

May 23, 2025

Borough of Pennington
Redevelopment Subcommittee
30 N. Main Street
Pennington, NJ 08534



**Re: Block 206, Lots 6 and 7
Summary of Issues from Prior Meeting**

Dear Subcommittee Members:

Below is a summary of the issues raised at the redevelopment subcommittee meeting on April 30th, grouped into three general areas. While we discussed revising the redevelopment plan to address these issues for review on May 28th, given their breadth and the need for consensus prior to being incorporated as standards in the plan, it would be better to discuss them at our May 28th meeting. We can then revise the redevelopment plan.

Stormwater/Flooding

- Use of green infrastructure and BMP's as part of redevelopment and stormwater attenuation; use of pervious pavement and rain gardens
- Green roofs
- Flooding at Route 31 and Delaware Avenue
- Safe and continued access in times of flooding
- More stringent Delaware and Raritan Canal Commission stormwater standards as compared to Borough and NJDEP stormwater standards
- Impact of NJDEP REAL rules to be adopted this year

Pedestrian Safety/Traffic

- Pedestrian safety at driveway intersections, particularly during peak school hours
- Use of high visibility crosswalks at driveways
- Separating sidewalks from West Delaware Avenue and Route 31 with a grass strip to increase pedestrian safety; adding sidewalk to Route 31 along site frontage
- Wider sidewalks along West Delaware Avenue
- Requirement for traffic impact study
- Potential improvements to West Delaware Avenue/Route 31 intersection to accommodate additional movements consistent with County and State requirements

Site Planning Issues

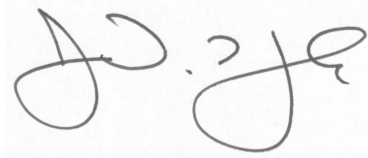
- Mass of buildings and density
- Accommodating buses for student pickup
- Requiring private trash hauler

- Establishing appropriate lighting standards for safety
- Use of solar and battery systems
- Provision of recreation space on-site
- Safety of resident children
- Sewer system capacity and potential off-site improvements
- Use of smart irrigation systems
- Electric heating, cooking and HVAC
- Green building standards and LEED
- Water recycling and use of gray water systems
- Increased setaside of affordable housing beyond 15%
- Noise from high school activities

Attached is a preliminary traffic analysis that has been submitted by the prospective redeveloper. It projects trip generation at times when school children will be utilizing West Delaware Avenue to get to and from school. This analysis will aid in assessing the potential for pedestrian and vehicle conflicts at the driveway intersection with West Delaware Avenue.

We look forward to discussing these issues with the subcommittee and public at the May 28th meeting. As always should you have any questions, please feel free to contact our office.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Kyle", is positioned above the typed name.

James T. Kyle, PP/AICP
Borough Planner

Attachment

Memorandum

To: Jeffrey B. Albert, Princewood Properties
CC: William Hamilton, PP, AICP, LLA
From: Eric L. Keller, P.E., P.P., LEED AP
Date: May 21, 2025
RE: Preliminary Traffic Generation Analysis
Penn31 Urban Renewal
Block 201, Lot 6 Borough of Pennington
Block 63.01, Lot 16 Township of Pennington
BCG File No. 031662-01-002

As requested, we have calculated the trip generation associated with the proposed redevelopment of the subject site for those periods when school related traffic is arriving and departing. Based upon the concept plan prepared by our office dated May 5, 2025, there are two mid-rise buildings proposed with a total of 80 dwelling units. This site is proximate to the Hopewell Valley High School, located to the west of the subject site. The key time of school arrival is from 7:20AM-8AM and for the school dismissal it is from 2:45PM-3:15PM.

The ITE Trip Generation Manual calculations are based upon a 60-minute time period with the standard time frames are the AM peak street hour and the PM peak street hour. The standard AM peak street hour would generally coincide with the school arrival time; however, the school dismissal time is not coincident with the PM peak street hour. The ITE data does include trip generation percentages for all hours of the day based upon daily traffic volumes. For the purposes of the school dismissal period we have utilized the 3 PM to 4 PM hour as these percentages are higher than the 2 PM to 3 PM timeframe. The calculated site generated traffic volumes are presented in the table below.

TABLE 1 TRIP GENERATION								
ITE Land Use Code	Land Use	Size	AM School Arrival			Afternoon School Departure		
			In	Out	Total	In	Out	Total
221	Multi-Family Housing (Mid-Rise)	80 D.U.	7	23	30	11	7	18

For the 40 minute school arrival period, the site generated traffic volumes would be 5 in and 15 out, for a total of 20 trips. And for the 30 minute school departure period, the site generated traffic volumes would be 6 in and 3 out, for a total of 9 trips.

The NJDOT has an intersection count from September 2013 for the intersection of State Route 31 and W. Delaware Avenue. The AM peak hour two-way volume on W. Delaware Avenue, across the site frontage and toward the high school, is 578 vehicles. It is likely that these traffic volumes have increased over the past 12 years, however, comparing the site generated traffic to the 2013 volumes shows that the site traffic represents approximately five percent (5%) of the total traffic which is a negligible increase and would not impact on traffic operations.

For the school dismissal period (3 to 4 PM), the total traffic volumes on W. Delaware Avenue are 450 vehicles. Comparing the site generated traffic to the 2013 volumes shows that the site traffic represents approximately two percent (2%) of the total traffic which is a negligible increase and would not impact on traffic operations.

We also note that only a small percentage of the site traffic is anticipated to travel west or come from the west along W. Delaware Avenue as the predominant traffic flow would be toward Route 31. Therefore, the amount of site generated traffic traveling past the high school is anticipated to be much lower than the volumes reported in Table 1.