Combs, PP, LLA
Associate

Cc: Fred Turek PE, PP, CME
    Jack Carman PP, LLA
    Brian Carlin Esq.
    Jim Kochenour PE
    Jonas Singer Esq.
    Curaleaf NJ, Inc.
    Bryan Proska PE