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April 5, 2021

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 - Review #1
Dunns Mill Road Industrial Facility (First Industrial)
Block 126, Lots 1.01, 1.02, 2 & 14.01
Dunns Mill Road
Application #PB-2020-09
Our File #TC - 0304P076**

Dear Board Members:

We have reviewed a Preliminary and Final Major Site Plan, received December 23, 2020, with revisions received on March 25, 2021 and March 29, 2021, consisting of the following:

Sheet	Title	Date	Revised
-----	Stormwater Management Report	12-07-20	03-24-21
-----	Stormwater Management Measures Operation & Maintenance Manual	12-21-20	03-24-21
-----	Traffic Impact Statement	12-18-20	-----
-----	Environmental Impact Statement	01-27-21	03-24-21
-----	Community Impact Statement	01-28-21	-----
C-000	Cover Sheet	12-07-20	03-24-21
C-050	Existing Conditions and Demolition Plans	12-07-20	03-24-21
C-100	Site Plan	12-07-20	03-24-21
C-110	Pavement Plan	12-07-20	03-24-21
C-120	Truck Turn Plan	12-07-20	03-24-21
C-121	Truck Turn 2	12-07-20	03-24-21
C-150	Site Details 1	12-07-20	03-24-21
C-151	Site Details 2	12-07-20	03-24-21
C-200	Grading Plan	12-07-20	03-24-21
C-300	Drainage Plan	12-07-20	03-24-21
C-310	Drainage Profiles 1	12-07-20	03-24-21

Engineering, Planning and Municipal Services

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Sheet	Title	Date	Revised
C-320	Drainage Profiles 2	12-07-20	03-24-21
C-330	Drainage Profiles 3	12-07-20	03-24-21
C-350	Drainage Details 1	12-07-20	03-24-21
C-351	Drainage Details 2	12-07-20	03-24-21
C-352	Drainage Details 3	12-07-20	03-24-21
C-400	Utility Plan	12-07-20	03-24-21
C-450	Utility Details 1	12-07-20	03-24-21
C-451	Utility Details 2	12-07-20	03-24-21
C-452	Utility Details 3	12-07-20	03-24-21
C-500	Erosion & Sediment Control Plan – Stage 1	12-07-20	03-24-21
C-510	Erosion & Sediment Control Plan – Stage 2	12-07-20	03-24-21
C-550	Erosion & Sediment Control Notes	12-07-20	03-24-21
C-551	Erosion & Sediment Control Details	12-07-20	03-24-21
L-100	Landscape Plan	12-07-20	03-24-21
L-110	Basin Enlargement Plan	12-07-20	03-24-21
L-120	Landscape Notes and Details	12-07-20	03-24-21
L-200	Lighting Plan	12-07-20	03-24-21
L-201	Lighting Details	12-07-20	03-24-21
D-100	Pre-Development Drainage Area Map	12-02-20	-----
D-200	Post-Development Drainage Area Map	12-02-20	-----
D-300	Post-Development Inlet Map	12-02-20	-----
1 to 5	ALTA/NSPS Land Title Survey	11-25-20	-----
1 of 1	Minor Subdivision Plan	01-11-21	03-29-21
1 to 4	Architecturals	12-03-20	-----

The plans, Stormwater Management Report, Environmental Impact Statement and Community Impact Statement were prepared by A.A. Caponigro, P.E., Kimley Horn, Two Liberty Place, 50 South 16th Street, Suite 3010, Philadelphia, PA 19102, (267) 687-0150.

The Traffic Impact Study was prepared by Adam Gibson, P.E., Kimley Horn, Two Liberty Place, 50 South 16th Street, Suite 3010, Philadelphia, PA 19102, (267) 687-0150.

The Survey Plan and Minor Subdivision Plan were prepared by Donald P. Sweeney, PLS, Control Point Associates, Inc., 305 Fellowship Road, Suite 210, Mt. Laurel, NJ 08054, (609) 857-2099.

The architectural plans were prepared by Joseph V. Belluccia, AIA, 2401 N. Howard Avenue, Tampa, FL, 33607, (813) 258-3233.

I. GENERAL INFORMATION

Applicant/Owner:	Dunns Mill, LLC	The Jang Family Trust
	789 Farnsworth Avenue Bordentown, NJ 085050	32709 Seagate Drive Suite 106 Rancho Palos Verde, CA 90275

Proposal: The applicant is proposing to develop a +/- 20-acre parcel located at the intersection of Dunns Mill Road, Rising Sun Road and U.S. Route 130 in Bordentown, NJ. The site is currently undeveloped wooded area. The project involves construction of a 208,000 SF industrial facility with a 48-bay loading truck dock, associated parking, loading and stormwater management facilities. In addition to the development of the proposed warehouse, a minor subdivision is being proposed along with land being set aside for the construction of a “connector” road to be dedicated to and to be constructed by the Township of Bordentown on approximately 5 acres.

Zoning: General Commercial (GC-1) Zone

II. SUBMISSION INFORMATION

As required under Section 25:804 of the Revised General Ordinances of the Township of Bordentown, the project was reviewed for completeness and determined to be complete at the Bordentown Township Planning Board Meeting of January 28, 2021.

III. ZONING REQUIREMENTS

Use: The applicant's proposed use is in conformance with the permitted principal uses of the GC-1 – General Commercial Zone.

Requirements	General Commercial I District (GC-1)	Proposed (overall property)	Proposed (Excluding Township Dedication Area)
Yard Setbacks			
Minimum Front Yard	75 ft.	Dunns Mill: 83.2' (C) Rising Sun: 75.0' (C)	Dunns Mill: 83.2' (C) Rising Sun: 75.0' (C)
Minimum Side Yard	25 ft. each	195.8' (C)	97.8' (C)
Minimum Rear Yard	50 ft.	N/A	N/A

Requirements	General Commercial I District (GC-1)	Proposed (overall property)	Proposed (Excluding Township Dedication Area)
Minimum Street Parking Yard	50 ft.	119.8' (C)	39.4' (NC)
Lot Dimensions			
Minimum Lot Area	1 acre	20.27 ac (C)	15.95 ac (C)
Minimum Lot Frontage	150 ft.	537' (C)	410' (C)
Minimum Lot Width	150 ft.	537.7' (C)	448.4' (C)
Minimum Lot Depth	150 ft.	971.3' (C)	971.3' (C)
MISCELLANEOUS			
Maximum Building Coverage	30%	23.6% (C)	30.0% (C)
Maximum Impervious Surface Ratio	75%	55.6% (C)	62.9% (C)
Building Height	50 ft.	44.5 ft (C)	44.5 ft (C)

C - Compliant
NC – Non-compliant

IV. PERFORMANCE STANDARDS

Variations and Waivers

- In accordance with 25:409.E.2, at least the first 50 feet adjacent to any street line and 15 feet adjacent to any lot line shall not be used for parking and shall be planted and maintained in lawn area or ground cover and landscaped with evergreen shrubbery. A fifty-foot (50') parking lot setback is required from a public right-of-way. The applicant proposes areas having 39.4 feet to 50 feet at various locations along the proposed "Connector Road". A variance is required.
- In accordance with 25:409.E.3, no merchandise, products, unenclosed waste, equipment or similar material or objects shall be displayed or stored outside. A note should be added to the plans and specify that if a dumpster is provided on-site, a trash enclosure will be required to be provided. A detail should be reflected on the plans at this time.
- In accordance with 25:503.E.8, all detention or retention basins must be enclosed by a 4-foot high chain-link fence with a self-latching gate. The required fence must be a non-climbable fence and comply with mesh size standards provided within the building code. Landscaping may be required around the fence as determined by the Planning Board. Plans should be revised and details be provided.

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4. In accordance with Ordinance 25:504, lighting standards are established. The proposed site lighting intensity far exceeds the lighting permitted by Ordinance. The Township's average illumination design criteria is labeled on the lighting plan and identifies the Ordinance requirements. However, the design does not conform. The proposed average illumination should be revised on the lighting plan.
5. In accordance with 25:506.D, sites that street trees are required on both sides of all streets. We request that a landscape easement be provided along the proposed Connector Road to allow for the future plantings of the street trees by the Township, if and where deemed necessary. Street trees should be shown along the connector road and labelled as "by others".
6. In accordance with 25:508.A.3.a: areas likely to experience heavy traffic shall be paved with not less than 4 inches of compacted base course and a minimum of 2 inch wearing course in accordance with the NJDOT specifications for road and bridge construction. The heavy-duty asphalt pavement section should be revised accordingly. Plans should be revised.
7. In accordance with 25:508.A.3.b: areas likely to experience light traffic shall be paved with not less than 3 inches of compacted base course and a minimum of 2 inch wearing course in accordance with the NJDOT specifications for road and bridge construction. The standard duty asphalt pavement section should be revised accordingly. Plans should be revised.
8. Ordinance 25:508.A.4 requires parking areas to be lined with "hair-pin" striping, whereas linear striping is proposed for the passenger parking areas. A waiver is required.
9. Ordinance 25:508.A.5.a requires passenger vehicle parking stalls to have the dimensions of 10-foot by 20-foot, whereas 9-foot by 18-foot parking stalls are proposed. A waiver is required.
10. In accordance with 25:508.H.1 sites that a screen planting, berm, fence wall or combination thereof, no less than 4 feet in height shall be provided between the off-street parking areas and any lot line or street line. A waiver is required.
11. In accordance with 25:508.H.2 sites that all loading areas shall be landscaped and screened sufficiently to obscure the view of parked vehicles and loading platforms from any public street throughout the year. Plans should be revised or a waiver requested.
12. In accordance with 25:508.H.4 sites that one shade tree shall be provided for every 3 parking spaces. A calculation should be provided on the plans.

General Comments

13. The Township Ordinance requires parking of 42 spaces for the proposed warehouse and office space whereas, the applicant is proposing 144 spaces as part of the construction of the new warehouse. Testimony should be provided regarding the excessive parking for the proposed

warehouse. The applicant should consider utilizing “banked” parking spaces, especially in the areas where encroachments exists. These spaces could be constructed in the future should a demand exist.

In addition, the southern-most parking stalls located near Rising Sun Road require the construction of a 7.5-foot-high +/- retaining wall. This elevated parking could potentially direct headlights toward the house on Lot 14.02 and into the roadway. Our office recommends that these spaces be removed, approximately 20 spaces, and that additional landscape buffering provided.

14. A dead-end driveway is proposed for the passenger vehicle parking lot. A method to address vehicle turn-around should be provided.
15. The minor subdivision plan and site plan submitted should reflect the appropriate lot and block numbers. The applicant shall coordinate with the Township’s Tax Assessor.

The file plan should reflect the proper endorsement block for the municipal engineer as prescribed in Title 46/Chapter 26A of the map filing law. In addition, the zoning chart provided should be corrected with regard to impervious coverage. Plan should be revised.

The existing easements for prior access should be noted to be removed from the file plan.

Proposed “Lot 2” will be utilized for public open space and drainage. We recommend that all references to the side yard, parking and street parking setback lines be removed from the final plan and site plans for this lot.

16. As proposed, the right-of-way line at the northwestern corner of the site reflects an encroachment on Lot 3, off-site. Plans should be revised and appropriate Right of Way accounted for. Our office had spoken with the applicant’s engineer and a revised geometry was proposed that does not conform with NJDOT standards. It appears additional right-of-way will be required to properly align the eastern portion of Dunns Mill Road.
17. It appears additional right-of-way is required to allow for a future sidewalk along Dunns Mill Road from Route 130 to the proposed round-about. The applicant’s engineer should revise the plans to reflect the sidewalk, to be constructed by others. All public sidewalk should be reflected to be 5 feet in width.
18. The existing house on Lot 16 should be identified on the plans. In addition, a more sufficient buffer be provided for this residential use.
19. The applicant is proposing guiderail at several locations on the site including an area adjacent to Lot 16 and within the front yard of the future Connector Road, across from Lot 14.02, both residential uses. We recommend that the applicant consider the use of weathering steel (COR-TEN) guiderail.

20. The applicant has provided an off-set roadway within the proposed right-of-way dedication to eliminate the need for a "D" Variance of this project for building coverage or FAR. The off-set also allows for a sidewalk to be constructed along the southern side of the Connector Road. This, in addition to the modifications proposed at the round-about will be subject to NJDOT review and approval as part of the Township's grant funding. Our office recommends that any approval granted for this project be subject to potential right-of-way modifications if deemed necessary for NJDOT approval of the Connector Road. This condition may create variances beyond those identified in our reviews.
21. All existing stormsewer pipes and structures should be shown on the landscape and lighting plans. Conflicts appear to exist between the landscape material placement. Plans should be revised.
22. A stormwater Operation and Maintenance Manual has been submitted for compliance with the NJDEP Best Management Practices. Testimony should be provided that annual stormwater reports will be submitted to the Township's Stormwater Management Coordinator. A note should be added to the plans.
23. The applicant should identify if any topsoil will be removed from the site as a result of the construction. We recommend that topsoil remain on-site wherever possible and be utilized for raised landscape berms. If topsoil is being removed, that applicant should comply with the Township's soil removal permit. A note should be added to the plans.
24. Testimony should be provided for waste and recycling management at the site. If outside storage is proposed, enclosures should be provided in accordance with the Township Ordinance. Our office has found that waste dumpsters regularly find their way onto warehouse sites after tenant fit-out. A note should be added that enclosures will be required should dumpsters be located on site. A detail should be provided at this time.
25. The applicant should provide testimony regarding compliance with the Township's Affordable Housing contribution requirements as a result of this project.
26. The applicant should conform to the comments from the Township Fire Official's letter dated February 22, 2021. Copies of approval letters should be forwarded to our office.
27. The applicant should provide testimony regarding Title 39 enforcement for the site. If desired, a request should be forwarded to the Township Clerk.
28. The applicant should address any and all comments provided from the Bordentown Township Environmental Commission. Testimony should be provided.
29. The applicant should provide testimony that the subdivision will be filed by plan. In addition, the Minor Subdivision Plan should provide the proper endorsement statement for the municipal

engineer in accordance with Title 46/Chapter26A. The zoning chart should also be corrected with regard to impervious coverage. Plan should be revised.

Lighting

30. Testimony should be provided on the anticipated hours of operation. Should night-time operation not be required for all or a portion of the site, reduced light levels and timers, should be designed into the electrical layout at this time. A note should be added to the lighting plan.
31. Light shields should be utilized for the pole mounted light fixture along the outside perimeter of the site. Special attention should be given to areas facing residential homes. The plans should be revised and a note added.
32. We question the need for the wall mounted lighting on the eastern end of the building and recommend these be removed to eliminate "wall washing".
33. The light legend should note where light shields are being provided. In addition, the lighting legend notes indicate to "coordinate placement of all wallpack with building architect and owner prior to installation". We recommend that all site lighting, including architectural lighting, be identified on the site plans.

Details

34. The Cover Sheet signature blocks should be revised to reflect the "Planning Board".
35. Eco-style curb piece should be reflected on the Type "B" Inlet detail.
36. A fence/guiderail/retaining wall cross-section should be provided.
37. Where guiderail is proposed atop or adjacent to a retaining wall, structural calculations should be provided.
38. The curb/sidewalk detail should be revised to reflect a method to prevent differential settlement. Our office recommends the applicant follow NJDOT details for curb ramp interface with a cradle to support the ramp.
39. A grading plan detail should be provided for all ADA parking areas to ensure compliance.
40. The chain link fence detail should reflect a black vinyl coated system. All components are to be black.
41. Stormwater outlet end sections should utilized concrete headwalls in lieu of flared end sections.

If this project is approved, it should be subject to the final approval of the Connector Road design by NJDOT. Potential variances may result from comments from NJDOT for the Connector Road may require the applicant to return to the Planning Board. These may include “C” and “D” Variances.

V. Summary of Waivers/Variations

25:409.E.2	(Variance) – Parking Lot Setback
25:409.E.3	(Variance) – Outdoor Display or Storage
25:503.E.8	(Waiver) – Fencing at Stormwater Basin
25:504	(Waiver) – Site Lighting Intensity
25:506.D	(Waiver) – Street Trees
25:508.A.3.a	(Waiver) – Heavy Duty Paving
25:508.A.3.b	(Waiver) – Light Duty Paving
25:508.A.4	(Waiver) – Parking Stall Hairpin Striping
25:508.A.5.a	(Waiver) – Parking Stall Dimensions
25:508.H.1	(Waiver) – Off-street Parking Screening
25:508.H.2	(Waiver) – Loading Area Screening
25:508.H.4	(Waiver) – Parking Lot Shade Trees
Signage	We defer to the Planning Board Planner

VI. APPROVAL PROCESS

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

1. The applicant’s professional should make appropriate revisions to the plan pursuant to the Planning Board action.
2. Eight (8) copies of the final site plans should be submitted to our office for review, approval and signature.
3. The applicant is notified that an inspection escrow and performance bond may be required for this application and an estimate for all on/off site improvements (excluding structures) must be reviewed and approved by the Planning Board Engineer. The inspection escrow must be posted prior to the issuance of any building permits.
4. The applicant should contact the Planning Board office to settle any outstanding review escrow accounts prior to the issuance of building permits.

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5. 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.
6. 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.

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:

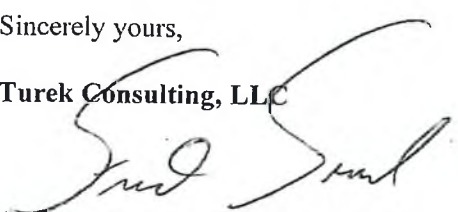
1. Burlington County Planning Board
2. Burlington County Soil Conservation District
3. Bordentown Township Fire Official
4. Bordentown Township Police Department
5. Bordentown Sewerage Authority
6. Bordentown City Water Company
7. NJDOT – Rising Sun Road
8. NJDEP
9. Any others as may be necessary

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.; Jeffrey L'Amoreaux, P.E.; Brian Carlin, Esq.; Steven Scholey, Fire Official; Anthony Caponigro, P.E.; James Knopka, Sr., First Industrial; John Hanlon, First Industrial; John C. Gillespie, Esq.



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April 2, 2021

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

Re: First Industrial Realty Trust
Dunns Mill Road, Rising Sun Road and US RT 130 N
Block 126, Lot 101, 102, 2 & 14.01
Twp File – PB-2020-09
Spiezle File – 20A010 – Phase 24
Preliminary & Final Site Plan

Dear Board Members:

This office has received a revised Preliminary & Final Site Plan application from First Industrial Realty Trust, located at Dunns Mill Road, Rising Sun Road and US RT 130 N on March 25, 2121. A revised Minor Subdivision Plan has been submitted on March 29, 2021. The application is requesting the development of a 208,000 square foot warehouse building on a 20.27-acre parcel. The project includes a 4.32-acre parcel to be dedicated to the Township for the creation of a by-pass connector road.

The Site Plans have been prepared by Anthony A. Caponigro, PE of Kimley-Horn Associates, Philadelphia, PA, dated 12-7-20 and revised to 3-24-21. The Stormwater Management Report has been prepared by Anthony A. Caponigro, PE of Kimley-Horn Associates, Philadelphia, PA, dated 12-7-20 and revised to 3-24-21. The Stormwater Management Manual has been prepared by Anthony A. Caponigro, PE of Kimley-Horn Associates, Philadelphia, PA, dated 12-21-20 and revised to 3-24-21. The Pre-Development Drainage Area Map has been prepared by Anthony A. Caponigro, PE of Kimley-Horn Associates, Philadelphia, PA and dated 12-2-20. The Traffic Impact Statement has been prepared by Adam Gibson, PE of Kimley-Horn Associates, Philadelphia, PA and dated 12-18-20. The Land Title Survey has been prepared by Donald P. Sweeney, PLA of Control Point Associates, Inc., Mt. Laurel, NJ and dated 11-25-20. The Architectural Plan, prepared by Joseph V. Belluccia, AIA, Tampa, FL and dated 12-3-20, has not been signed by an Architect licensed in New Jersey. A Minor Subdivision Plan has been prepared by Donald P. Sweeney, PLA of Control Point Associates, Inc., Mt. Laurel, NJ, dated 1-11-21 and revised to 3-29-21. An Environmental Impact Statement has been prepared by Roux Associates, Inc., Somerset, NJ and dated 2-24-21.



I. Completeness Review

The application has been reviewed for completeness, as per Ordinance Section 25:804. Information necessary to review the Preliminary and Final Site Plan application has been provided. The application has been deemed complete by the Planning Board.

II. Zoning Review

Principal permitted uses on the land and in buildings:

"Wholesale distribution centers and warehouses" shall be permitted in the General Commercial (GC-1) Zone (25:409.A.6).

Area and Yard Requirements:

General Commercial (GC-1) Zone (25:409.D):

- a. Lot area - The minimum lot area is 1.0 acre. The total existing lot area is 20.27 acres. The proposed lot area for the warehouse is 15.95 acres. This area excludes the proposed 4.32 acres dedicated to the Township for the road and associated basin area. The plan conforms.
- b. Lot frontage – The minimum lot frontage is 150 feet. The plan conforms providing a 537.0 foot frontage
- c. Lot width – The minimum lot width is 150 feet. The plan conforms providing 537.7 feet.
- d. Lot depth – The minimum lot depth is 150 feet. The plan conforms providing 971.3 feet.
- e. Front yard – The minimum front yard setback requirement is 75 feet. The proposed building frontage along Rising Sun Road is 75 feet and 83.2 feet along Dunns Mill Road. The proposed plan conforms.
- f. Side yard - The minimum side yard setback is 25 feet each side. The plan conforms providing 97.8 feet from the proposed Connector Road.
- g. Rear yard - The maximum rear yard setback is 50 feet. This is not applicable for this application.
- h. Impervious surface ratio – A maximum of 75 percent is required. The overall property is 55.6 percent before the road dedication and 62.6 percent after the road dedication. The plan conforms.
- i. Floor area ratio – A maximum floor area ratio (FAR) of 0.30 percent is required. The plan indicates a 23.6 percent for the overall site and 30.0 percent after the road dedication. The plan conforms.
- j. Building height – The maximum building height is 50 feet. The plan indicates that the proposed warehouse is 44.5 feet. The plan conforms.
- k. Parking – The minimum requirement is one (1) space per 5,000 square feet of gross floor area. A total of 42 parking spaces are required for the 208,000 sq. ft. building. The chart on the plan lists 144 parking spaces on Sheet C-100. The plan conforms.



- I. Loading Space – A 12 foot by 60-foot space is required when the loading dock is at right angles to the building (25:508.B.1). The plan conforms.

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 (25:409.E.2). The plan indicates a 39.4-foot setback from the proposed connector road. Our office recommends removal of twenty spaces, which may help to eliminate the need for the variance. Another option may be to bank the spaces (in the event they are needed at a later date when an occupant is determined). However, a variance may be required.
2. The parking lot setback areas shall be planted and maintained in lawn area and landscaped with evergreen shrubs (25:409.E.2). The plan conforms.
3. No merchandise, products, unenclosed waste, equipment or similar materials or objects shall be displayed or stored outside (25:409.E.3). The plan should be revised to indicate conformance.
4. All areas not utilized for buildings, parking, loading, access aisles and driveways or pedestrian walkways shall be suitably landscaped with shrubs, ground cover, seeding or plantings and maintained in good condition. Not less than 45 per cent of the total lot area within the GC Districts shall be landscaped, including any permanent water areas. The plan should be revised to indicate conformance.
5. Off-street parking areas shall be oriented to and shall be a reasonable walking distance of the buildings (25:508.A.2. a). The plan conforms.
6. The applicant should provide testimony regarding conformance to the current Council on Affordable Housing (COAH) regulations (25:503.1.D).
7. As a condition of approval, the applicant should provide a cost estimate and performance guarantee to the Township Engineer for approval.

Design Standards

1. The required parking stall size is 10 feet by 20 feet (25:508.A.5.a). The plan indicates nine (9) foot wide by eighteen (18) foot long spaces. A design waiver is required.
2. Sidewalks around the building should be a minimum of five (5) feet wide. The plan conforms.
3. Two-way drive aisles should be a minimum of 25 feet in width (25:508.F.2). The plan indicates 30-foot-wide drive aisle. The plan conforms.
4. 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 should indicate conformance.
5. The plan indicates five (5) handicap parking spaces. The plan conforms to the Barrier Free requirements of five (5) spaces between 101 and 150 spaces.



6. A fence is required for any walls over 30 inches in height. A fence needs to be indicated along the top of the retaining wall on the south corner of the front parking lot.
7. Sidewalks should be installed along Dunns Mill Road.
8. The applicant should indicate if employee break areas are to be provided. These areas should include picnic tables and chairs or similar furniture.

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. All loading areas shall be landscaped and screened sufficiently to obscure the view of the parked vehicles and loading platforms from any public street throughout the year. The screening shall be by an extension of the building, a fence, a berm, wall, planting, or combination thereof and shall not be less than four (4) feet in height (25:508.H.2). The applicant shall provide cross sections of the areas along Rising Sun Road, RT 130 and Dunns Mill Road that illustrate how the proposed plantings will screen the loading areas from view throughout the year. Additional plantings may be required.
3. Each off-street parking area shall have a minimum area of five (5) percent equivalent to landscaped shrubs no higher than three feet (25:508.H.3). The plan indicates 10.95 percent. The plan conforms.
4. The landscaped areas should be distributed throughout the parking area in order to break the view of parked cars (25:508.H.3). The plan conforms.
5. 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 144 spaces are indicated requiring 48 shade trees to be planted around the parking lot. The plan indicates fifteen (15) shade trees. There is space to add eleven (11) additional shade trees along the perimeter of the parking lot area. In addition, due to the number of parking spaces along the front of the building, we recommend taking ten spaces and planting shade trees in the island planters to visually reduce the height of the building. Design waiver is required.
6. "Only nursery-grown plant materials shall be acceptable" (25:506.C.6). The plant tags from all plantings shall be submitted during installation. The plan should be revised to indicate conformance.
7. "Dead or dying plants shall be replaced by the developer during the following planting season" (25:506.C.6). The plan should be revised to indicate conformance.
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 shall be revised to indicate additional plantings in the following areas:
 - a. A mixture of evergreen trees and shrubs shall be planted along the north (RT 130) side of the proposed berm in order to provide a suitable buffer from the loading areas that face RT 130.



- b. The berm, between RT 130 and the truck parking area, shall be planted with a mixture of evergreen and deciduous trees. While they may not screen the building initially, they will help screen the building as they mature.
 - c. The proposed berm should be extended approximately 80 feet to the east, towards Dunns Mill Road to help provide additional screening.
 - d. The buffer area along the RT 130 jug handle should be increased to adequately screen the building. While the shrubs are helpful, they will not provide an adequate buffer planting.
 - e. The berm along the Dunns Mill Road entrance should be more heavily planted.
 - f. At least nine (9) evergreen trees should be planted on the north east corner of the building to more adequately buffer the loading areas from Dunns Mill Road.
9. Buffering shall provide a 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). Our office recommends the removal (and/or banking) of the twenty (20) parking spaces on the southern corner of the front parking lot. This area is elevated approximately 7.5 feet above the basin area and possibly visible from the adjacent residential areas. The addition eighteen (18) feet of space between the basin and the wall can be utilized for the planting of evergreen trees which will help shield the parking lot area.
10. The plan should be revised to reduce the larger quantity of White Pines indicated on the Plant List. They have not performed well in the area recently. Varieties of native pines should be included to provide greater diversity.
11. The planting for the three (3) Bioretention Basins should be designed to meet the 'NJ Stormwater Best Management Practices'. The plant material selected should be based on the goal of simulating a terrestrial forested community of native species.
 - a. The planting plan should avoid the overuse of plants (e.g. River Birch). Additional trees should be selected from the list of native trees within the BMP Manual (Table7-5).
 - b. 'Woody vegetation should not be specified in the vicinity of inflow locations. The stormwater structures should be shown on the Landscape Plan. It appears that some of the plantings may conflict w/ the location of the inflow locations.
 - c. Soils should be tested to determine whether amendments are required.
 - d. The basin maintenance agreement should include requirements that ensure vegetation cover in perpetuity.
 - e. A Basin Plant Schedule is indicated on Sheet L-110. The same plants are indicated on the overall Plant List on Sheet L-100. It may be advisable to remove the Basin plants from the overall list as it may be confusing for the contractor and inspector as to the actual quantity of plants to be installed.
12. The plan indicates eight (8) Lilac (ornamental) trees along the west side of the building. We recommend planting larger growing shade trees.

13. No plantings are proposed along the east side of the building. The plan should be revised to indicate a mixture of taller growing shade and evergreen trees. Columnar varieties are acceptable. It is important to locate plantings along the sides of the building facing both Dunns Mill and Rising Sun Roads to help bring down the scale of the 45.5-foot-high building.
14. Street trees shall be provided along the street spaced 35' to 50' on center (25:506.D.1). The plan provides street trees along portions of RT 130. The plan should be revised to indicate street trees along RT 130, Dunns Mill Road and the proposed collector road.
15. The plan does not indicate irrigation. Our office recommends providing irrigation in the more visible areas, such as along RT 130, Rising Sun and Dunns Mill Roads.
16. In the event the 'Existing Wooded Area to Remain" along the west side of the side (adjacent to the existing home) is not possible, due to construction of other factors, additional buffer plantings should be provided. The plan should be revised to indicate that the need for additional plantings shall be determined for this area in coordination with the Township professionals.
17. The light poles, as well as underground utilities, should be indicated on the Landscape Plan. There appear to be conflicts between the position of light poles and shade trees. The location of shade trees and underground utilities should be confirmed, also.
18. The location(s) of any ground mounted generators should be provided and the method in which they are screened should be indicated.

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 the required .5 footcandles at the site entrances.
3. Lighting shall be provided by fixtures with a mounting height not more than 25 feet. The plan conforms.
4. The plan indicates wall mounted light fixtures mounted twenty-five (25) feet high. The plan conforms.
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 appears to conform.
7. The Area Classification for 'Parking Illumination' for Pedestrian Safety Footcandles is 0.9 footcandles for High Activity (25.504.B). The proposed light levels exceed the minimum proposed light level. The plan indicates an average of 2.83 footcandles. The IES Illumination Guidelines for vehicles is 1.0 footcandles; 0.06 for pedestrian safety and 2.0



for pedestrian security. The applicant should indicate why a higher footcandle average is proposed.

8. The plan should confirm that the proposed lights are 'dark sky friendly", consistent with LEED goals and light pollution reduction.
9. The detail for the light poles indicates a three (3) foot deep concrete sono tube. The height of the sono tube above the surface grade is six (6) inches in landscaped areas. The detail indicates a height of 36 inches in paved areas. The detail has been revised to indicate that all sono tube heights above 36 inches shall include an "Art Form" stenciled textured finish.
10. No direct floodlighting or spotlighting shall be permitted to shine directly or indirectly on an abutting property (25:601.A.7.g). The plan should indicate conformance.

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 indicates a total of 46 loading docks and parking for 45 tractor trailer parking spaces are located in the rear of the building. The plan conforms.
2. There should be no loading from the street (25:508.B.1). The plan conforms.
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 (25:508.B.2.). The plan should indicate conformance.
4. The trash enclosure area should be sized to accommodate recyclables (25.509.I).

Signs

1. Each principal commercial building not part of a shopping center or each shopping center may have one (1) monument and one (1) facade sign (25:514.H.2.a). The applicant should be prepared to testify as to the proposed signs and their respective locations. 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).
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.
4. The height of the proposed monument sign shall be a maximum of six (6) feet high for a posted speed of 30 - 40 miles per hour (25:514.E.4.a).
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).



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).
7. A facade 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).

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. The applicant should provide testimony how the building will conform to the Corridor Standards.
2. Architectural Plans, including renderings, of the warehouse building have been provided. However, the materials and specific colors of the building facades have not been identified. The plans should be revised accordingly.
3. This is a highly visible site and the building should be designed to reflect the visual impact from all four sides of the 45.5 feet high building.
 - a. The front of the building faces the connector road and the residential district. The manner in which the architectural treatments can be designed to help visually reduce the height of the building should be described. The use of darker colors along the lower portion of the building and lighter colors along the upper areas of the building should be discussed. The linearity of the building's façade is broken up by various façade elements.
 - b. The sides of the building facing Rising Sun and Dunns Mill Roads appear to be broken up by various faced treatments, similar to the front of the building.
 - c. The rear of the building faces RT 130 and is partially visible from the highway. The plans indicate a long linear façade. The manner in which the area above the loading doors can be designed to provide relief from the same façade treatment should be presented. Sections of the area should be provided, as mentioned previously, to illustrate to the Planning Board the areas of the building that are visible from RT 130.
4. The plans should be revised to indicate the location of the HVAC equipment. The equipment should be screened from view from all sides of the building.
5. The treatment of the roof surface should be provided. A white roof surface material can help to reduce peak rooftop temperatures an average of 44 degrees.

Environmental Impact Statement

1. An Environmental Impact Statement (EIS) has been prepared by Roux Associates, Inc. and dated 3-24-21. The EIS reviews the various positive and negative environmental impacts that are a result of the proposed warehouse development. A review of the fourteen pertinent technical categories include the following:
 - a. Ground Water Pollution – A survey of the site indicates that the four former underground storage tanks, as well as the septic system, identified “no



- anomalies". No contaminants from the previous use of pesticides were detected that were above the applicable NJDEP soil remediation standards.
- b. The Drainage Plan incorporates ground water through an underground infiltration facility in the truck loading area on west side of the site. The existing soils on the east side of the site 'provide little to no infiltration on the east side of the site'. The applicant shall indicate if these conditions are applicable to the three (3) Bioretention Basins on the east side of the building.
 - c. Solid waste will be handled by a private waste management vendor. The manner in which recyclable materials will be collected and removed should be provided.
 - d. There are no threatened or endangered species identified on the site.
 - e. The three wetlands have been determined to be 'isolated wetlands' and are considered to be 'Intermediate Resource Value'. No significant impact will occur.
2. It is recommended that a greater percent of the proposed plantings should be native to the area, thus providing a source of food and habitat. Planting within the Bioretention Basins, as mentioned previously in this letter, will provide additional habitat
 3. LED lighting is proposed which reduces energy use.
 4. The possibility of including solar panels on the roof should be considered.

IV. Summary of Variances and Waivers

Variances:

Parking lot setback of 50 feet (25:409.E.2)

Waivers:

Ten by twenty-foot parking spaces (25:508.A.5.a)

Parking lot shade trees (25:508.H.4)

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 and/or comments regarding this application.

Very truly yours,

A handwritten signature in black ink that reads "Jack Carman". The signature is written in a cursive style and is enclosed within a thin black rectangular border.

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

Cc: First Industrial Realty Trust; Anthony Caponigro, PE; Adam Gibson, PE; John Gillespie, Esq.; Brian Carlin, Esq., Fred Turek, PE, CME; Jeffrey A. L'Amoreaux, PE; (sent via electronic transmission)



SURINDER S. ARORA, PE
President

ARORA and ASSOCIATES, P.C.

Consulting Engineers

Princeton Pike Corporate Center
1200 Lenox Drive, Suite 200, Lawrenceville, NJ 08648
(609) 844-1111 • Fax (609) 844-9799

MEMORANDUM

DATE: March 31, 2021

TO: Township of Bordentown Planning Board

FROM: Jeffrey A. L'Amoreaux, P.E. *JAL*
Traffic Consultant

SUBJECT: Dunns Mill Road Industrial Facility - First Industrial
Preliminary and Final Major Site Plan
Review Memorandum #2
Bordentown Township Application PB 2020-09
Zoning District GC-1, Block: 126, Lots: 1.01, 1.02, 2 & 14.01
Township of Bordentown, Burlington County, New Jersey

We are in receipt of the following information for review pertaining to the submission of Preliminary and Final Major Site Plans for the construction of a warehouse facility development to be located along Dunns Mill Road:

- One bound set of Preliminary & Final Major Site Plans for Dunns Mill Road Industrial Facility – First Industrial (29 sheets), prepared by Kimley-Horn and Associates, Inc. dated December 18, 2020 Latest Revision dated 3/24/2021.
- One Minor Subdivision Plan (1 Sheet) prepared by Control Point Associates, Inc. dated January 1, 2021 signed and sealed by Donald P. Sweeney, PLS dated 03/29/2021 (received under separate cover) Revision 1 “Relocate Proposed Connector Road”.
- One Stormwater Management Study prepared by Kimley-Horn and Associates, Inc. dated December 21, 2020, Latest Revision dated 03/24/2021.
- One Stormwater Management Measures - Operations and Maintenance Manual prepared by Kimley-Horn and Associates, Inc. dated December 21, 2020, Latest Revision dated 03/24/2021.
- One Environmental Impact Statement prepared by Roux Associates, Inc. and Sam Schwartz dated March 24, 2021.
- One “Responses to Arora and Associates Review Letter” letter addressed to Mike Theokas Director of Community Development dated March 25, 2021 prepared by Kimley-Horn by Anthony Caponigro, P.E..
- Two Transmittal Letters dated 3/25/2021 from Kimley Horn.

The development proposal, in the GC-1 zoning district, calls for the construction of a 208,000 SF Warehouse Facility.

The site is located within Block 126, Lots 1.01, 1.02, 2 & 14.01 on a parcel of land approximately 20 acres in size. The site is bounded by Dunns Mill Road to the north, Rising Sun Road to the south, U.S. Route 130 to the west and the Scottish Rite Cathedral and residential homes to the east.

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The applicant has proposed to create a Connector Road, as recommended by a DVRPC Study from May of 2014, along the eastern side of the property, to connect Dunns Mill Road and Rising Sun Road adding a new roundabout at the Dunns Mill Road end. They are proposing four unsignalized (one-way-Stop Controlled) driveways, one onto Dunns Mill Road, one onto Rising Sun Road and two along the proposed Connector Road.

We have the following comments.

Preliminary and Final Major Site Plans

1. In the Site Details, Detail Number 6 on Sheet C-150 and the ADA Parking Sign Detail on Sheet C-151, two signs are shown incorrectly. The R7-8P is the Van Accessible Plaque per MUTCD and it is supposed to be 18” wide by 9” tall per MUTCD Standard. The New Jersey Penalty Plate is R(NJ)7-8A, not R7-8P and is supposed to be 10” wide by 12” tall. Please revise both signs in the details to show them proportionately to scale with the R7-8 sign, which is 12” wide by 18” tall. This may impact the size of the post required. Also, please provide details for each sign included, R7-8, R7-8P and R(NJ)7-8A.

Partially Satisfied

R(NJ)7-8A penalty signs have been appropriately designated; however, the size of the penalty plate indicated on sheet C-150 as 12” wide by 6” tall is incorrect. The size is to be revised to 10” wide by 12” high. In addition, all signs shown in the sign arrangement detail should scale to their relative sizes.

2. While the traffic volumes from the trip generation evaluation seem insignificant, these volumes are anticipated to be composed mostly of WB-67 tractor-trailer vehicles, which have different acceleration characteristics from passenger cars. The applicant is requested to provide a capacity analysis (level of service) of the site driveway and the connector road intersections considering truck volumes. Also, what will be the opening year level of service on the left turn from Interstate 295 to westbound Rising Sun Road? Considering COVID, estimated or historical volume data may be used.

Satisfied *The applicant's consultant indicated that a total of 50 trips is estimated at the site during the AM and PM peak hours with 4 and 6 truck trips, respectively. These truck trips are extremely low, and a capacity analysis would not be required.*

3. The location of the driveways along Dunns Mill Road and Rising Sun Road may need adjustment. Per Bordentown Township Zoning Code §25.508.E, Dunns Mill Road's speed limit of 35 MPH requires a clearance of 160 feet between the centerlines of the access driveway and the jughandle ramp from U.S. Route 130 and/or the proposed connector road. The driveway along Rising Sun Road has sufficient distance from U.S. Route 130 but may be too close to the proposed connector road. Rising Sun Road's 40 MPH speed limit requires a clearance of 210' between the driveway and the U.S. Route 130 intersection and/or the proposed connector road. The applicant should specify what posted or statutory speed limit will apply to the connector road and demonstrate that the driveway spacing standards are satisfied. An NJDOT access permit may be required for the Dunns Mill Road access; the applicant is requested to comment.

Satisfied The consultant indicates that the clearance from the centerline of the driveway along Dunns Mill Road to the centerline of the Route 130 jughandle is approximately 160 feet and meets the required minimum clearance width. The clearance from the centerline of the driveway along Rising Sun Road to the centerline of the connector road is approximately 340 feet, which exceeds the minimum 210 feet required per the township's zoning code. The applicant does not believe an NJDOT permit is required.

4. The proposed exiting driveway onto Dunns Mill Road is proposed to be one-way out of the site. The driveway is proposed to have a considerable width of fifty feet or more. The applicant should discuss the need for the wide driveway, as the truck path exhibit in the plan set doesn't demonstrate a need for the width. Also, since it is an exit-only driveway, the stop bar should extend all the way across the throat.

Satisfied The consultant indicates that the proposed driveway along Dunns Mill Road would serve both ingress and egress traffic. This justifies the 50-foot wide driveway. A 'porkchop' divider has been provided in the revised plans to separate the ingress and egress lanes. See comment 13.

5. Dunns Mill Road is currently signed with a 4-ton weight restriction on trucks, yet tractor-trailer vehicles are proposed to use the driveway on Dunns Mill Road and the roundabout intersection with the proposed connector roadway at Dunns Mill Road. A change in the weight restriction ordinance is likely to be required; we request the applicant comment on the intent regarding this matter.

Partially Satisfied The consultant has assumed that the township would modify the weight restriction ordinance on the very western end of Dunns Mill Road to allow for heavy vehicles to utilize the connector road. This assumption seems reasonable; however, the weight restriction should remain in place east of the proposed roundabout.

6. The applicant should revise the parking stall markings Per §25.508.A.4. "Individual parking stalls shall be delineated by hairpin striping that will be four inches wide and 18 inches on center. The lines shall be centered over the ten-foot dimensional line at the edge of the parking stall [Ord. N. 2004-9, 3-22-2004]".

Satisfied The applicant has requested a waiver to allow single 4 inches wide striping at this location. The consultant indicates that this striping configuration is consistent with striping at other similar use facilities in Bordentown Township and the parking is low turnover and not intended for public use; instead, it would be used exclusively by the site employees. In this case we can recommend to the Board that the waiver request be granted.

7. The applicant is requested to provide commentary regarding sidewalks proposed along the connector road and at the roundabout. Pedestrian accommodations should be provided with new roadway construction where feasible.

Partially Satisfied Our concern is providing a path getting pedestrians/students across Dunns Mill Road at the roundabout to/from the nearby school. It has been indicated that the pavement markings for the roundabout would be done by others. The consultant is to clarify the scope of this work with regards to the pedestrian crossings across Dunns Mill Road. Is the center of the roundabout to be constructed by others as well? The goal is to coordinate design so that when constructed, the roundabout can accommodate pedestrians, or require minimal additional construction to do so.

8. Per §25.508.A.5.c, the Non-Residential Warehouse Use would require one parking space for every 5,000 SF of GFA, which would be only 42 spaces. The plan shows 147 spaces and encroaches on the parking setback requirement on the connector road. Why so many spaces?

Satisfied The consultant indicates that 147 parking spaces have been provided, which is 105 parking spaces more than the required 42 parking spaces for the currently proposed land use. The excess parking spaces have been provided to provide flexibility for a future multi-tenant building at the site.

9. Given the 147 proposed parking spaces shown, ADA requires five accessible parking spaces with one of them being van accessible. Five are shown. Please indicate which space is van accessible.

Open The final plans showing the ADA positions relative to the planned building entrances have not been provided and are anticipated from the applicant. We reserve comments accordingly.

10. Per §25.508.B.2, a trash and garbage pickup location is necessary. Please indicate its proposed location and a circulation route for the truck servicing the location.

Open The consultant indicates that the trash and garbage management is done internally via a compactor and that the garbage truck routes are like the tractor-trailer turn path. Per the noted section of the Zoning Code, the location of the waste collection is to be indicated and turning template provided for a typical garbage truck accessing this location. The applicant has indicated that this information is forthcoming once tenants are identified. If site plan approval is sought before this information is known, a waiver or other relief may be necessary.

11. Per §25.508.A.5.c, “Whenever a proposed site plan includes parking for oversized vehicles, the Board shall establish the dimensions of those parking spaces at the time of Site Plan review, taking into consideration the space needed for safe access to the designated parking areas, visibility for other vehicles making use of parking areas and for pedestrians crossing parking areas [Ord. No. 2004-9, 3-22-2004]”. The proposed spaces are twelve feet wide and between 55 and 60 feet long. We request the applicant document their choice of space size.

Satisfied The applicant has proposed parking spaces 60 feet long parking spaces for the loading docks and 55 feet length spaces for perimeter trailer parking with adequate overhang beyond the curb line. This provides additional space and would help to prevent any trailer overhanging into the drive aisles. It is noted that this configuration is typical for this type of facility. This is deemed acceptable.

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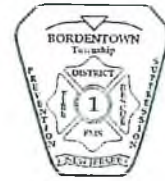
We have the following new minor comments based upon the current submission.

12. Taking advantage of construction, we recommend the Township and/or applicant consider installing traffic signal conduits under the intersection of the new Connector Road and Rising Sun Road for possible future signalization of the intersection.
13. The new divider islands added to the driveways along Dunns Mill and Rising Sun Roads should be designed to not flare, but be rectangular in shape, and fully mountable, capable of withstanding repeated heavy vehicle traffic. A flared shape may be misinterpreted as reinforcing a right-in/right-out operation.
14. The Through Arrow Pavement Marking Detail shown on Sheet C-150 is not consistent with MUTCD standard. We noted that none of the symbol markings shown on Sheet C-150, Detail 10 could be found on the plan sheets. All signs proposed should conform to MUTCD standards and any sign not proposed for the site should be removed from the detail sheet.
15. There may be a discrepancy on the number of loading bays provided. Sheet C-100 shows 46 loading bays while the Project Description Narrative indicates that there will be a 48-bay truck loading dock. Please clarify.

This completes our comments currently. Additional comments may be provided as this project moves forward.

CC: Michael Theokas, Administrator/Director of Community Development
Marcie Maute, Deputy Director of Community Development
Cindy Dziura, Alternate Planning Board Secretary
Frederick J. Turek, P.E., Board Engineer
Jack Carman, P.P., Board Planning Consultant
Steven C. Scholey, Township Fire Marshal

BUREAU OF FIRE PREVENTION
BORDENTOWN TOWNSHIP FIRE DISTRICT # 1
PO BOX 11372
YARDVILLE, NJ 08620
609-298-5375
609-298-4501 (FAX)



February 22, 2021

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

RE: Applicant – First Industrial Realty Trust
Dunns Mill Rd
Block 126; Lot 101,102, 2 & 41.01 Plate#23
Bordentown Township NJ

Mr. Theokas,

The proposed plans for the First Industrial Building dated 12/7/20, have been reviewed.

I have listed comments below:

- Installation of hydrants remote from the buildings across in curbed area.
- Installation of Fire Department Connection remote to the building and within 50' of hydrant.
- Request additional hydrants to be installed mid span of the parking lot.
- Confirm fire protection water supply from Rising Sun Rd 12" main and provide calculations of supply.
- Provide a fire apparatus turning template based on the specifications provided.
- Additional Emergency key boxes maybe required if additional gates are being installed.
- Establish fire lanes once all modifications have been submitted.
- What is the propose commodity of the building?

(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,

A handwritten signature in black ink, appearing to read "Scholey".

Steven C. Scholey
Chief/Fire Official/Marshal
Fire District #1

Ladder 3225	Overall Length 41'	Wheelbase 20'	Center Front Axle to Bumper 7.3'	Width 8'	GVW 72000	Overall Width Required for Outrigger placement 16'	Manufacturer Pierce
Engine 3212	36' 9"	20'	8'	8'4"	51000	N/A	E-ONE