

**CITY OF NEW BRUNSWICK
PLANNING BOARD
JANUARY 8TH, 2018
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)
	David Fitzhenry
	John Petrolino
X	Robert Cartica
X	Manuel Castaneda
X	Clary Barber (Class I)
	Chris Stellatella (Class II)
	Suzanne Sicora-Ludwig (Class III)
X	Dale Vickers (Alternate #1)
X	Pierre Checo (Alternate #2)

II. PUBLIC ANNOUNCEMENT (OPEN PUBLIC MEETING ACT)

III. SALUTE TO THE FLAG

IV. REORGANIZATION OF THE BOARD

Nomination of Chairperson: Jeff Crum, no other nominations

Motion to approve: Castaneda

Second: Barber

Approved by unanimous voice vote

Nomination of Vice-Chairperson: David Fitzhenry, no other nominations

Motion to approve: Barber

Second: Castaneda

Approved by unanimous voice vote

Nomination of Secretary: Glenn Patterson, no other nominations
Motion to approve: Crum
Second: Cartica
Approved by unanimous voice vote

Appointment of Board Attorney: Aravind Aithal, no other nominations
Motion to approve: Crum
Second: Castaneda
Approved by unanimous voice vote

Appoint of Conflict Board Attorney: McKinamon, Scotland
Motion to approve: Barber
Second: Castaneda
Approved by unanimous voice vote

Appointment of Board Planner: Bignell and Associates
Motion to approve: Crum
Second: Castaneda
Approved by unanimous voice vote

Appointment of Board Engineer : D&R Engineering
Motion to approve: Barber
Second: Castaneda
Approved by unanimous voice vote

Appointment for Hydraulic Modeling/Water System Capacity
Analysis: Mott McDonald
Motion to approve: Crum
Second: Castaneda
Approved by unanimous voice vote

Appointment of Traffic Systems Analysis Engineer: Mott McDonald
Motion to approve: Barber
Second: Vickers
Approved by unanimous voice vote

Adopt meeting schedule for 2018 through January 2019
Motion to approve: Barber
Second: Castaneda
Approved by unanimous voice vote

Designation of Minor Site Plan Committee (Appointment by Chairman) Chris Stellatella

Motion to approve:

Second:

Approved by Chairman's appointment

Designation of Minor Subdivision Committee (Appointment by Chairman) Sicora-Ludwig, Stellatella, Barber

Motion to approve:

Second:

Approved by Chairman's appointment

V. MINUTES OF THE BOARDS DECEMBER 11TH, 2017 MEETING

Motion to approve: Cartica

Second: Checo

Approved by unanimous voice vote

VI. NEW BUSINESS

Professional staff was sworn in for 2018 for testimony during the year.

- A. JERSEY AVENUE STORAGE, LP, PB-2017-09**, Site plan and variance application for the operation of a self-storage facility to be located at 1007 and 1013 Jersey Avenue, Block 597, Lots 1.03 and 2, Zoning District: I-2E

Joseph Piparo, Esq. – the applicant is requesting site plan and variance approval. The property is at the corner of Jersey and How Lane. The building will be repositioned from a warehouse to a self-storage facility. An additional stories will be added. Several variances are needed.

James Konosian, Eng

A-1 Aerial site plan of area

A-2 colorized version of A-4 from the submitted plans

The intention is to revitalize the existing dilapidated site. The surrounding sites are mostly warehousing, with a QuickCheck across How Lane. There are two access drives on both How and Jersey currently. The intersection is signalized. The site slopes from the high point near the Jersey/How intersection to the opposite corner of the site. There is a piped brook under or near the site. The runoff from the street is collected through inlets on each road and then piped through the property. The existing property also connects to the system for its drainage.

The proposed project will keep the same building footprint but will add a floor on top of this footprint. The square footage will be about 140,000 sf. Access will be maintained from both adjoining roads but there will be one access only on each street. They are filing for a minor access permit from NJDOT.

The parking fields are broken down into two sections. One section, near the building and Jersey Ave will be for customer parking for the self-storage customers. The other parking is enclosed by a fence and can only be accessed by cardholders who rent the spaces to store cars. A dense landscape buffer is proposed along the southerly border of the parking area. There is a street tree deficiency but they feel this is mitigated by providing 26 evergreens on-site as screening.

They are asking a lighting for lower lighting levels where there is minimal activity.

A stormwater detention basin is proposed under the car storage area.

Their plans comply with the latest board engineering memo or will be complied with.

The required parking is 60 and they are providing 10.

They are also seeking a variance for size of the façade signs.

Mark Sullivan, Archt

A-3 Floor plans and schematics from the plan set

A-4 Elevations from the plan set.

There are 884 storage units. The building will be sprinklered and have 7 access points. The footprint does not expand, but a floor is added to make it a 3-story building with a 38 ft height. It will have a metal panel façade.

Morgan Bullen, applicant's representative

They have 16 similar projects in various states. Their analysis shows the area is underserved for self-storage. They use a national third-party self-storage manager to manage their facilities. Operation hours are generally 8:30 – 6:30. The parking will be gated off. Additional security passes are needed to enter the building.

The typical customer for car storage is anyone with an extra car. There are also restrictions on what can be stored. The applicant offered as mitigation on the parking variance that no unregistered or junk vehicles will be stored and no truck trailers will be stored.

There are typically 1-2 employees on-site.

Charles Olivo, Traffic Engineer
Referring to A-2

Both streets are arterial streets. The access along Jersey Ave is being consolidated to one access and will be better designed with modern standards. The exit is right-out only onto Jersey Ave.

Self-storage is one of the lowest traffic generating uses by square footage.

Both intersections are set well back from the signalized intersection and exceed setback standards.

10 parking stalls are provided for the self-storage customers. The other parking spaces are in a gated area for the purposes of car storage. The car storage area is accessed off the How Lane entrance. Key pad access controls access to the car storage area.

ITE data on weekday peaks is about 20 trips per hour. Weekend may be higher but still very low. This use compliments the existing roadway in terms of time of use and the overall volume compared to other permitted uses.

A parking variance is requested. The City requirement is similar to the standard for regular warehouse. The parking demand for self-storage is less than regular warehouse. In similar facilities, 4-6 parking spaces are actually used. Ten spaces are proposed here. They estimate that only 6 will be needed.

The master plan re-exam report supports the adaptive reuse of industrial buildings. The project promotes the master plans goals and supports the goals of the MLUL by adaptive reusing. There will be no negative impacts from the project.

The signage variances are needed due to the lower elevation of the site compared to the roadway. No freestanding signs are proposed but wish to have two larger façade signs for identification of the use.

They will comply with the Board's professional's memos.

Mr. Patterson asked about the ITE traffic demand and number of spaces provided seemed to show a potential actual parking deficiency with only 10 spaces. Olivo said the observed data shows 10 to be adequate plus there is a loading area. They also offered that the two employees would be given keypad access to the secured area to free up customer spaces.

Mr. Cartica asked about traffic at the traffic signal due to the NJ Transit station and other volume on both streets. Left turns out of the site may be difficult. Olivo said the design takes into consideration of the stacking at the signal along Jersey Avenue. He says it is very low traffic generated. Cartica is concerned about left turns into the site from Jersey Ave. Olivo said there is a full shoulder to pass. Cartica said there are also many bicyclists in the area. Mr. Olivo said the left turn in is needed as the Jersey Ave entrance is the only access for the storage facility. '

Mr. Carley said NJDOT had the Quick Check put in a dedicated left turn bay and would they require that here. Olivo said probably not due to the low volume off traffic with this use.

Public:

Frank Gsellman. He is the adjacent property owner along Jersey Avenue. He said left turns were difficult during peak hours.

He expressed concerns about box trucks being parked at the facility if they have to leave during peak hours.

He expressed concern as there is an existing stormwater runoff problem and he had to spend \$30,000 to remediate the problem. He feels the detention basin is a good idea.

He previously stored school buses on his property and had problems with people breaking in and sleeping in the buses. If commercial vehicles are parked there, this could be a problem. Also what would be stored in the trucks? What controls are there to prevent hazardous materials being stored?

The applicant stated that no hazardous materials are permitted to be stored in the storage facilities or the stored vehicles as part of the standard rental agreement.

Gregory Aymes,

He said the 12 foot fence was not sufficient for security.

He said there is subsurface remediation on-going at the site but this isn't cited on the plans.

The site is built on an old landfill and excavating for the detention basis will likely lead to a remediation case.

Mr. Piparo stated the applicant has investigated the environmental status. They will comply with all DEP regulations related to contamination.

Charlie Kratovil,
 Can the car storage be rented independently of a storage unit?
 Ms. Bullen said they are separate. Access by customers to the facility is normally 6A to 10P.

Motion to approve with the conditions cited by Mr. Patterson: Barber
 Second: Castaneda

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

B. RESNICK BRUNSWICK REALTY, LLC, PB-2017-11, Site plan and variance application for the construction of a warehouse addition at the property located at 25 Van Dyke Avenue, Block 596, Lot 7.04, Zoning District: I-2

Mr. Cartica stated he had a conflict with the application related to his employment and recused himself from the hearing. He left the room.

Sandy Gallasio, Esq.
 The proposal is to expand the existing warehouse to allow for expansion of the business. A building coverage variance is created.

Brent Papi, Engineer
 A-1 Rendered site plan
 The site is in the I-2 industrial zone. It is bordered by other industrial properties and AJA park. The existing building has 106,000 sf.

A-2 existing condition plan shows a small Butler building to be removed.

On-site traffic circulation is improved. On-site parking requirements are met.

The project will increase the impervious coverage, but the increase is minimized by using some existing developed area. The project complies with the standard though.

An above ground detention basin is proposed to meet the storm water standards.

The existing barbed wire will be removed from the fence. The fence will remained fully fenced and secured.

He reviewed the existing non-conformities and waiver requests.

A building coverage variance is created. This is mitigated by the provision of the new detention basin.

The applicant will comply with the planning and engineering comments in the memos.

Brian Resnick, owner

There are two environmental contamination clean ups on-going. They are handling one and the other is being handled by the previous owner, General Cable. Both are the in the process of being resolved.

The building uses security systems with cameras to provide security for the site.

The trucks from the site do not conflict with school start or dismissal times.

Joseph Hyland, Archt

A-3 Aerial photo of the site with the proposed addition shown
The addition is 57,000 sf. The exterior will match the existing building.

A-4 exterior elevations

Charles Heidt, Planner

The building coverage variance is justified on a C2 basis due to the added benefits of the addition, including additions of landscaping, storm water management and other improvements. There are no detriments. The purposes of the master plan are advanced by expanding the industrial use. Aesthetics are also improved. The MLUL purposes are also advanced. There is no detriment to the public good or the zone plan, as it is a permitted use.

Public: None

Motion to approve with the conditions cited by Mr. Patterson: Barber
Second: Castaneda

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

VII. OTHER MATTERS OF INTEREST TO THE PUBLIC

Charlie Kratovil stated his presentation to the Traffic Commission was delayed due to the recent snow storm and will be presented at the next Commission meeting.

VIII. ADJOURNMENT