

**CITY OF NEW BRUNSWICK  
PLANNING BOARD  
DECEMBER 11TH, 2017  
MEETING MINUTES**

**MEETING LOCATION:**  
CITY COUNCIL CHAMBERS  
CITY HALL, TOP FLOOR  
78 BAYARD STREET  
**7:30 p.m.**

**I. ROLL CALL**

X	Jeff Crum (Chairman)
X	David Fitzhenry
	Nicole Burgos
X	John Petrolino
X	Robert Cartica
X	Manuel Castenada
	Clary Barber (Class I)
	Chris Stelatella (Class II)
X	Suzanne Sicorra-Ludwig (Class III)
X	Dale Vickers (Alternate #1)
	Pierre Checo (Alternate #2)

**II. PUBLIC ANNOUNCEMENT (OPEN PUBLIC MEETING ACT)**

**III. SALUTE TO THE FLAG**

**IV. MINUTES OF THE BOARDS NOVEMBER 13<sup>TH</sup>, 2017 MEETING**

Motion to approve: Sicora Ludwig  
Second: Castenada  
Approved by unanimous voice vote

**V. COMMUNICATIONS AND REPORTS**

- A. RARITAN BRUNSWICK, LP, PB-2016-14** Site plan application for the construction of an expanded parking lot located at 1 Chester Circle, Block 703.05, Lot1, Zoning District: R-6

Motion to Approve: Petrolino  
Second: Sicora Ludwig

	YES	NO
Jeff Crum	X	
David Fitzhenry	X	
Nicole Burgos		
John Petrolino	X	
Robert Cartica	X	
Manuel Castenada	X	
Clary Barber (Class I)		
Chris Stellatella (Class II)		
Suzanne Sicorra-Ludwig (Class III)	X	
Dale Vickers		
Pierre Checo (Alternate #2)		

**B. HIGHWAYWAY HOSPITALITY NB, LLC, PB-2017-05, Site plan and variance application for the construction of a hotel at the property located at 19 State Route 18, Block 710.02, Lot 6.06, Zoning District: C-5**

Motion to Approve: Fitzhenry

Second: Petrolino

	YES	NO
Jeff Crum	X	
David Fitzhenry	X	
Nicole Burgos		
John Petrolino	X	
Robert Cartica	X	
Manuel Castenada	X	
Clary Barber (Class I)		
Chris Stellatella (Class II)		
Suzanne Sicorra-Ludwig (Class III)	X	
Dale Vickers		
Pierre Checo (Alternate #2)		

## VI. NEW BUSINESS

### A. **THE STANDARD AT NB, LLC, PB-2017-07**, Site plan and variance application for the construction of a multifamily residential building located at 90 New Street, Block 129, Lot 5.01, Zoning District: C-4 (Downtown Redevelopment Plan)

Tom Kelso, Esq. – The applicant is proposing a mixed-use high-rise with retail and 186 residential units. The project is in the Downtown Redevelopment Area and they are the designated developer by the New Brunswick Housing Authority. They have executed a redeveloper agreement with the Authority.

They are asking for variances for the existing condition of the lot depth. This has been previously approved in previous applications for the site. They also have a parking variance, with 100 spaces on-site. They also have an agreement for 150 spaces in the nearby Morris St Deck, which is an arrangement approved in previous applications for this site.

There are also two parking related design waivers.

This is the 3<sup>rd</sup> project to come before the Planning Board for this site. The two previous approvals were not able to move forward due to economic downturns and a change in the target market by a new equity partner. The project is intended to be student-oriented housing. Landmark Properties builds this type of unit nationally.

Jason Dornbas, Landmark Properties VP

Landmark develops properties in university towns for purpose-built student housing. They have been the largest developer of such housing in the US in the last two years. They have developed over 22,000 beds nationally. They develop two styles, a garden apartment style and a high-rise style. This project is high-rise. The projects have a high level of amenities such as coffee bars and study areas.

These projects tend to pull student renters out of single family neighborhoods that were not designed for student living.

They have an in-house property management company. This helps to better understand the rental market needs.

Mr. Cartica asked if only students would live in the building. Dornbas said there would be non-students also. The larger 5BR units that would not be on the floor as the 2BR units that would be attractive to non-students.

John Treier, Archt

He is not a NJ licensed architect. The plans will be signed by a different architect with the firm who is licensed. The Board accepted him on a non-expert basis.

A-1 Rendered Perspective from New St.

The building is 21-stories. The base has retail and parking. The residential tower is on top of the base

A-2 Multiple Perspective Rendering

The architecture tries to break down the mass of the building. It is setback at several points as it rises.

A-3 Perspectives from Across the Street at An Elevation

The board shows what a tenant across the street would see when looking at this project.

#### A-4 Perspective at Street Level New St

The parking deck is screened with screens that are a combination of solid and translucent panels to simulate a lighted effect on the translucent ones.

#### A-5 Rendered Floor Plan 1<sup>st</sup> floor

#### A-6 Rendered Floor Plate for Garage

The bike parking is mostly on the upper floors but located near the elevators. The 3<sup>rd</sup> floor area will have a secured area. Assisted door opening buttons will be added to make moving the bicycles easier.

#### A-7 Rendered floor plan for 5-14 floors

#### A-8 Rendered floor plan for 15-17 floors

The higher floors will be more attractive to non-student market renters

#### A-9 Rendered floor plan showing roof on Floor 21

#### A-10 Rendered front elevation

Exterior will be a combination of brick, precast and metal.

The units will have high quality materials such as granite counter tops

#### A-11 Ground Floor Elevation showing Signage Area

#### Christian Roche, Engineer

#### A-12 Site Plan Aerial Photo

The site is .45 acres. The two existing buildings will be demolished.

The parking standard is for about 300 spaces. They are proposing a minimum of 100 spaces on-site, but it may increase to up to 105. They also have an agreement with the NBPA to have 150 spaces at the Morris St Deck that is one property away from the site.

Vehicles enter the garage from New St and circulate in a counter clockwise pattern. There are two design waivers for stall width and aisle width. He feels this is appropriate for the use.

No stormwater will be directed off-site. All stormwater will be collected on-site and directed to the stormwater system.

They are discussing using underground utilities with PSEG. They hope to use a transformer site in the front of the building to allow this. The transformers will have to be screened.

An on-street loading space is proposed to address the retail loading. This is felt to be better than having trucks backing across the sidewalk for deliveries. All of the units are pre-furnished so there will not be much loading activity.

The landscaping is limited as the building takes up the site.

Mr. Cartica and Mr. Petrolino asked why more parking isn't provided.

Mitch Karon, NBPA Executive Director they have provided a letter to provide up to 150 monthly parking spaces at Morris Street Deck. The Morris Deck has about 600 cars at peak hour whereas there is a capacity of 800. At night there is more excess capacity. They also find that residential projects only have about 50% of the units demanding parking. Residents use buses, bikes, etc. He feels the 150 spaces can be committed to this project.

Rockoff Hall has 186 units and only 100 access cards issued to the Rockoff residents. The George has 104 units and 49 access cards.

Mr. Petrolino asked what would occur if demand is in excess of what is anticipated? Mr. Karon discussed that they have 7 parking decks in downtown and they prioritize having space for

monthly parkers. Mr. Petrolino expressed concern about visitors coming to town needing to find a space. Mr. Karon said the evening parking was more available. There is also a deck being built as part of the Cultural Center project.

Charles Olivo, Traffic Engineer

He did a traffic analysis of the traffic and parking for the project. The peak parking demand is during the mid-day, with less use at night. Residential demand for parking usually peaks during the evening. The volume associated with the site is related to the 100 on-site space plus the Morris St Deck spaces. If 250 spaces are used, the nearby intersections have acceptable levels of service during peak times. They propose an optimization of the signal timing at the adjacent traffic signals at Livingston and George. These are County intersections.

The project will not add significant volume to the intersections at peak times. The on-site and NBPA parking is about 1.34 spaces per unit, which is more than what NBPA data says is used in nearby buildings. The public parking decks allow different users to share the space and use it more efficiently. RSIS also allows alternative parking standards when the development characteristics and transit proximity are different than typical. This site has good access to transit. The site is very walkable given its downtown location. The project provides 100 bike parking spaces.

Mr. Crum asked if the retail would have access to the parking garage. Mr. Olivo said it was probably walkup retail users but there are 5 spaces prior to the access gates that could be used for retail.

Mr. Crum asked about left turns into the deck and cueing. Mr. Olivo did not anticipate stacking from the adjacent signals blocking left turns.

Mr. Cartica asked for clarification on the 34% of households not owning cars. Olivo said this was census data for the entire city. He said he sees similar projects having about .6 to 1 space per unit.

Gregory Woodruff, Planner

The lot depth variance is an existing non-conformity. It is a unique condition that will not change if development happens. It is not substantially different than what is required. The building fits in with the development character of the neighborhood.

The parking variance is justified under a C2 analysis. The benefits are that the area is a high-density urban area served by several transit types. It is also an area well served by shared car services such as Uber. Trends are that urban residents are using cars less and owning less. Projects such as this help use existing public investments.

There is no detriment from the parking variance as the intent of the parking standard is to provide adequate parking and due to the local conditions the parking provided is adequate to serve the demand. The purposes of the MLUL that are advanced is that this is an appropriate location for this type of development.

The two variances have met the proof standards and are warranted to be granted.

Public Comment:

George Gussis, Adjacent Property Owner

He asked if the traffic analysis considered the NBPAC study. Mr. Olivo said he did and he found no significant change to the LOS at the New St intersections. Mr. Gussis asked if other under construction and planned projects were considered.

Gussis asked how the new garage entrance would impact the Heldrich garbage pickup.

Olivo discussed more details of how his analysis was done.

Gussis asked if the drainage system was approved by the City's engineer. Mr. Kelso said zero runoff was planned.

Charlie Kratovil,

The public was not given an opportunity to ask questions about the designation resolution in November. Kelso said Mr. Kratovil asked questions at the previous hearings. Kelso said the purpose at November was to make a modest change to the concept plan. The resolution in May had public comment. The November action was on the redevelopment agreement only.

Will a tax abatement be applied for? Kelso said yes and there was one in place from a previous approval.

What will the rents be? \$1,000- \$2,000 per bed.

What will the total occupancy be? Kelso said about 680.

Kratovil asked for clarification on the number of parking spaces. Only 100 are being proposed, but an additional 5 may be possible to create depending on the transformer location.

He asked if what happens if NBPA sells the deck? Mr. Kelso said this was highly unlikely but if it happened the sale would have to be conditioned on the space availability.

Mike Sisler,

He asked for clarification if some units had double occupancy bedrooms. Dornbas clarified that some units were double occupancy with max of 5 in any unit. .

He also asked about the parking ratio to occupancy.

**Motion to Approve: Sicora Ludwig**

**Second: Fitzhenry**

	YES	NO
Jeff Crum	X	
David Fitzhenry	X	
Nicole Burgos		
John Petrolino	X	
Robert Cartica	X	
Manuel Castenada	X	
Clary Barber (Class I)		
Chris Stellatella (Class II)		
Suzanne Sicorra-Ludwig (Class III)	X	
Dale Vickers	X	
Pierre Checo (Alternate #2)		

Mr. Aithal read the resolution of memorialization for the Board to consider incorporating the conditions read by Mr. Patterson

Resolution:

Motion to Approve: Petrolina

Second: Sicora Ludwig

	YES	NO
Jeff Crum	X	
David Fitzhenry	X	
Nicole Burgos		
John Petrolino	X	
Robert Cartica	X	
Manuel Castenada	X	
Clary Barber (Class I)		
Chris Stellatella (Class II)		
Suzanne Sicorra-Ludwig (Class III)	X	
Dale Vickers	X	
Pierre Checo (Alternate #2)		

## **VII. OTHER MATTERS OF INTEREST TO THE PUBLIC**

Charles Kratovil

Glad that the dysfunction of the Housing Authority was able to be discussed as it is a problem for even projects like this.

He will be making a presentation to the Traffic Commission about transit service in New Brunswick.

## **VIII. ADJOURNMENT**