

LAWRENCE TOWNSHIP PLANNING BOARD MEETING  
SCREENING COMMITTEE  
Thursday, July 20, 2017

Present: James Kownacki, Councilman  
David Maffei, Mayor  
Kevin P. Nerwinski, Municipal Manager  
Terrence Leggett, Vice Chairperson

Absent: None

Excused Absence: Edward Wiznitzer, Chairperson

Also Present: James F. Parvesse, Municipal Engineer  
Brian Slauch, Planning Consultant  
Michael Wright, Traffic Consultant  
Edwin Schmierer, Planning Board Attorney  
Susan Snook, Recording Secretary

**Statement of Adequate Notice:**

Adequate notice of this meeting of the Lawrence Township Planning Board has been provided by filing the annual meeting schedule with the Municipal Clerk as required by law; by filing the agenda and notice with the Municipal Clerk, posting prominently in the Municipal Building and mailing to the Trenton Times and the Trentonian newspapers.

**Public Participation (for items not on agenda):**

None

**Minutes for Approval:**

None

**Resolutions:**

None

**Applications:**

Major Site Plan – Preliminary & Final Approval Application No. SP-3/17; **Bristol-Myers Squibb Company (Route 206 Campus)**; 3351 Lawrence Road; Tax Map Pages 66.01 to 66.05, Block 6601, Lot 1.01

Ryan Kennedy represented the applicant and stated the application is for Building M that goes back to 1998. The core of the project is Building M and N, two lab buildings which are approximately 260,000 sf, a cooling tower addition to the central utilities building, two garages (one of the garages will be deferred until it is needed) to allow for additional parking; new service parking lots (west and north lots) and two minor additions to two existing buildings that will be included in one; a new access area for Building B1 and a new elevator shaft for Building G1. There are two bulk variances for the parking garage, which will be four-stories and a three level building is permitted and relief for the 10 parking space based on the needs for the new building.

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There is a settlement agreement for one of the parking lots and the road which, hopefully will happen after approval. This is going back to the original approval from 1987 and 1988, which originally was going to be a cafeteria and fitness center, then added in again in Phase II, more for a laboratory building, then a three story research building in 1991; in 1993 there was an agreement to include this building again as part of a

Phase III and that was memorialized in a site plan approval in 1996 for Phase III where this building was actually going to be a 445,000 sf; this is the building going back several years where BMS agreed as part of its obligations to maintain certain noise standards, Module M. Bristol-Myers Squibb had a public meeting, on its own, with neighbors to review the plans for this application, which was held in May.

Witness #1: Vince Wizorski, Bristol-Myers Squibb employee testified that the Hopewell Office will be closing. About a year ago, Bristol-Myers Squibb decided to consolidate its operations, refocus on several therapeutic areas and pair downs its site to conserve costs and part of that decision involved the shutting down of the Hopewell site on a three year time frame and closing around 2020 and move the groups (chemistry, biology groups) and consolidate them onto the Lawrence plant. As part of that it was looked at what had to be done for this to be accomplished and needed about 200,000 sf of operational lavatories and office space for the personnel. The building will comprise of a slight alteration of the footprint from the original M module plan and will make an "L" shape. Both building will be laboratory with support offices. In order to allow this, the site was already experiencing parking problems on peak days and looked into the amount of personnel on site, the amount of contractors and needed some surface parking close to the main entrance and at least one parking deck and possibly two, and the plan is to go and construct east first and hopefully this will solve the issue and supply the needed spaces for existing employees and new construction. If not, it will be looking at a second deck.

There will be an area for about 600 spaces of contractor parking looking at the peak load on how many construction personnel will need to be on-site during the busiest time. There is an extra guard shaft there to control people coming in to the site (for parking and construction). The Carter Road entrance will have a small parking lot on the east side to support the construction of the east parking deck. Operational deliveries will continued to happen through the two existing docks (G dock for laboratory and B dock for office related), no change to the delivery structure. The reason for the two bump outs, B for personnel flow from the east side parking lot and the G for the elevator which allows access to the basement for deliveries.

There was a meeting with the neighbors and heard their concerns and the primary concern were noise and light pollution related, visibility related and resolved the issues. With the existing berms and trees, which is very difficult to see from the road and very well covered. In the winter time there may be some more of a view from the Carter Road and Province Line sides, so rows of pine trees and evergreens will be added to provide coverage. Bristol-Myers Squibb reaffirmed the commitment to the M building noise standards in Phase III (from 1991 to 1996). One of the noisiest thing on the site now is the cooling tower fans in the back of the site and another cooling tower will be added. There are new cooling tower blades that will be more quite. Bristol-Myers Squibb is committed to Lawrence Township and helped with the construction of the Lawrence Hopewell Trail.

Witness #2: Architect testified that the plan shows rendering, looking from the north, toward the complex of the building. He spoke about the materials that will match the existing materials. The closer building is two stories above grade and a mechanical penthouse above and the other building is three stories.

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Building M is to the right side, which is actually a basement and mostly mechanical and a little bit of over flow with freezer storage and processing space. Building M is planned for partial biology, partial chemistry and moving people from other parts of the campus. Building N is for the management group and is from Hopewell (storage of materials, processing). In the center is a big social hub which has conference space around and meeting space in the middle, atrium and cafeteria type facilities. The third floor of Building M is a full floor of labs and office and Building N is a mechanical penthouse and Building N has nothing on the roof and Building M has some units on the roof with a corridor to the south to get to the units from the stairs which will form a screen and sound barrier for the fans. He spoke about the elevations which looks like a four-story building but is actually three stories.

Information was presented that show the parking garages from Province Line Road which is far from the road and heavily screened so you will not see it. There is an east garage which is four stories and the west garage which is three stories. The east garage which is being built first and 50' tall. The rendering show materials and two stair towers on the southeast and on the southwest corner of the garage which are aluminum panels. The east garage has approximately 513 net spaces and the west garage has 320 net spaces.

Mr. Slauch asked if there was going to be a shuttle for the contractors to get to the buildings and there is a walking path, made from stone, from the parking lot construction over to the Building M and N construction area. If during winter months that becomes unworkable, then a shuttle will be provided and they will have work offices to drop off their tools.

Witness #3: D. Thomas Stearns, PP testified on the landscaping and a tree density calculation was performed. There is a large surplus of trees on site, even after the removal of trees. 200 trees will be removed and providing planting back close to 700 trees plus shrubs and ground cover. The west parking lot is a surface parking lot area adjacent to the existing parking and the original landscape was designed by Mr. Kiley back in the 1970's and the pallet will be continued that he established with honey locust and planting of all the islands with a low shrub; the purple leaf will not be planted because it is an invasive species.

The north parking will be the same pallet. There will be a lot of landscaping around Buildings M and N and provided seating opportunities around the main entrance areas. There are a lot of ornamental trees, shrubs and ground cover. The east garage will have the same pallet that was established. There will be a double row of evergreen trees to block any views from Province Line Road and Carter Road.

The lighting plan for the new parking lot and will be a 25' mounted height fixture and will match with the existing lots, which have 250 watt high pressure sodium. The lights around the buildings will be LED and the pedestrian area and around the buildings will be LED bollards. The color temperature will be an 80 CRI.

Witness #4: Brian Perry, PE commented that it is a 270+ acre parcel. The projects will be a ¼% increase in the building coverage and 2% in impervious coverage and a 5% increase in impervious coverage for storm water factors. The applicant met with Delaware & Raritan Canal Commission and New Jersey Department of Environmental Protection and had discussions on how to meet with storm water for the site. The site utilizes a wet pond from the 1970's and will see how to modify it to still have capacity for this project and future projects. There are four acres of impervious credit for future projects.

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The west parking lot has 228 spaces; the west garage 309 spaces; the garage and reconfigured spaces is 515 spaces and north parking lot Building N has 247 spaces, with an increase of 1,229 spaces. The grading plan shows where excessive materials will be stockpiled. The storm water system plan showed the pipping path to the pond and sized appropriately. Existing utilities, water, sanitary and electrical, will be extended from the existing facilities to the existing structure. The circulation plan shows the travel path for the fire apparatus and the ability for the apparatus to make the necessary maneuvers around the buildings. The circulation plan will remain the same around the campus.

Applications for permits were made to Mercer County, Delaware & Raritan Canal Commission, New Jersey Department of Environmental Protection, Trenton Water Works and Ewing-Lawrence Sewerage Authority for the new buildings.

Mr. Slauch had questions regarding the cooling tower and with the increase in the number of employees will the child care be increased.

Mr. Perry stated that it has not been defined, whether a built up ceramic tower, like the existing cooling towers or a pre-fabricated tower within a walled area to mimic the existing towers. The capacity and size will be similar; it will be the employees moving over from Hopewell, between what is at the Hopewell site and the newly constructed Princeton Pike site there are plenty of openings.

Witness #5: Carl Penske, Traffic Engineer presented an excessive monitoring of the existing facility in March and some additional counts in April and May. All driveways were counted to understand the current traffic flow out of the Campus and did a surrounding network out to Rosedale Road, Province Line Road and Carter Road. A projection was performed to the additional traffic loads to the expected roadway system. One of the benefits to the site is the design of the three driveways that are setup and provide linkages to the internal circular loop road internally and those three driveways actually allow our traffic to distribute to three different road segments minimizing any one impact to one location and allows the traffic from there to spread out quickly (8% to Rosedale Road, 13% to Carter Road, 35% to the south, 18% to the north and east, 10% in and out of Province Line to West Windsor). The traffic spreads real well.

Bristol-Myers Squibb has invested in the road systems and on the site, especially at the intersection at Route 206 and the new locations. The capacities are still there and seeing good levels of service and not seeing any areas where there is creating degradations that need to be adjusted for signal timing changes. The only weakness is the direct left turn onto Route 206 from the main site driveway, it is un-signalized and will continue to remain that way.

They have a flexible work force policy that have flex work hours so their employees can come in early in the morning, 6:00/7:00 a.m. and work to 10:00 p.m. and which makes no major impacts. Parking is secured and is packed full and more than 100% full and trying to find places to park. They do not want to have parking for just peak demand and looking at the employees there today and an additional supply of parking is needed for the site. The supply should be in the area of about 3,330 and 3,400 parking spaces and being proposed is 3,487 spaces.

Mr. Wright had questions relating to the surplus at the normal peak time, pedestrian walking path and timing signals.

There was no public comment and no action by the Board.

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**Adjournment:**

There being no further business to come before the Board, the meeting was adjourned at 5:06 p.m.

Digital audio file of this meeting is available upon request.

Respectfully submitted,

  
Susan J. Snook  
Recording Secretary

Minutes approved: Sept 18, 2017