

TOWNSHIP OF LAWRENCE

Edward Tencza, Fire Marshal

Department of Public Safety

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TO: Zoning/Planning Board  
FROM: Edward Tencza  
SUBJECT: Care One Management, LLC, 3641 Lawrenceville Road  
Block 6601, Lot 2

DATE: February 7, 2023

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After review of proposed site plan for Care One Management, LLC, 3641 Lawrenceville Road.

The following items of concern.

1. The Firetruck used in Site Plan for Truck Turning Exhibit does not match the two Tower Ladders that Lawrence Township currently operates. Tower 23 is a 1993 LTI 100' rear mount platform ladder, with a wheelbase of 256" and 25 degree turning angle and Tower 21 is a 2015 Seagraves 100' rear mount platform ladder, with a 234" wheelbase and 36.5 degree turning angle. The Firetruck used in Site plan has a 45.5 degree turning angle.
2. The Main entrance on Lawrenceville Road has a raised center island, this shall be a mountable island for apparatus access.
3. Fire Lane Markings curb/ pavement and proper "NO PARKING FIRE LANE" signs to be installed in main entrance/ exit driveways both sides. Curb line on west side adjacent to Bristol Myers Property, curb line adjacent to Lawrenceville road and all areas indicated in highlighter on site map provided. Allowing appropriate access for Fire Apparatus from main entrance driveway to rear of building.



Edward C. Tencza

Fire Marshal

Public Safety Committee

DESIGN CRITERIA:

Wheelbase 256"

Width 96"

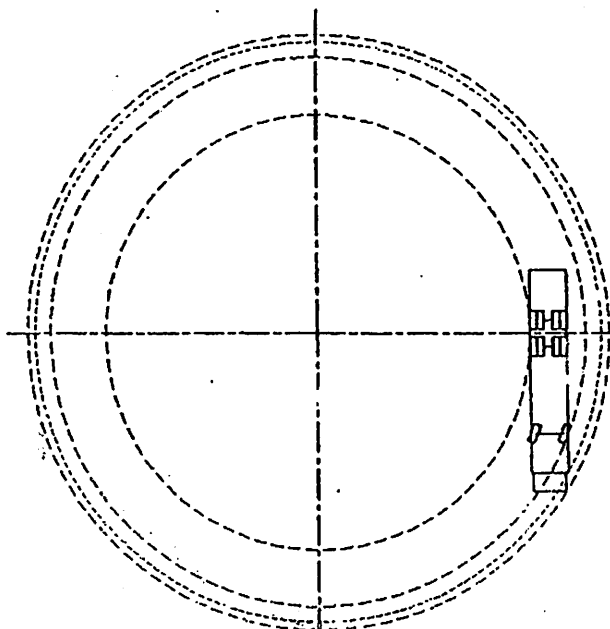
Turning Angle 25°

GRAPHIC SCALE



( IN FEET )

1 in.ch = 40 ft.



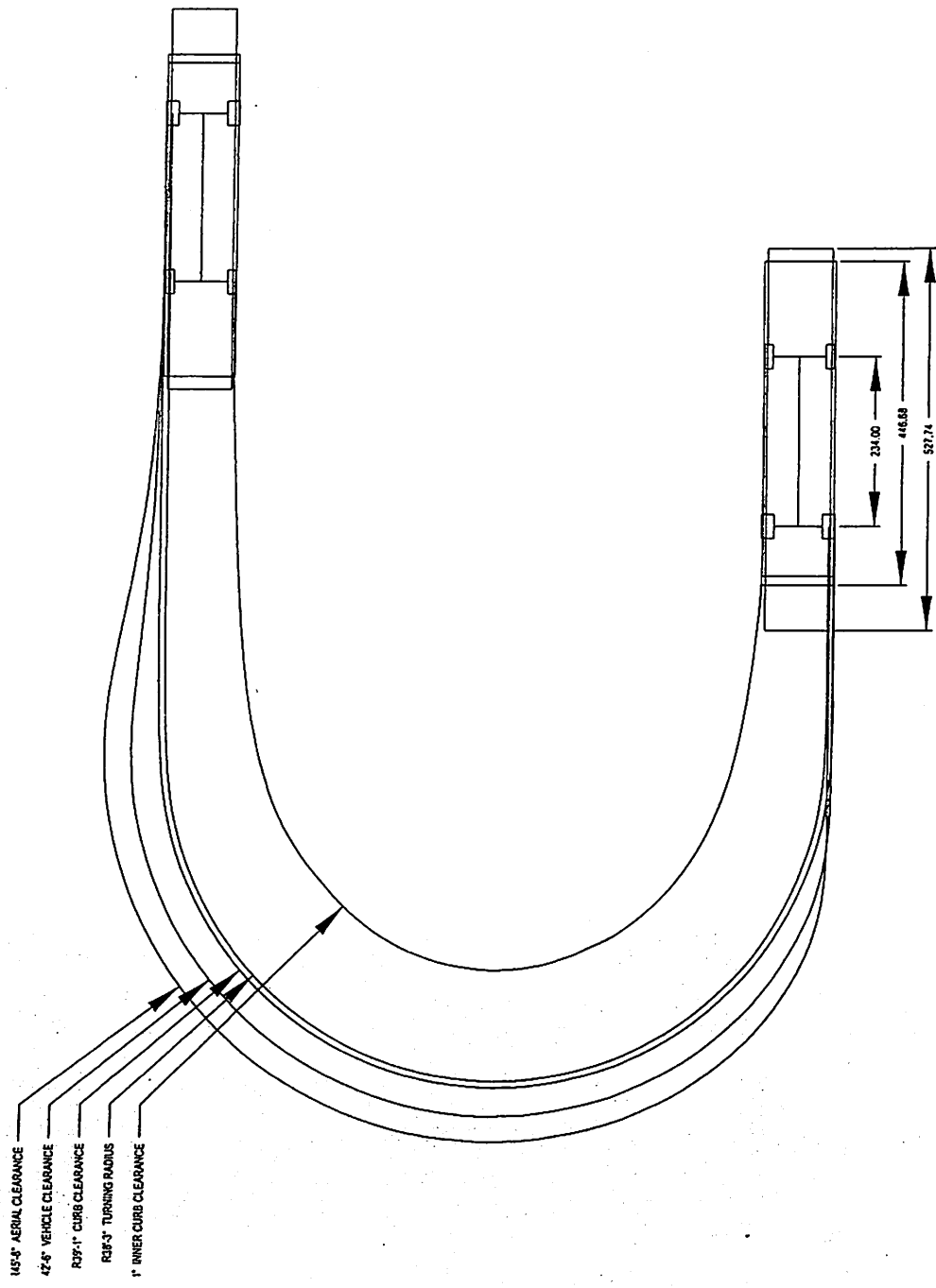
Lawrenceville Fire Company

Ladder Tower 23

Turning Plot

Scale: 1" = 40'

NTS



<p>HEIGHT REPRESENTS A CALCULATED DIMENSION.          ALL SHIPPED HEIGHT MAY VARY          CAPACITY IS A CALCULATED AMOUNT.          VARY DEPENDING ON VENDOR OF THE HOSE          AND SUBJECT TO MINOR DEVIATIONS DURING CONSTRUCTION          BETWEEN THE ILLUSTRATION AND THE SALES ORDER.          APPROVED SALES CHANGE ORDERS WILL PREVAIL</p>		<p>FWD SEAGRAVE HOLDINGS, LP, ITS SUBSIDIARIES,          SUCCESSORS AND/OR ASSIGNS (COLLECTIVELY, "FWD          SEAGRAVE") OWNS PROPRIETARY RIGHTS IN AND TO THIS          DRAWING AND INFORMATION CONTAINED THEREIN. THIS          DRAWING IS CONFIDENTIAL AND SHOULD NOT BE USED OR          REPRODUCED FOR ANY PURPOSE WITHOUT THE WRITTEN          CONSENT OF FWD SEAGRAVE.</p>		<p>CRAMP ANGLE: 35°          FRONT WALE: 185"          FRONT TRUSS: 425"          REAR WALE: 1850"          REAR TRUSS: 315"          TRAILER WALE: 1850"          TRAILER TRUSS: 1850"</p>		<p><b>PRELIMINARY          DRAWING</b></p>		<p><b>FWD</b>          H-GAC 2014 BASE 105 APOLLO II</p>		<p>FWD Seagrave Holdings, LP          105 East 17th Street          Chesapeake, VA 23042</p>	
				<p>DESIGNER: TP/SKCY</p>		<p>DATE: 10/1</p>		<p>PROJECT: SEAGRAVE FIRE APPARATUS, LLC</p>		<p>MODEL: WALS</p>	
				<p>SCALE: 1/8" = 1'-0"</p>		<p>DATE: 10/1</p>		<p>PROJECT: SEAGRAVE FIRE APPARATUS, LLC</p>		<p>MODEL: WALS</p>	

TOWER 21 HEIGHT 143' 11.9"



SURINDER S. ARORA, PE  
President

## ARORA and ASSOCIATES, P.C.

Consulting Engineers

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### MEMORANDUM

**DATE:** February 8, 2023

**TO:** Lawrence Township Planning Board and Zoning Board of Adjustment

**FROM:** Quazi Masood, P.E., PTOE *Qm*  
William T. Dougherty, P.E., PTOE *WTD*  
Traffic Consultants

**SUBJECT:** Use and Bulk Variance Application No. ZB-1/22  
Minor Subdivision Application SP-2/22  
Major Site Plan - Preliminary & Final Application No. SP-3/22  
CareOne at Lawrence - Assisted Living Facility  
Tax Map Page 66.02 & 66.04, Block 6601, Lot 2  
Zoning Board Memorandum #2  
Lawrence Township, Mercer County, New Jersey

#### Document Received

We are in receipt of the following information for review pertaining to the submission of a Bulk and Use Variance Application and a Preliminary and Final Site Plan Approval for a proposed assisted living facility to be located along U.S. Route 206 (Lawrence Road):

- One Transmittal Letter from Susan J. Snook, Administrative Secretary dated February 6, 2023, for reports due as soon as possible for Zoning Board meeting to be held February 15, 2023.
- One Transmittal Letter from T&M Associates dated February 3, 2023
- One bound copy of Environmental Impact Statement (32 pages) prepared by T&M Associates dated February 2023
- One bound set of Truck Turning Templates (7 sheets) prepared by T&M Associates dated February 3, 2023

#### Project Description

From the existing and proposed building plans and supporting documentation, the following are apparent. The proposed 113,931 SF three-story, 170 bed assisted living facility is to be located on a property designated as Block 6601, Lot 2 on the Township of Lawrence Tax Map, currently the location of the historic "Gulick House" property. It is in the southwest quadrant of the intersection of US Route 206 (Lawrence Road, or Trenton-Princeton Road) and Province Line Road at Milepost 51.29 along the southbound side. Proposed access to the subject property is provided via one (1) right-in/both-out driveway along U.S. Route 206 and one (1) full-movement driveway along Province Line Road. The existing access to Gulick House was via a gravel driveway to the south which connected to a driveway on the adjacent property (via easement from Bristol Myers Squibb) which provided access onto US Route 206 south of the intersection alongside the southern property boundary.

Built in the 1870s, the Gulick House is a former Single-Family Detached Dwelling per §401.B.2 which they are proposing to relocate and restore on a subdivided (approximately 1 acre) portion of the existing property to the north of its current location within the property, moving it closer to Province Line Road and providing its main access there. The relocation is being done to open up the middle portion of the property for a new three-story 170-bed assisted living facility with related parking areas around it, 127 proposed parking spaces were counted. The existing frame garage and concrete pad are being demolished.

### **Review Comments**

This office identified the review comments in September 2022 and shown in black font below. Afterwards, based on the recent submission, we are providing the follow up to our September comments in **bold blue font**.

#### From the EP-1 Zoning Code §401

1. The §401.A EP-1 Zoning Code states “The Environmental Protection 1 district is designed for low intensity uses primarily in the northwest area of the municipality where poor water yields and strata for septic systems dictate large lot development in an area of little or no public infrastructure and severe environmental constraints, including but not limited to, a seasonal high water table, shallow depth to bedrock, and steep slopes along the Stony Brook. Further, the purpose of the EP-1 district is to protect the environmental resources and qualities of this area, maintain the rural character of roads and scenic views, and retain farmland. The EP-1 designation is contrasted with the EP-2 district by being underlain with the Lockatong-Argillite geologic formation as depicted in the adopted Master Plan. Both the EP-1 and EP-2 districts, though poorly suited for development, are exceptional areas for non-irrigated agriculture. Because of this last factor, clustering of residential units is preferred whether under the provisions of this section of §428.”

#### **Comment Open, pending approval from the Zoning Board.**

2. Adult Day Care Facility, though an allowable Conditional Use under §430 is not one of the §430 Conditional Uses listed under §401. Zoning variance is required, this is likely what the ZB-1/2022 is all about.

#### **Comment Open, pending approval from the Zoning Board.**

3. Per §401.F.6.a “No accessory building or use shall be located in the front yard.” Off-Street Parking is considered an Accessory Use per §401.C.5. Even §430.A.5.a states “No parking lot shall be permitted in a front yard...” All three parking lots (and a large portion of the main new building) are shown encroaching the “Front Yard Setback” identified on the plans. Therefore, a variance to have parking (and building) will be needed in the “front yard” (facing US Route 206) as shown.

#### **Comment Open, pending approval on front yard setback variance from the Zoning Board.**



Preliminary and Final Major Site Plans

4. The Signage and Striping Plan, sheet 7, does not indicate the width of the crosswalks. Please label them to be 10' wide minimum. Their width is also not indicated in the Construction Details on sheet 14.

**Comment Open, no response from Applicant.**

5. It seems concerning that the Handicap Accessible Parking Spaces, at 8' wide, should be 1' narrower than parking spaces for able bodied drivers which are shown as 9' wide typical. §530.D.5.a requires Van Accessible Spaces to be 9' wide.

**Comment Open. The applicant should address all Handicap Accessible parking spaces to be at least 9' wide as per Township code §530.D.5.a.**

6. The Sign Details on Sheets 7 & 14 require a minor correction. The R(NJ)7-8A Sign is 10"x12" (not 12" x 14") per NJDOT Standard Sign Manual 2011, which matches the "Penalty Plate" shown in the detail below it on Sheet 14, which should also be labeled R(NJ)7-8A. The R7-8 and R7-8P signs are shown correctly, thank you.

**Comment Open, no response from applicant.**

7. The R1-3P plate shown under one of the R1-1 Stop signs on sheet 7 is not detailed anywhere. Is it needed? What supplementary message does it show? Per the MUTCD, R1-3P says "All Way", that is not the case at the location shown, only one direction is stopped there. This sign callout does not belong, please remove it.

**Comment Open, R1-3P plate is shown incorrectly and should be removed from Sheet 7.**

8. There are no curb ramps shown along the Accessible Parking Areas to indicate how wheelchair bound drivers will access the sidewalks between accessible parking stalls. There may be conflicts between the proposed electric vehicle charging kiosk(s) and curb ramps there. That sidewalk appears fairly narrow such that providing curb ramps may prove difficult to have the clear path to roll a wheelchair past the ramps without dipping down into them and also the kiosk for two of those spaces to also be Electric Vehicle spaces may further obstruct the walkable pathway.

**Comment Open, the revised site plan should include the curb ramps and detectable surface area along the ADA parking stalls to connect with the sidewalks.**

9. The Fire Truck Turning Template shown on sheet 19 indicates that the right turning movement into the site from Province Line Road completely runs over the vehicle shown at the stop line waiting to turn out. Similarly, the right turn movement in from Lawrence Road (US Route 206)

runs over the channelizing island and also impacts the vehicle waiting to turn out at that stop line. Note, this same situation will occur with a garbage truck entering the site.

**Applicant submitted seven revised truck turning templates in the most recent submittal, where Sheets TTP-1 to TTP-3 shows turning templates for WB-50 vehicles, Sheets TTP-4 to TTP-7 shows templates for Fire Trucks.**

**The WB-50 turning templates submitted on sheets TTP-1 to TTP-3 should be revised. The right-turn out onto Province Line Road sweeps into on-coming traffic as shown on Sheet TTP-2. The right-turn in from Province Line Road similarly sweeps over the STOP bar and encroaches the opposing travel lane as shown on Sheet TTP-3.**

**The Fire Truck turning templates on sheets TTP4 to TTP 7 show that the wheel path encroaches the opposite direction travel lane while maneuvering. Additionally, the wheel path encroaches STOP bars inside the site. We defer to the Fire Chief to determine if this is acceptable.**

10. Please remove the curb stops from the Accessible Parking Spaces, they get hit, damage vehicles and become a maintenance issue. Provide bollards instead and mount the R7-8 and related signs on the bollards.

**Comment Open, no response from Applicant.**

11. The Right-In/Both Out Driveway along US Route 206 is too close to the building entrance and circulation roadway. There is insufficient throat distance for the driveway access. Two possible solutions we would suggest are: a) moving the right-in driveway further south along US Route 206 to line up with the parking aisle and removing the both-out portion or b) moving the building vestibule to the other southern corner of the building.

**Comment Open, no response from Applicant.**

12. It is not necessary to show all possible curb ramp types in the construction details on sheet 16. Please only show the details of the ones you are proposing to use on the site.

**Comment Open, no response from Applicant.**

13. The “Parking Isle Thru Arrow” detail on sheet 14 spells aisle incorrectly. These markings while shown correctly, thanks, are not needed. Please remove this detail and remove the arrow markings from the plans.

**Comment Open, no response from Applicant.**



14. Several of the internal stop bars shown around the parking lots/site can also be removed.

**Comment Open, no response from applicant.**

15. Since all of the handicap accessible parking spaces shown indicate that the R7-8P Van Accessible Plaque is provided for them, the detail showing the Accessible Parking Stall with the incorrect sign size for R(NJ)7-8A can be removed, none of the handicap accessible spaces shown are not Van Accessible as indicated on the plans.

**Comment Open, no response from applicant.**

### **Traffic Impact Study**

16. The paragraph on Adjacent Development mentioned the Premier Dental Arts development as taking the place of an existing Chiropractic office. This seems to be incorrect. It is taking the place of an existing “home occupation” that included a small space (634 SF) dedicated to chiropractic care within a single-family detached dwelling. The dentist will not be living at the site and will dedicate the entire building to her practice. When we reviewed this one, we noted that the expected increase in traffic from the new 7 to 10 chair dental practice would be below the threshold that NJDOT would be concerned about, but it is not a “net zero” change. The chiropractor was limited to no more than two patients and one non-resident staff member at a time and only had five parking spaces. The dentist will not be quite so limited, 7-10 chairs, unknown staff size, 17 parking spaces. So, a revision to this trip estimation is suggested.

**Comment Open, no response from applicant.**

17. Technically there is an existing “Site Driveway #1”, but it has long been abandoned as the existing, historic, single-family detached home has fallen into disrepair. It was just off the property boundary to the south as an easement in the adjacent Bristol Myers Squibb property. The report should address the future use or fate of this driveway.

**Comment Open, no response from applicant.**

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

cc: *James Parvesse, P.E.*  
*Brenda Kraemer, P.E.*  
*Susan Snook*