

**TOWNSHIP OF SADDLE BROOK**  
**ZONING BOARD OF ADJUSTMENT MINUTES**  
**April 3, 2023 Regular Meeting**

The Saddle Brook Zoning Board of Adjustment will hold a regular meeting 7:00 p.m. on Monday April 3, 2023 at **(Saddle Brook Municipal Complex, 55 Mayhill Street)**

**1. CALL THE MEETING TO ORDER**

**2. FLAG SALUTE**

**3. OPEN PUBLIC MEETING ACT:** adequate notice of this meeting has been sent to all members of the Zoning Board and to all legal newspapers in Accordance with all the Provisions of the "Open Meetings Act", Chapter 231, P.L. 1975.

**4. ROLL CALL**

Roll call - Ms. Murray, Mr. Schilp, Mr. Marz, Mr. Manzo, Ms. Nobile, Mr. Duffy – present. Mr. Tokosh, Mr. Mazzer, Mr. Burbano and Mr. Champy are absent. Anthony Cialone is sitting in for Mr. Pellino the Board Attorney, Yasseen Saad is sitting in for Anthony Kurus the Board Engineer and Gary Paparozzi the Board Planner is also in attendance.

**5. NEW BUSINESS**

**A.) John Da Costa, 275 Hillside Avenue, Block 409, Lot 14**

Applicant requests a two-car garage addition and driveway extension that does not conform to the zoning ordinance for the Township of Saddle Brook as it exists today. **(The applicant requested an adjournment at the March 6 meeting to acquire a more detailed set of drawings as requested by the Zoning Board and asked to be carried to this meeting. The applicant has requested to again be carried to the May 1 meeting as he is having some difficulty in getting the new drawings.)**

Mr. Duffy – We did receive correspondence from Mr. DaCosta requesting same if no one has any objections can I have a motion to adjourn this to our next meeting.

Mr. Cialone asks the Board Secretary when the application was deemed complete, and he provides the date to Mr. Cialone which is February 16, 2023.

Mr. Schilp makes a motion seconded by Ms. Murray to approve the extension. All in favor – YES.

Mr. Duffy – The application for Mr. DaCosta will be adjourned to the May 1<sup>st</sup> meeting without any further notice and will be held at this venue.

**B.) Louis Gilroy, 32 Spindler Terrace, Block 1815, Lot 7**

Applicant requests to construct a 15' x 24' above ground pool that does not conform to the zoning ordinance for the Township of Saddle Brook as it exists today.

Mr. and Mrs. Gilroy come forward.

Mr. Cialone confirms that the notice is in order and that the application can be heard.

Mr. Cialone swears in Louis Gilroy and he gives his address as 32 Spindler Terrace.

Mr. Duffy – Would you walk the Board through what your intentions are.

Mr. Gilroy – Just putting in an above ground pool in the backyard six feet off the property line within all the specs that they need to be in so whatever you guys need that's what I'll do.

Mr. Saad – Is the pool equipment going to be six feet off as well is it going to be next to the shed or what's the plan with that?

Mr. Gilroy – Everything will be six feet away from anything property line shed anything like that.

Mr. Saad – So you're putting it right next to the shed in your sketch I see it between the pool and the shed.

Mr. Gilroy – There's eight feet in between where the shed and the pool are. I know there's a gap that the filter needs to be away from the pool so kids don't use the filter to get in there so whatever I don't know those numbers but whatever those numbers need to be I will move that back towards the shed for that.

Mr. Saad – Are you going to fence off the equipment?

Mr. Gilroy – The yards already fenced off.

Mr. Saad – Okay.

Mr. Gilroy – I don't know if you want that fence around the ladder or if the ladder is good enough but I'll take care of that with the permits through the Town whatever they tell me I need.

Mr. Saad – I can't tell from your survey which direction your property is pitched.

Mr. Gilroy – It's flat.

Mr. Saad – It's completely flat?

Mr. Gilroy – Yeah.

Mr. Saad – Just any backwashing or any cleaning of the filter equipment can't be discharged in the direction of neighboring properties or to the public right of way or the street or anything like that.

Mr. Gilroy – I understand.

Mr. Saad – Are you going to install it over the grass or dirt area or put gravel there?

Mr. Gilroy – I'm not but the company coming in they do put the sand down and they'll dig out the section where the pool is going and they put the sand down and then the liner and everything on there.

Mr. Saad – That's everything I've got.

Mr. Duffy – Is there a deck going on it?

Mr. Gilroy – No.

Mr. Duffy – So it's just a ladder access which would be opposite of the fence line correct.

Mr. Gilroy – It will be between the house and the pool.

Mr. Duffy – Okay.

There are no other questions.

Mr. Duffy asks for a motion to open to the public.

Ms. Murray makes a motion seconded by Mr. Schilp to open to the public. All in favor – YES.

Mr. Duffy – Having heard none.

Ms. Murray makes a motion seconded by Mr. Schilp to close to the public. All in favor – YES.

Mr. Schilp makes a motion seconded by Ms. Murray to approve the application.

Roll call – Ms. Murray, Mr. Schilp, Mr. Marz, Mr. Manzo, Ms. Nobile, Mr. Duffy – YES.

### **C.) Indravadan C. Pandya, 28 North Fifth Street, Block 709, Lot 34**

Applicant requests a rear addition that does not conform to the zoning ordinance for the Township of Saddle Brook as it exists today.

Mr. Pandya comes forward and is sworn in by Mr. Cialone. He gives his address as 28 North Fifth Street. Mr. Cialone asks Mr. Pandya some questions to clarify his noticing as he had mailed some notices and had gotten signatures from some of his neighbors. He mailed out 14 by certified mail and got signatures for the rest. Mr. Cialone confirms the notice is in order and that the application can be heard.

Mr. Duffy – Walk the Board through your application.

Mr. Pandya – I have a deck on my house now that is ten by ten and on my first floor we have no bathroom. We need a bathroom I'm seventy-nine and my wife is seventy-four and it is getting harder for us to go

upstairs that many times. We need a bathroom and that's why I have to close my deck put a room there and put a small bathroom.

Mr. Duffy – Mr. Saad do you have any questions?

Mr. Saad – I have a question about the roof leaders where are you going to discharge them I see there's a new gutter over the addition. Where are you going to discharge to is it going to be out the side or toward the center of the property?

Mr. Pandya – The center of the property.

Mr. Saad – Is that addition going to be in line with the northern side of your house it doesn't jump in at all right?

Mr. Pandya – No.

Mr. Saad – The side yard setback on the survey it was 8.8 and if he's continuing his addition the side yard stays at 8.8 I'm not sure why it's listed as 9.32. That's it, that's all I've got.

Ms. Nobile – The addition you are proposing I see an A/C unit under your deck are you keeping that underneath is that being moved?

Mr. Pandya – It will stay there that side of the deck will be open and I will be adding another unit for the upstairs at some point.

Mr. Paparozzi – I wasn't clear on the removal of the air conditioning unit if it's under the deck it has to be moved but if it goes to the side yard it might create a side yard setback I'm not sure where the air conditioning unit is going because there is going to be a foundation for the addition so he can't put it under the deck. I'm assuming the air conditioning unit will go behind the addition but it's not on the plan.

Mr. Pandya – It is under the deck right now.

Mr. Paparozzi – When they dig the foundation they have to move it.

Mr. Pandya – No they don't have to put a foundation there is an existing foundation two columns and there is no reason to add any more columns there the architect told me.

Mr. Duffy – You're not enclosing the bottom he's building on top of the deck.

Mr. Paparozzi – If he's building on top of the deck how do they service the air conditioning?

Mr. Pandya – From the side, right now they can do it and then after underneath is going to stay open.

Mr. Schilp – The deck is about four feet above the ground there's a lot of room between the ground level and the deck so it shouldn't interfere with anything.

Mr. Duffy – So it's not a concern for us unless he moves it.

Mr. Paparozzi – That's correct.

Mr. Duffy – If he moves after tonight and there's no plan to move it and it gets moved at a later date then he would deal with Mr. Ambrogio.

Mr. Paparozzi – Yes Mr. Ambrogio would make the inspection for the CO.

Mr. Duffy – You're aware of that sir.

Mr. Pandya – Yes.

Mr. Duffy – Can I have a motion to open to the public?

Ms. Murray makes a motion seconded by Mr. Schilp to open to the public. All in favor – YES.

Mr. Duffy – Having heard none.

Mr. Schilp makes a motion seconded by Ms. Murray to close to the public. All in favor – YES.

Mr. Duffy – I have no further questions if no one else has any questions or concerns.

Mr. Schilp makes a motion to approve the application seconded by Ms. Murray.

Roll call – Ms. Murray, Mr. Schilp, Mr. Marz, Mr. Manzo, Ms. Nobile, Mr. Duffy – YES.

#### **D.) Deugen Development, LLC, 210 US Highway Route 46, Block 105, Lots 2 & 3**

Applicant requests a Self-storage which is not a permitted use in a B2 zone; therefore, this would be an expansion of a non-conforming use. Repairs to vehicles are prohibited in this zone, the applicant is also proposing 4 stories when two stories are permitted in a B2 zone the floor area ratio is proposed at 1.21 when .25 is permitted in a B2 zone and Bulk variances for parking and lot coverage will also be needed.

Mr. Cialone confirms that the notice is in order for this application, and they may proceed.

Mr. Duffy lets the applicant know that there are D Variances involved here and that they are entitled to a full Board but we can proceed and enter testimony into the record knowing that there will not be a vote this evening.

Brian Chewcaskie is representing this applicant and has spoken with his client they want to proceed and will return for the May 1<sup>st</sup> meeting for a vote.

Mr. Chewcaskie – This is the existing U-Haul facility it's at 210 Route 46 the application is for the variance relief identified and also for site plan approval. The current use is a truck repair and rental facility. It's a very old structure the intention is that the truck repair which is a very intensive use is being relocated to a site in North Bergen. There will be no more truck repair at that site. The proposed use consists of four specific uses. What we've identified as a repair area on the plan that is not to repair vehicles that is for the trailer hitch installation that is done on customer cars. There's also a retail facility which also presently exists that retail facility is the moving supplies boxes, tape, hand trucks and padding also to continue as a truck trailer rental. The upper floors will be self-storage so what you have is a facility U-Haul is a customer oriented self-service type of facility so in addition to providing trucks and trailers for moving they will provide the storage areas. As indicated the Use Variance is required which is the self-storage facility it's not permitted in a B2 zone. This is an updated adapted reuse of the property. We do have four witnesses this evening Allan Cotto who is the representative from U-Haul, Paul Mutch our civil engineer, Conrad Roncati our architect and David Spatz our Planner. We did receive two reports which we will address through testimony this evening one from Neglia Engineering dated February 21<sup>st</sup> and the other from Paparozzi Associates which was dated March 24<sup>th</sup>. The Bergen County Planning Board deemed this application exempt. There is also a pending application before the NJDOT which Mr. Mutch will testify to so unless there is any questions of me I can call my first witness Allan Cotto.

The Board has no questions for Mr. Chewcaskie.

Allan Cotto an employee of U-Haul comes forward and is sworn in by Mr. Cialone.

Mr. Chewcaskie – Could you advise the Board of your current position with U-Haul?

Mr. Cotto – I'm the Marketing Company President of Northern New Jersey.

Mr. Chewcaskie – In that capacity what services do you provide?

Mr. Cotto – I oversee 92 locations.

Mr. Chewcaskie – Is one of those 92 locations the one in Saddle Brook?

Mr. Cotto – Yes.

Mr. Chewcaskie – You're familiar with the operations in Saddle Brook?

Mr. Cotto – Yes.

Mr. Chewcaskie – Could you describe the current operation for the Board?

Mr. Cotto – Right now we have a truck share program where customers get to share our equipment. We also provide self-storage at the facility and installation of custom hitches to customer's cars which is a necessity use for the car.

Mr. Chewcaskie – What about truck repairs?

Mr. Cotto – Right now we have about eight bays that we do repairs on but we have since ceased that operation and we no longer conduct repairs at that facility.

Mr. Chewcaskie – What do you propose to do with the facility now?

Mr. Cotto – At the current state just truck sharing and self-storage and custom hitches.

Mr. Chewcaskie – If the Board approves this application what does U-Haul propose to do at this location?

Mr. Cotto – We're going to do self-storage, moving supplies, boxes, travel accessories and truck sharing.

Mr. Chewcaskie – Would this be typical of other U-Haul facilities in northern New Jersey?

Mr. Cotto – Yes.

Mr. Chewcaskie – Which would be the closest facility that would be similar to what is being proposed?

Mr. Cotto – Right now we have a location in Elmwood Park New Jersey. We just do self-storage there.

Mr. Chewcaskie – In this location we also have the retail, repair and the truck rental.

Mr. Cotto – Yes that's correct.

Mr. Chewcaskie – It is my understanding that the truck repair was a very intensive use is that correct?

Mr. Cotto – Absolutely.

Mr. Chewcaskie – Could you describe to the Board what that use was?

Mr. Cotto – It was servicing equipment in all of northern New Jersey. Maintenance was conducted at the facility and anywhere between 100 to 250 vehicles were brought in there a week.

Mr. Chewcaskie – And that now has ceased at their facility.

Mr. Cotto – That no longer exists at that facility.

Mr. Chewcaskie – Is it U-Haul's intention to rebuild the entire facility?

Mr. Cotto – Yes.

Mr. Chewcaskie – It's my understanding that this is an older facility that may have some challenges am I correct about that?

Mr. Cotto – Absolutely.

Mr. Chewcaskie – Mr. Chairman I have no further questions for Mr. Cotto.

Mr. Duffy – Mr. Cotto where is the one in Elmwood Park?

Mr. Cotto – It's at 92 Route 46 East.

Mr. Duffy – How many stories is that?

Mr. Cotto – It's just one story.

Mr. Duffy – It's just one story but it's just self-storage.

Mr. Cotto – Yes.

Mr. Duffy – So it's not entirely similar to what you're proposing.

Mr. Cotto – Not at all.

Mr. Duffy – Any Board members have any questions?

Mr. Schilp – Currently at the facility now on the east side of the building there's a clean area I was there a couple of times and they're washing trucks and cleaning them up and vacuuming out or whatever for the next service. Is that going to remain somewhere on the property?

Mr. Cotto – Yes, we do make sure they're clean and safe for the customer but it's not an impact as far as that goes.

Mr. Schilp – The runoff was just wherever.

Mr. Cotto – Really?

Mr. Schilp – They wash the truck and it's just like you're washing the cabs if you do that I just want to make sure that if we approve this that they put some kind of drain right in the area where it is. Right now the drain isn't close to where it is. It's where it is where it is the building's been there for eons but if you're going to have one I'd like to see some kind of drain but I guess that goes to the engineers in the end.

Mr. Manzo – Your intention is to knock the building down to ground level.

Mr. Cotto – Yes.

Mr. Manzo – The same footprint or you're making it bigger or smaller?

Mr. Cotto – I believe it's the same footprint.

Mr. Schilp – You're going to have one story below grade is that the way I read the prints, or do you want me to ask the engineer?

Mr. Cotto – Engineer.

Mr. Schilp – Okay.

Ms. Murray – Do you plan on using any of the other access from the other sides or is there a traffic person that is going to talk about that?

Mr. Chewcaskie – Mr. Mutch will testify as to traffic in his testimony.

Ms. Nobile – You were referring to the truck repair that it's removed and there is no truck repair currently.

Mr. Cotto – Yes that's correct.

Ms. Nobile – Where was it exactly?

Mr. Cotto – It was at the back of the building.

Ms. Nobile – The back okay I saw a mechanic there but I guess he must have been working on his own car.

Mr. Cotto – That's possible but I hope not.

Ms. Nobile – But there's nothing going on, it's completely removed.

Mr. Cotto – Yes completely removed.

Mr. Duffy – In regard to Mr. Schilp's question about the water runoff that will be addressed by one of your professionals, I believe, correct?

Mr. Chewcaskie – Yes.

Mr. Duffy – That there's some storm water issues that are going to be discussed.

Mr. Chewcaskie – Mr. Mutch will address the storm water issues.

Mr. Paparozzi – Mr. Cotto you said you are in charge of 92 sites in northern New Jersey.

Mr. Cotto – Yes.

Mr. Paparozzi – When you were in charge of those sites, the grounds and building you are the gentleman who makes those calls?

Mr. Cotto – Yes.

Mr. Paparozzi – The lot right now has in the back a burnt-out junk on the property which obviously is not supposed to be there. There is a code for that in the Township of Saddle Brook you're not allowed to have that there and it's been there. There is also dumpsters outside of the gate and other property maintenance issues on that lot. Who is going to address them and why weren't they addressed prior?

Mr. Cotto – Those pieces of equipment have been removed from the facility and brought over to the new facility.

Mr. Paparozzi – What was?

Mr. Cotto – The burnt truck and the equipment that was there the salvageable equipment was moved offsite.

Mr. Paparozzi – Was it moved recently then?

Mr. Cotto – Yes.

Mr. Paparozzi – Okay but you still have property maintenance issues, and the dumpsters shouldn't be rolling around the lot they should be enclosed.

Mr. Cotto – They're enclosed in fencing and the fence is open.

Mr. Paparozzi – The fence was open, and the dumpsters were outside it when I made my inspection.

Mr. Cotto – Okay well the current state right now they are inside the fence area.

Mr. Paparozzi – You just need to be on top of the property maintenance I made two visits there and both visits were not really okay.

Mr. Duffy – That's a little bit out of our jurisdiction at this point. It's duly noted, and it should be. I was there over the weekend and the burnt out car unless it was moved today was there so there are some property maintenance issues but as far as your testimony is concerned and as far as what we go forth with this it's really not relevant to your application but keep in mind that if it's being run one way now we don't want it to continue and be run like that after you're saying everything is approved.

Mr. Cotto – Absolutely that is my intention.

Mr. Duffy – Can I have a motion to open to the public?

Ms. Murray makes a motion seconded by Mr. Marz to open to the public. All in favor – YES.

Mr. Duffy – Having heard none.

Ms. Murray makes a motion seconded by Mr. Schilp to close to the public. All in favor – YES.

Mr. Chewcaskie – Our next witness Mr. Chairman will be Paul Mutch a civil engineer how would you like him to set up?

Paul Mutch comes forward and is sworn in by Mr. Cialone. He gives his address as 92 Park Avenue in Rutherford, New Jersey.

Mr. Chewcaskie qualifies his witness, and the Board accepts him as an expert witness.

Mr. Chewcaskie – Can you describe what you're intending to do on behalf of U-Haul of northern New Jersey?

Mr. Mutch – We were retained to prepare both civil site plans as well as traffic analysis for this project.

Mr. Chewcaskie – You're prepared to testify to both this evening?

Mr. Mutch – That's correct.

Mr. Chewcaskie – With respect to the site plan could you tell me what site plan you are referring to the date the title and when it was last revised.

Mr. Mutch – The submitted site plan set is preliminary and final major site plan set prepared for Deugen Development that is dated January 3, 2022.

Mr. Chewcaskie – Has there been any revisions to that site plan?

Mr. Mutch – Not that has been submitted to this Board.

Mr. Chewcaskie – This is the same version that was submitted as part of the application, correct?

Mr. Mutch – That's correct.

Mr. Chewcaskie – If you could describe to the Board what currently is on the site and then we'll get into the proposed.

Mr. Mutch – Certainly and I've prepared a few exhibits this evening that we'll be referring to throughout the testimony, the first of which is an aerial exhibit dated March 30, 2023 we can mark that exhibit A1 if that is acceptable.

Mr. Duffy – Yes.

Mr. Mutch – This is the modern redevelopment of an aging site looking to clean up the site but also it's going to be a reduction of intensity overall. You've heard about the intense truck repair operation that was occurring on this site, that has been removed to date as part of the effort to redevelop this use and redevelop this lot. We're replacing that intense truck repair use with an expanded self-storage use to go hand in hand with the U-Haul services that are currently provided on the site mostly the retail the boxes and things of that nature and the truck sharing aspect of the U-Haul operation. For the existing site it is a fully paved site roughly 100% impervious I think we have 99.9% listed on the application it's all pavement and building at this time. You'll notice as you drive past the site as well as you are on site there are truck displays and other things going on along Route 46 and the truck operation occurs around the entire building. There's an existing 26,507 square foot building that will be slightly enlarged as part of the proposed condition. It's a functional but aging site that we are looking to redevelop is really the long story short on this one. It is surrounded by uses that are in kind and certainly not anticipating negative impact to the surrounding neighborhood. To move to our second exhibit and we can mark this exhibit A2. This is a colorized site plan rendering exhibit it matches the content and technical nature of the site plan, but we've taken the liberty to add color as well as the landscape to give the Board a better idea of the development in a 2D sense you'll see more from the 3D sense from our architect that will be testifying after I wrap up. The proposal is for a 30,388 square foot building. That's the footprint itself that will stand at four stories high with a gross square footage of 115,588 square feet. That hundred to a hundred and twenty thousand square feet is kind of that sweet spot for self-storage operators in the industry. Currently we kind of met that need for the marketplace as far as I've seen. Access is provided via a right in right out driveway on the eastern most side of the site. We'll talk a little bit more about that as we get to the traffic, but that Department of Transportation application has been submitted and we'll discuss it more in total shortly. The aesthetic cleanup of the site kind of comes in two hands we'll be taking the truck parking as well as the main operations of the truck sharing operations to the side and the rear of the site rather than the display along the front of the site. What you're going to see from the road and you'll see the architectural renderings of the building is a new modern facility meant to bring an aesthetic appeal and customer parking removing some of the display area of the truck sharing trucks that are up there. We're also adding a green band on all sides of the site, that's that slight reduction of impervious coverage we're proposing in total 8% impervious coverage will be removed from the site putting us at around 91% coverage as versus 100%. Now shrubs are planted along the frontage to give it more aesthetic appeal and we're expanding and establishing that green belt that our property has not only for the property next door but there's a nice green area along the public sidewalk along the frontage to clean up the front of the site for sure. Parking is provided for both customers as well as specific to the self-storage. Eleven customer parking spaces are provided at the front of the building this will service any new customers for self-storage that do not have access to the building already anybody that wants to enter the retail facility for various packing supplies and storage materials. There will also be some interaction for the hitch installation and accessories that we're talking about those people will bring their cars in they'll be pulled

into the building for those operations, and they'll wait in the lobby so overall the parking demand in the front will be limited because this is a low traffic generator and low parking demand type of use, but the parking provided mimics what's there today. It's meant to service the existing customer base and in addition to those eleven there's seven dedicated loading spaces for the self-storage. Two are covered under the corner of the building located at the northeast corner of the building that's where you'll likely see most of your passenger vehicles and kind of those day trips, you're taking one or two boxes in or out of the building at any one time. Then there's five dedicated loading bays along that same side of the building on the eastern side and those will use the kind of a pull in type motion you would expect box trucks to use that sort of loading as part of the truck share also passenger vehicles could access that side of the building as well. The majority of the actions of this site are going to be on the eastern side those drive aisles are expanded to allow for the maneuvering of the truck share vehicles as well as emergency vehicles, passenger vehicles and things of the like. On the left side of the building in the rear of the site you'll have more of this staging area for the various shared equipment that U-Haul will be renting out at this facility. Again, we're improving the existing conditions here with an eight percent reduction in impervious coverage. We're adding green space and shrubs and we're also upgrading the facility to fully ADA compliance with an ADA compliant sidewalk traversing the front of the site and ADA access to the entrances from new ADA parking spaces as well as the public sidewalk.

Mr. Chewcaskie – Before we get to operations there was a question about the storm water if you could address that too.

Mr. Mutch – For the storm water on this site it is pretty simple we're going to mimic the existing drainage patterns and the conveyance systems on site that currently splits the site half the site goes to the DOT conveyance system the other half runs to the back of the site and also connects into a different pipe in the DOT conveyance system so all of that will be mimicked in the existing conditions. We're upgrading that conveyance system with new pipes and new inlets. To address the question about being in the area of the wash trucks we'll coordinate with our client to ensure that we do have an inlet in that area. The fortunate thing that we have on this application is it will be all new pavement so we will ensure there will be positive drainage from wherever there is runoff or vehicles being washed to the inlets that are proposed as part of this application. The reduction in impervious coverage allows us to naturally meet the various DEP regulations and we intend to comply with and address all of the comments in your engineer's review letter regarding storm water and obviously the environment as well.

Mr. Chewcaskie – Just two other questions before we get into operations. There is also a concern that was raised in the reports regarding an access point to Sixth Street. Could you describe that and what that's used for?

Mr. Mutch – In addition to the main access along the state highway there is a public right of way that ends in the rear of our site at Sixth Street. There is an easement provided to this site to establish legal access from this site to the Sixth Street right of way. We maintain the existing condition we greened it up a little bit but we maintain the existing connection to the Sixth Street right of way. We don't anticipate this access being utilized in any significant way by the operations but employees and things of the like that know the site and know they can access it from Sixth Street can certainly access the site from there but there is an easement provided currently that allows access and the existing site has direct access to that right of way as well.

Mr. Chewcaskie – Mr. Duffy based upon conversations we had prior to the start of the meeting we will be providing the survey and a copy of the deed of easement to the Board professionals.

Mr. Duffy – Thank you.

Mr. Chewcaskie – Mr. Mutch the last question before we get into operations as part of your practice as a civil engineer you have a bit of experience with a self-storage facility correct?

Mr. Mutch – Correct.

Mr. Chewcaskie – So you're familiar with their operations.

Mr. Mutch – I am.

Mr. Chewcaskie – Can you describe the operations that are proposed here with regard to the facility.

Mr. Mutch – From a self-storage perspective there will be a lobby that you can enter at certain hours of the day those are for your new customers or any customers looking to speak with a representative of the self-storage operation. The remainder and the majority of the use of the self-storage facility will be existing customers that have access to the building via a code or an access card and they will utilize those seven dedicated spaces on the right hand eastern side of the site and they'll be able to access that in certain hours as well when we talk about operations.

Mr. Chewcaskie – With respect to the number of employees my understanding is that there will be three to seven employees.

Mr. Mutch – Yes and that mimics what is there today and how the site operates today.

Mr. Chewcaskie – What about the hours of operation are you familiar with those?

Mr. Mutch – I am so it's Monday to Thursday 7 am to 7 pm and these are specific to U-Haul operations to start and then I'll get to self-storage and also the self-storage lobby area. All the retail U-Haul rentals as well as the self-storage reception area will be Monday to Thursday 7 am to 7 pm, Friday 7 am to 8 pm, on Saturday 7 am to 7 pm and Sunday 7 am to 6 pm. For the kind of no contact access to the self-storage facility when you're an existing customer that will be open from 5 am to 10 pm.

Mr. Chewcaskie – Before we get into the engineering letter do you want to address the traffic issues or do you want to go through landscape lighting etcetera.

Mr. Mutch – I have a couple of more points to make before we get to traffic so I'll just go down the list. Lighting is provided on this site via the new state of the art LED lights. That's provided via 8 LED area lights as well as 14 building mounted lights all of the LED area lights around the perimeter are back light shielded to limit the lights going onto adjacent properties as we've essentially have coned our property in with the required light. Those lights will be turned off over night after closing and turned on when the facility opens in the morning so it won't be a twenty four seven lighting operation. Utilities for the site we are going to try and reuse the existing utilities as best we can. Once we get a look at this during construction we'll determine whether or not the lines have to be replaced. I do want to address one item in the engineer's review letter. When we originally submitted this application our tabulation is incorrect and we did this from a retail perspective and we listed thousands of gallons a day for sewer and for water. For this type of facility there's no public restroom they'll only be the employees using this facilities bathroom. So if you look at this from a mini warehouse type industrial look the regulation is twenty five gallons a day per employee so you're looking at about 175 gallons per day and that will be essentially the same as the existing use because there are the same number of employees on the site today. We're not going to exacerbate anything on the utility side we're going to keep it the same and a pretty low demand for a building of this size. I wanted to get into the signage for the project just to give a little more detail on what we are asking for with it. Our architect will get a little bit more into the aesthetics of the building but I do want to highlight the signage we are asking for as part of this application. I'll start with the pylon sign the determination has been made that we want to replace in kind the existing.

Mr. Chewcaskie – Let me stop you there, we want to mark this as A3.

Mr. Mutch – We'll mark this as exhibit A3 it is a proposed signage exhibit that summarizes the proposed signage. This was not included as part of the package. I'll begin with the pylon signage that the applicant intends to seek with this application. There is an existing U-Haul sign on the site anybody that's driven past we are looking to replace that sign in kind as far as area. We're going to move the location as the site operations changed we had to move it out of the drive aisle on site so what we're looking to do is locate that sign in the northeast corner of the site where there is that green area. We are going to be asking for relief associated with that signage their limit for the height of the sign is 20 feet in the ordinance the proposed sign will be 25 feet in height. That will be the same as the existing sign. We are also asking for 183.6 square feet of signage and that's a combination of the three signs that you see on the exhibit the U-Haul sign at the top the reader board in the center and then the retail sign that displays that they do hitches and trailers accessories and the like. This is the same signage that's there today we're just looking to relocate the sign. Finally, the sign is going to move closer to the property line. What we're thinking the best place for this sign is a five-foot setback to the edge of the sign and then that sign will extend to 22 feet further back. That's just the existing size of that sign so we're asking for a five-foot

setback from the property line. This will mimic or exceed what we see in the corridor on adjacent sites it seems like most of the signage is right on the right of way and right on that property line for the site as you move east but we're happy to have discussions about that setback and anything that your engineer sees there as well. To move on to the building signage we do have three total signs proposed where one is permitted per frontage so we are permitted to have one we are proposing three. Where the size and scale of a building that you'll see with the architectural drawings I think you'll see that they're appropriately sized and they're simply trying to highlight the different uses on site. The first sign which is located on the corner of the building is a sign that says U-Haul and it displays that truck share it's 84 square feet in total. There's also on the opposite side of the building a sign that says drive in self-storage that's identifying the two uses that we are proposing as part of this application and then finally there's some lettering above the loading bays on the side of the site that we use for the self-storage. In total that's 103.5 square feet but that's just a rectangle around the text that you'll see and the architect will display a more clear and visual elements for how the signs look. They do comply with the area requirements but we are exceeding the total quantity.

Mr. Duffy – This is the first time the Board is seeing this exhibit?

Mr. Chewcaskie – That is correct.

Mr. Duffy – I would ask you to please provide this to our professionals and Mr. Barrale so the Board members can get this within plenty of time before our next meeting.

Mr. Mutch – We have all the information currently and will submit it right after this meeting to be prepared.

Mr. Chewcaskie – Mr. Chairman just so you're aware we did have the original pylon sign not being relocated once we reviewed it prior to this meeting it was determined that we should relocate it and up fit it. In addition the wall signs were identified but this will make it a lot clearer for the Board so we can provide copies for the Board members and the professionals.

Mr. Duffy – There's a couple of things that seem to be changing as we go forth the truck servicing was original now that's gone, the pylon sign is changed out so we want to make sure we have this stuff available for the Board.

Mr. Mutch – We wanted to make sure the Board saw and we could have a discussion this evening in preparation for that next meeting.

Mr. Duffy – Anybody that's got questions up to this point I'd like to hear those questions and some answers.

Mr. Paparozzi – The site plan provided said on C4 says the signage on the building façade is 199 square feet I think Mr. Mutch has testified to 103 that has changed.

Mr. Mutch – As we detailed all the signs on the building that number has increased. It still complies with the ordinance allowable but that number certainly increased. We'll include that on the updated submittal.

Mr. Paparozzi – You also had on your other exhibit you had that pervious area is that a buffer or is that just lawn? On your landscape plan C11 you call it lawn the Township requires a buffer for anything that's close or in proximity to residential so you should have some sort of buffer provided along the easterly part of the property and I guess the north westerly part.

Mr. Mutch – You're talking about the two triangles in the back of this place?

Mr. Paparozzi – Yes.

Mr. Mutch – We interpreted that as not being near residential because the use is there but we can look further into that.

Mr. Paparozzi – The code says even in close proximity so that is a requirement that needs to be shown.

Mr. Duffy – Is proximity defined or is it ambiguous?

Mr. Paparozzi – It says if it's abutting or in close proximity to residential which in my opinion it is.

Mr. Duffy – So it's discretionary for the Board.

Mr. Paparozzi – Your planner's saying it is.

Mr. Duffy – I get that I just want to make sure we fully understand.

Mr. Saad – Are you submitting to soils?

Mr. Mutch – Yes.

Mr. Saad – You mentioned before the hearing you discussed the pylon sign right now in the plans that we reviewed the pylon sign was set to be removed and there was no proposed pylon sign so I know you mentioned you applied with the DOT was that pylon sign in that application?

Mr. Mutch – It was not.

Mr. Saad – I know they would have a comment on where the sign is located.

Mr. Mutch – Certainly and that pylon sign will be located outside of the right of way and certainly outside of any sight triangles that would be applicable to this application.

Mr. Saad – I just want to make sure the DOT gets eyes on it.

Mr. Mutch – They will we're still waiting on comments back when we get those comments back we'll revise the plans including the signage will be submitted.

Mr. Saad – The sewer and water calcs you mentioned something about those being off.

Mr. Mutch – Yes we did a retail calculation which obviously drove those numbers very high I think it was three to four thousand gallons a day that's not the operation we're going to have at this site it was kind of left over from previous iterations. What this study is going to provide is no public restrooms only employees using it even at the max employees of seven you're looking at about 175 gallons a day and that is comparable or that is the existing condition.

Mr. Saad – The existing sanitary lateral you cut it off at a certain point and then where that new connection going to be or are you going to reuse the existing?

Mr. Mutch – We will provide more detailed information on that we intend to reuse the existing line if it's serviceable if not we'll replace it in kind in the location it is today.

Mr. Saad – Moving on to drainage your quantity methodology is to reduce flow to within ten, twenty five and hundred?

Mr. Mutch – Your essentially dealing with a curve on the curve application because of the reduction in impervious coverage.

Mr. Saad – I got you. We just need additional calcs for that routing reports we need to see that at no point does it exceed so one hydrograph over the other. There is the one inlet on the eastern right of way that's just initially under existing conditions it's connected to just one and under proposed you're connecting the entire parking frontage so I just need to see some additional calcs to see that you are in fact not increasing peak flows in that conveyance system.

Mr. Mutch – We'll provide a little more clarity on that we'll have to do the same for the DOT because we are discharging our systems so they'll also be looking at it.

Mr. Saad – That pipes going to be taking in a lot more. I think it's a fifteen AC3 right now.

Mr. Mutch – I think the existing condition because the site is so old is tough to get where the pipes were so we have some additional mapping and provide additional detail to show it. The way the DOT typically looks at these applications is they don't want to see any one of their pipes exacerbated so we're looking to match the volume of runoff. We'll provide more detail on that.

Mr. Saad – Right now it looks like there's going to be way more water flowing into that one pipe.

Mr. Mutch – The DOT wouldn't allow any more volume so as we work through that process with them and you we will increase the amount of information on where the volumes are going so everybody is comfortable with the discharges.

Mr. Saad – Okay. I know you're going to move onto traffic but we had a comment about the site triangle I don't show them on the plans.

Mr. Mutch – We've looked at it from a traffic perspective and part of the DOT application so that is shown and there are issues with DOT on the site triangles at his point.

Mr. Saad – Landscape buffer the green belt around the property it just seems suitable to have additional landscaping proposed as Mr. Paparozzi suggested.

Mr. Mutch – We have no issue with that I'll work with our landscape architect that we have in house on getting those for you.

Mr. Saad – Where on the site are the trucks going to be washed?

Mr. Mutch – On the western side of the building is where we will be doing most of the truck washing.

Mr. Duffy – Can we have Mr. Cotto come back to address this issue?

Mr. Cotto comes back up to testify about the truck washing.

Mr. Schilp – Right now the carwash is on the east side of the building so you're going to change that.

Mr. Cotto – Yes.

Mr. Duffy – That's what he's going to be addressing right now.

Mr. Chewcaskie – The question was the proposed washing facility for the trucks will be relocated to the westerly side of the building.

Mr. Cotto – That's correct.

Mr. Duffy – Can you explain how that's accomplished is it just a garden hose?

Mr. Cotto – Yeah it's just a garden hose.

Mr. Duffy – There's no chemical wash involved interiors or any of that?

Mr. Cotto – No it's green sustainable material we use.

Mr. Duffy – Is everybody satisfied with this?

Ms. Murray – If you have trucks in what I'm seeing truck parking how do you wash the trucks you'll be in the road.

Mr. Cotto – It takes about five or ten minutes to wash the truck. They're not always washing trucks there.

Mr. Duffy – Just when they return.

Mr. Cotto – Occasionally it depends how dirty the vehicle is. We probably wash five to ten vehicles a month if that.

Mr. Cotto steps down.

Mr. Saad – The additional catch basin in the area.

Mr. Mutch – We can agree to that.

Mr. Saad – Where is the refuse enclosure?

Mr. Mutch – We don't have it located on the plan now I'll speak to Allan as part of the next submission and see what his intention is.

Mr. Saad – It's more of an interior kind of thing.

Mr. Mutch – Yeah.

Mr. Saad – Okay.

Mr. Mutch – The way these self-storage facilities work is you really don't have the customers and the people using that they're not taking their boxes and things and throwing it in there so it becomes a much less intense garbage and recycling use here. It's really just the office and employees that are using the garbage so we'll get some more specifics from our client on how those operations work but the need for a large trash enclosure on site is not needed for a self-storage use like this.

Mr. Duffy – But it is for the retail use.

Mr. Mutch – Internal it's a very small load so we'll get some more details on that but a large exterior trash enclosure is not needed.

Mr. Paparozzi – The recycling I'm not sure that the cardboard that is opened and used in the storage areas is going to be taken away by each individual. You have 1200 cubicles I'm sure there's going to be a need for a dumpster for recycling.

Mr. Cotto – We currently recycle their cardboard and trash. We have cardboard and trash separate.

Mr. Duffy – For the self-storage.

Mr. Cotto – Yes.

Mr. Duffy – So there will be a need for a dumpster location.

Mr. Cotto – Yes. I believe on the plans there is going to be an eight yard dumpster.

Mr. Duffy – Where is it on the plan?

Mr. Paparozzi – It's on the architect's plan.

Mr. Duffy – Okay so we'll get to that. There's a number of things that have come up that we will need get to our professionals correct?

Mr. Chewcaskie – Yes.

Mr. Duffy – Within enough time for them to review prior to our next meeting.

Mr. Chewcaskie – Mr. Chairman our intent is to respond next week a lot of the information we do have it's just a matter of having it in place.

Mr. Duffy – Does anyone else have any questions for what we've covered so far?

Mr. Manzo – There's a sewer line running underneath that building from the truck place there's a manhole cover by the truck place and the main line runs underneath that building out to Sixth Street. You're not going to be able to build on top of that.

Mr. Mutch – The building footprint and location is essentially the same in the proposed application so we'll certainly make sure but you're right we're not going to be building on top of anybody else's utility.

Mr. Manzo – But you're going down.

Mr. Mutch – There's no underground facility here.

Mr. Paparozzi – You have a first floor and a basement.

Mr. Mutch – We'll make sure there's no conflict with that line.

Ms. Murray – How many square feet is the original building. I'm looking at the plan and I keep hearing it's the same footprint and I'm seeing an addition at the back end of the building. It's not the same.

Mr. Mutch – No it's not the same it was 26,570 square feet in the existing condition it's 30,388 square feet in the proposed building.

Ms. Murray – Since you've had truck repair there I know there are things you have to do for the EPA are you planning on doing soil testing to make sure that there's no contaminant in the ground from those operations?

Mr. Mutch – Yes.

Mr. Schilp – So you're not going to have any public bathroom so if a customer comes in and needs to use the restrooms there are going to be none for them.

Mr. Mutch – We can leave that question to the architect to confirm it but that's typically how these self-storage operations work. I'm not sure if there will be something provided for the people waiting for their cars to put the accessories on it but you can confirm that with the architect.

Mr. Schilp – The area that you're going to install the hitches is that the D & R room.

Mr. Mutch – That's correct and the architect will detail that.

Mr. Paparozzi – If Mr. Manzo is correct and there is an underground sewer line under the building wouldn't it make sense to verify that first because they have a basement floor proposed. If the sewer line is there the floor cannot be proposed.

Mr. Duffy – The basement floor would be a question for the architect.

Mr. Paparozzi – If the sewer line is there unless it's that low I'm assuming the bottom floor of the basement is at least ten or twelve feet.

Mr. Duffy – I understand your point I don't know if Mr. Mutch is the correct person to be answering this. That seems to be what the architect would be for. We may have to discuss it further but I think he would be speaking about the layout you're giving us more the site plan.

Mr. Mutch – That's correct and just to speak to the sanitary line I do not believe that there is a sanitary line that runs under the building I think that is our connection but we're going to further investigate just to confirm. I wouldn't expect there to be a sanitary line under an existing building.

Mr. Manzo – But there is I worked for the sewer department for 45 years and that line runs under the building. The truck place the manhole cover there it takes the truck place it runs under the building out to Sixth Street.

Mr. Mutch – We'll work with the sewer department to get the exact specifications of that to make sure it's accommodated on this site plan.

Mr. Schilp – The area I know there's no fence or gate there to go out onto Sixth Street would it be possible to talk to your clients and put some kind of gate there that you could open it up when the employees come in to keep the traffic from flowing through or going into the storage area. You say the access is only certain times suppose I walk over there at five o'clock in the morning can I get in?

Mr. Mutch – Only if you have an access code. Only if you're an existing customer.

Mr. Schilp – So an existing customer can go there twenty four hours a day seven days a week.

Mr. Mutch – Only from five am to ten pm it's closed overnight.

Mr. Schilp – You said if I had a card to get in.

Mr. Mutch – The card only accesses the building between five am and ten pm.

Mr. Schilp – I just wanted to make sure once the closing time comes nobody can get in.

Mr. Mutch – It's locked at that point we understand the sensitivity of a twenty four hour use on the property.

Mr. Schilp – that's good.

Ms. Nobile – Can you tell me the address the truck repair moved to.

Mr. Cotto – The address is 9501 Fairview Avenue North Bergen New Jersey.

Ms. Nobile – With this expansion are there going to be more trucks on the premise?

Mr. Mutch – Not expecting more kind of reallocating where they are but it will be a similar operation to what's there today. The size of the building doesn't impact the number of trucks on site it's still the same amount of area but it accommodates the self-storage aspect.

Ms. Nobile – So the number of U-Haul trucks is not increasing.

Mr. Mutch – I don't believe so Allan knows the specifics of the number of trucks that we're planning to have here.

Mr. Duffy – Before we jump back and forth I think we're heading into the traffic and parking assessment report which we have not touched on yet so I would like you to address that report and come back to Ms. Nobile's question and if we need Mr. Cotto at that point we'll bring him forward.

Mr. Chewcaskie – I want to do a cleanup question I know you answered the questions from the Board engineer Mr. Mutch but we also reviewed the February 21, 2023 comment letter correct?

Mr. Mutch – That's correct.

Mr. Chewcaskie – Is there anything in that comment letter that you would not be able to comply with?

Mr. Mutch – No we intend to address all of the comments in that letter and take no objection.

Mr. Chewcaskie – Thank you and now we can go to the traffic report testimony.

Mr. Mutch – Traffic is pretty simple on this one from every aspect but we will start with access. Access was a hot topic with the DOT and it ended up with the driveway location you see through multiple conversations with the DOT. The preferred access plan included direct access to the signalized intersection. Through conversations with the DOT they made it clear that it will be seen favorably in the scope of work due to upgrades and modifications need not only to the intersection but to the driveway across the intersection were cost prohibitive and something the DOT wouldn't even support. Through negotiations with the DOT we took the path of least resistance and their preferred option for the access which is what you're looking at the plan now a right in right out driveway on the eastern most side of the site. From a DOT perspective the application submitted we've taken their comments and we've incorporated them into this plan. Circulation through the site is designed to accommodate for pedestrian all of the U-Haul vehicles as well as emergency vehicles. We can and will submit turning templates to prove the same but all of the aisles and all of the operations here are designed to accommodate all of the vehicles that are proposed on site. From a trip generation standpoint again we are replacing that very intense truck rehabilitation and truck repair business that was on site in what we'll call a lazier and much less intense self-storage use so when you were seeing in upwards of 300 trucks per week being serviced coming on and off the site that operation has been removed and replaced with what is known to be a very low parking demand as well as trip generation use of the self-storage. The traffic on site for the retail portion and the truck share will be roughly the same but you're going to see a significant reduction from the truck repair facility to a self-storage which is really meant for convenience. You don't really get the peak hours in that use, people come when they have the convenience and we have all of the site designed to accommodate even more than the vehicles that we anticipate. From a trip generation standpoint everything will remain the same or a reduction for the self-storage compared to the truck repair and overall we see no significant impact on the roadway network, no significant impact on adjacent properties and overall we're going to have a reduction in intensity and traffic associated with this site. Parking we discussed in the site testimony as well but again there's eleven customer parking spaces in the front that mimics what's there today and will service the retail component of this site. We expect that parking to be sufficient for servicing any new self-storage customers anyone that's going to be pulling their vehicle in for the trailer hitch accessories and anyone that's going to the retail facility with boxes and things of that nature. Again very low traffic generator very low parking generation as part of those activities. It's not a convenience store it's not something that's more intense with a lot of turnover all

based on convenience for this site. There's also the seven dedicated loading areas for the self-storage this will separate the existing customers from the main operations at the front of the site. They'll have easy, quick and safe access on the side of the building in multiple locations so those operations will stay separate again we see these loading spaces in combination with the customer parking to be more than sufficient for this and it's comparable to the existing as far as operations with a lower intense use. Overall, we expect that the parking to be sufficient even though the ordinance defines this as 162 spaces required for this that is far and away more spaces than you would need for this type of use. Self-storage a very low traffic generator the retail component that is the boxes again it's not like a convenience store it's very low traffic generator. The trailer hitch installations are typically scheduled by appointment only they're very infrequent potentially 3 to 5 per day but not something you're going to see high turnover rates on site. The proposed parking the proposed loading we feel is appropriate for this use even though the number we're asking for seems very large for the operations here we feel is sufficient and we feel the parking is not a significant impact.

Mr. Duffy – Ms. Nobile could we come back to your question?

Ms. Nobile – What is the number of trucks you're anticipating on the premise?

Mr. Cotto – There will be anywhere between 35 to 45 units.

Ms. Nobile – What do you have currently there?

Mr. Cotto – It's around 45.

Ms. Nobile – So it's going to be the same.

Mr. Cotto – Yes.

Mr. Schilp – You're talking trucks are you talking the overall the tow trucks or are you just talking about truck trucks. When you say you get 35 are you talking a piece of equipment or are you talking 35 trucks when I was there you had probably a dozen car carriers front wheel carriers is that the total number you're having or is it 35 trucks plus a bunch of the other stuff.

Mr. Cotto – It's 35 plus the other stuff we refer to them as moving vans. The car carriers are not included in my figure of 45.

Mr. Schilp – How many total do you think you wind up with?

Mr. Cotto – I would say around 65.

Mr. Duffy – The proposed trip generation is based on the self-storage or a combination of both self-storage and the retail?

Mr. Mutch – What's shown in the report is based on the self-storage we took that route because there's not really a definition for the various small retail pieces. What we looked at that is that there is an existing service that's being provided it's going to be roughly comparable to self-storage is really what's going to be different about this site in comparison to the truck repair so we looked at that and we wanted to show that the figures for the self-storage were asking for a very large square footage very low traffic generation and parking demand for that use.

Mr. Duffy – But that's for that use so you may have removed the repair issue but you still have a retail spot there so that is generating trip traffic also. How is that impacting?

Mr. Mutch – We anticipate the demand for the parking up front the parking proposed is roughly the same it's in the same location we anticipate the demand to be the same. We don't anticipate the change in demand based on what we're seeing. We're taking off the truck use the retail use is serviced by those parking spaces that we found to be sufficient over time. Allan is comfortable with the proposed use of having those 11 parking spaces and then the new trip generation and parking demand created by the self-storage is really addressed by the plans on the site but that parking up front is in our professional opinion going to be sufficient for the operations here.

Mr. Duffy – You're saying the 11 spaces you got really 8 that are pretty active because the other three are handicapped so they're not going to be used unless three people come in all the time in this trip calculation. That's primarily for your retail you're saying although there is access in the northeast corner to the storage facility correct so those people can't park in that section under there right what is there an overhang?

Mr. Mutch – Yeah there's an overhang that's where you anticipate existing customers that have passenger vehicles would park. That's where you would see one or two boxes coming in or out. The bays on the side of the building are more for the truck share that we're using when they come in with a condo worth of stuff. The existing self-storage customers are sort of serviced and accommodated by the seven loading spaces that are provided on the right hand side of the site. What we're trying to get across here and in our report is that the retail that's proposed here is really not your traditional retail that would generate one parking space demanded for 200 square feet. These are very low generation retail the boxes kind of go hand in hand with the self-storage. The truck trailer accessories and the things that they're going to be installing are by appointment so we anticipate the demand to be much lower than what the ordinance is and based on our analysis the existing site as well as what we're proposing here those 11 spaces should accommodate both new self-storage customers that have to come to the lobby as well as the retail and those appointments. They really won't be using the spaces they'll be pulling into the building but those 11 spaces are anticipated to accommodate the load and it's in comparison to the existing site.

Mr. Duffy – In the present condition right now on the eastern side of the building if you're picking up a vehicle that you're renting they're lined up on that side correct. So how is that going to affect this when people come in now?

Mr. Mutch – We've changed the operation of the site all of those operations are going to be on the left side of the site or there western side as well as in the rear where you see those long diagonal lines things will be lined up on there essentially called shunting areas and that's where those operations would be. The stuff that's parked on the side right now on that eastern side is not going to be there in the proposed condition. It's designed for those trucks to get in and out of the site as well as accommodate the self-storage customers.

Ms. Murray – I believe you said there's five employees.

Mr. Cotto – Yes five to seven.

Ms. Murray – Where are they parking?

Mr. Cotto – Right now four Uber in and three drive in.

Ms. Murray – okay but that doesn't mean they're always going to Uber in. Where would your employees park on this plan?

Mr. Cotto – They would park in the back where the shunt lines are at.

Mr. Duffy – Can you point that out on the exhibit?

Mr. Mutch – There's enough room provided in the shunting lanes that employees can also be accommodated in that area.

Ms. Murray – That would require them for tandem parking and that looks like it's only four cars.

Mr. Mutch – We could prepare something specific to the parking that shows on the plans.

Mr. Paparozzi – Mr. Chairman that's what I was going to ask for to show me the parking for employees. If there's seven employees now and the business is going to be larger I would think there would be more employees even for five floors of storage I don't know if there's any maintenance people or security people. Then you have the U-Haul people who have to fix the trucks and the hookups for the cars.

Mr. Duffy – Are those the same seven employees we're talking about?

Mr. Cotto – Yeah we have seven but there's no more than four ever at the site at the same time. They overlap the schedule and the schedule will be from 7 am to 1 pm and then the next crew comes in. There's a total of seven people the most is four.

Mr. Schilp – Do you intend to put any kind of lifts or ramps or anything to raise the vehicles where they install the hitches or are you going to do them on the ground.

Mr. Cotto – Yes we have existing ramps there.

Ms. Nobile – Can you point out where the lights are going to be located.

Mr. Mutch puts up the site plan sheet C8 the lighting plan.

Mr. Mutch – There are area lights distributed around the site. There's three on the southwesterly side there's one on the southeasterly side one up near the driveway and there's also three located on the

northwestern side. Those are your area lights there will also be wall mounted lights that are distributed on the building to ensure the surrounding of the building is also lit.

Ms. Nobile – What's the height of those lights?

Mr. Mutch – They are 20 feet for the majority there are a couple that are 15 on the northwest corner.

Mr. Duffy – The lights are all going on and off according to the schedule you stated earlier.

Mr. Mutch – That's correct they'll be on for when the self-storage facility is on so 5 am to 10 pm and then they'll be off after that.

Mr. Duffy – So in the middle of the night it's going to be pitch black back there.

Mr. Mutch – That's correct there will likely be security lighting around the doors but the area lights will be off and the wall lights will be off.

Mr. Duffy – During operation, the lights on the building they're going to be all the way up 50 feet or so.

Mr. Mutch – No 18 feet up and they are intended to make sure around the building is illuminated.

Mr. Duffy – They don't project out.

Mr. Mutch – They're not flood lights they stick out from the building and shine down.

Mr. Saad – For the turning template just contact the Saddle Brook Fire Department and get the size of their fire engine so we have the right size. I'd also like to see them coming off both driveways in and out.

Mr. Mutch – Sixth Street as well?

Mr. Saad – Yes.

Mr. Mutch – Absolutely.

Mr. Saad – The shunting area these trucks are going to be stacked one after the other right?

Mr. Mutch – Yes.

Mr. Saad – When someone rents a truck does the employee go to the shunting area drive it up to the front and the customer picks it up from there or how does that work?

Mr. Cotto – The customer will be driving to a shunt lane we call it the shunting never stays in the same spot over a period of time the customer will be driving to a spot and it will be alphabetizing as well.

Mr. Saad – So there's going to be striping in addition to that.

Mr. Cotto – Yes the current striping that's on the plan.

Mr. Saad – They're not numbered on the plans.

Mr. Cotto – They will be.

Mr. Saad – So we need to see the full striping on the plans as well as what size trucks are anticipated in each lane I guess. The customer goes to the shunting area picks it up from that area and drives it out.

Mr. Cotto – That's right.

Mr. Saad – I know you mentioned there would be employee parking in addition back there if there is we would need some site specific signage to indicate employee parking only. I also don't see any fire lane striping on the plans so we need to add that. I recommend to discuss that with the Fire Official exactly where he wants it.

Mr. Mutch – Certainly.

Mr. Saad – Any additional signage he wants even if there's a clearance sign over the overhang areas.

Mr. Mutch – Any comments the Fire Official provides to us we will comply with.

Mr. Duffy – I would ask that you contact the Fire Official because I'd like the Board to be aware of what those requirements are and we see how they might impact anything else.

Mr. Mutch – Certainly.

Mr. Duffy – I'm looking at the architectural and I don't have anything that shows me unless I'm missing it where dumpsters are going to go. That's going to take out some spacing that you've got for your shunting lanes and your storage.

Mr. Mutch – You'll hear more from the architect and as part of the update we're going to provide more details on that.

There are no other questions.

Mr. Duffy asks for a motion to open to the public.

Ms. Murray makes a motion seconded by Mr. Schilp to open to the public. All in favor – YES.

Mr. Duffy – Having heard none.

Ms. Murray makes a motion seconded by Mr. Schilp to close to the public. All in favor – YES.

Mr. Chewcaskie brings up his architect Conrad Roncati.

Mr. Cialone swears him in and he gives his business address as 1 Executive Drive Fort Lee, New Jersey.

Mr. Chewcaskie questions Mr. Roncati to qualify him and the Board accepts his qualifications.

Mr. Chewcaskie – Are you familiar with the self-storage business?

Mr. Roncati - Yes I am.

Mr. Chewcaskie – And you've designed more than one self-storage facility.

Mr. Roncati – Yes around fifteen.

Mr. Chewcaskie – In that regard you were retained by U-Haul in order to do what?

Mr. Roncati – I was asked U-Haul to work with them to repurpose the site. The intent from the beginning was to take down the older structure that's there and replace it with a new self-storage facility with ancillary uses. When I worked with their corporate architectural team to refine a plan that worked with this particular site. There were several early iterations before we settled on the final one.

Mr. Chewcaskie – Will you explain please what the building will contain various dimensions and the like?

Mr. Roncati – As was stated previously by the site engineer the building is 145,976 square feet it's four stories above grade there is one level below grade we call it a basement level. We have an issue that we will address with our planner concerning the FAR in both zones that we straddle. I would point out the basement level is about 21,000 square feet so although we're calculating on 145,000 square feet or 124,000 or so square feet above grade so I think that's an important distinction to bring to the Board's attention about 15% of that total area is below grade. There has been a lot of discussion about the retail operation and the fact that the truck repair has been moved off site to me is a very important change in the use but I do want to note that the retail portion of this project is 2% of the building area so while it says retail on our drawings while it says retail on the site plan and the architectural drawings I just thought I would give that a number it's about 2% of the floor area is retail and it is incidental to the self-storage use. From my experience and speaking with the applicant U-Haul the trip generation and again I'm just refining some points from earlier this evening there are roughly ten to fifteen visits per week from people that drive to the site pick up boxes tape etcetera and then leave so it is a De minimis amount versus the total trip generation. The vast majority of the people that will come to this site will be for the self-storage and we have discussed the amount of parking that's available to them. The building is four stories above grade we are asking for a variance on height at 53.35 feet. That height is measured to the top of a parapet. The parapet is on the north side of the Route 46 side of the building. The east and west side because of the sloping roof that runs from north to south there's no parapet on the south side of the building that faces Sixth Street. That's where all the runoff is taken. There is a total of 1260 lockers that's been noted on the plans and also in your planner's reports. What I have on the board here are the seven drawings I submitted to the Board dated January 10, 2023.

Mr. Chewcaskie – This was part of the original submission.

Mr. Roncati – That's the revision date. I gave the most recent revised version.

Mr. Chewcaskie – This was part of the application that we submitted correct.

Mr. Roncati – Yes. The first sheet is A101 this is the ground floor plan of the facility at the top of the drawing would be the north or the Route 46 side of the drawing so those 11 parking spaces that our site engineer discussed the eight plus the three handicapped are at the top of the drawing. To the right would be east to the left west. In the upper left-hand corner of the plan, the upper left-hand corner of this drawing is the showroom this is the area that's about 2% of the total floor area. This is the area that our traffic engineer referred to as the retail area. This is where customers would come in for those incidental packing and moving and also to sign up any new customers for the self-storage. Adjacent to that is what we call the D&R area this is where the trailer hitches will be installed. There are no trailer hitches installed outside that's all done inside the building. You see there's a roll up door in the front of the space and that's where the car or pickup truck will be brought in to put the trailer hitch on by that designated employee. To the right of that is a refuse room. There's been some discussion this evening about trash where does it go how is it handled within the building recycling. There are no containers, no dumpsters, and no trash enclosures proposed because there will be none outside the building. Any trash that's generated

incidental trash I'll explain that in a second is brought to the refuse area here. There's an overhead door again this is the Route 46 side of the building and on trash day that door will go up and that employee designated will roll that trash container out right in front of the building for pickup by the private carting company. There are no separate trash enclosures that are required on the site. I know there was a little confusion about that before that explains how trash is dealt with. In that refuse room there's also an area for cardboard recycling so again on recycling day if it's not the same day as trash it will be contained and brought outside to be picked up. There are two other things I would like to bring up that kind of relate to trash. One is if somebody has a large locker and they don't pay their bill and it's filled to the brim with household stuff that needs to be disposed of what will happen is the manager of the facility will call an outside company that outside company will come to the building they will most likely use one of the five loading bays on the side of the building a truck will be brought in the employee would bring the contents of that bin out to the truck and it will be driven off site for disposal.

Mr. Duffy – What are the dimensions of the refuse room?

Mr. Roncati – It's ten by ten.

Mr. Schilp – The only doorway is the garage door.

Mr. Roncati – There's an entrance from the back within the facility and then the door opens up and the bin will be taken out and disposed of and then brought back into the facility. There's one other way that trash gets disposed of U-Haul has a green program where the manager will identify things that they think might be reused by other members of their community. A couch that's in good condition, dishes things that might be of use and actually set those aside. Then they call a nonprofit like Good Will who may come and pick up this material and take it off site. It could be a small box it could be a couch and again that would most likely occur in one of these five loading bays on the side of the building. The remainder of the floor obviously these different rectangular sizes are all storage bins. This is a fire-resistant construction building. It will have a fire suppression system and will meet 2021 IBC codes. That was sheet A101.

Mr. Duffy – That's the elevator shaft across from the loading dock?

Mr. Roncati – There are two elevators located here on sheet A101 and they translate the four above and one subterranean level.

Mr. Schilp – Where is the fire connection going to be?

Mr. Roncati – The fire connection will be on the lower level which is on sheet A102. If you look at these areas here up along this egress stair it will be one of these spaces. Not having designed that part of the system yet we imagine it to be in this northeast corner of the building.

Mr. Schilp – I'm talking about where the connection when we pull up with the fire truck where do you connect?

Mr. Roncati – You're talking about an FDC that would probably be in this area by the Route 46 side of the building. A102 is the lower level of the building the basement level this is the smallest floor in the building it does not extend under the retail area. You can see it's cut back in this area this is all slab on grade up above. Sheet A103 is the second-floor plan. This floor plan is a little bit larger than the ground-floor plan and this northeast corner is actually cantilevered over the two outdoor delivery loading spaces. I can show you this a little more accurately in a moment on the rendering we brought. These floor plates are a little bit larger on the upper floors with two elevators. There is a stair still consistent I the back and front of the building. There is also a janitorial room on this floor. Sheet A104 is the third-floor plan very similar to the second-floor plan except here in this area we have the toilet room. Our site engineer testified that he did not believe that the toilet rooms are available to the patrons of this facility but they are. There are actually three of them. There are two on the ground-floor level one I in the area of the retail the other is in the area of the separate entrance for the self-storage. We spoke about how people might come at 5 am before the facility is open. Those people would not translate to the retail space for obvious reasons they have a separate entrance and that's where that second toilet room is located. There are two on the ground floor. There's a third one that's located on the third floor of the building. I spoke to Mr. Mutch about this he's going to make sure his calculations are adjusted for the sanitary. The next on is sheet A105 it's the fourth floor of the building again exactly the same as the floors below but does not have the toilet room. That's the only difference between the third and the fourth floor. Sheet A106 and A107 are

the four elevations of the building. We discussed the height of the building at 53 feet 3 inches there's a variance requested it's loaded up here on the drawings. The elevations here and on A107 are not as descriptive as my renderings. I'm now showing A107 with the Board's permission I'd rather talk about the exterior of the building with my other exhibits. They're in color and three dimensional it will be easier to understand than two dimensional. There are three rendered drawings A201, A202 and A203 they are most recently dated April 3, 2023.

The renderings are marked all three together as A4.

Mr. Roncati – A201 these are the renderings provided to me by the corporate architects at U-Haul. If you're familiar with U-Haul over the past ten years there's been a diamond shaped pattern on the exterior. They're now moving to the next generation of design this is their next generation. That pattern is now gone it's been replaced with a stucco metal insulated panel exterior system which is the tan color that you see as the majority of the field and at the base and then there is a metal panel which is the brown which is a wood tone. It's made by ATAS which is a metal roofing and siding manufacturer out of Pennsylvania and that's at the two corners of the building. This drawing also depicts the signage that our site engineer was discussing. The U-Haul center this right-side faces Route 46 so this is the front or north façade of the building. The U-Haul sign in the upper right-hand corner. The signage drive in self-storage on the left side of the building as you face from Route 46 and then over the load in doors on the left side as you face from Route 46 or the east side the five loading doors here there is signage above it that reads Drive In Self-Storage load / unload a clear indication that that's where the customer would go to load and unload. This also depicts on this drawing A201 the overhang in the northeast corner of the building. On the plan a moment ago I was explaining how the upper floors are a little bit bigger than the ground floor that's this area here. So we have two loading bays with a dedicated loading door here and this is an overhang that provide protective cover. If you're not going into a loading bay you can pull under this protective cover and still have access to the self-storage portion of the building. Sheet A202 is again the right-hand side the four three dimensional views of the building. The northwest elevation is at the top. This would be looking from Route 46 at a southeasterly direction at the building. The bottom right would be the main entrance to the retail it has that wood color ATAS panel above it. The signage in the upper right-hand corner. The other elevation the third one down is the elevation we just looked at on the other rendered drawing again with the wood tone at the two corners. The elevation here is the rear of the building looking at a northeasterly direction so we have the back of the building the lower parapet along the back side of the roof that I mentioned earlier. Then this bottom drawing with the right side being the east elevation and the darker gray is in shadow it's not a change of color would be the south façade facing Sixth Street. As I mentioned the standard materials for U-Haul now are Isoleren metal stucco embossed vertical paneling which is a tan color. There is the ATAS wood tone and then on the side of the building the two sides and the front but not the rear are these metal fins and they have different colors, different shapes and heights and articulated along the side of the building that are called nine inch delirical articulated design elements. These are very narrow depth nine inch colored fins that are applied to the side of the building. It brings a little bit of relief to what is otherwise a windowless wall. This is the brand new corporate standard for U-Haul. This will be run out across the country. The left hand side of the drawing is a little bit more information about the Isoleren panel. This is a metal panel it has embossed vertical lines and a slight texture to it. It's an insulated panel that's the entire exterior wall of the building. The Woodline series on the bottom left is that wood tone a walnut color it's a panel that has a wood like impression similar to your dais here and then here in the middle of the drawing is a little bit more information about the colors and those nine inch articulated design elements. Sheet A203 is really an exhibit about the signage. I don't want to spend a lot of time on this because our engineer did. On the left hand side the northeast elevation our engineer quoted the square footage affirming that the square footage of that sign over the loading doors is 103.5 square feet. I know a larger number was discussed before. There's the drive in self-storage signs that our site engineer addressed and then there is also the lit cabinet sign for U-Haul. On the right hand side is information about the colors that are used in those fins. Each one is color coded to the exact Sherwin Williams color for each of those accent fins are identified on my chart.

Mr. Chewcaskie – There was also a question in the engineer report regarding roof drainage connections etcetera did you address that with these drawings or is that something you have to look into.

Mr. Roncati – The roof pitches from front to back so from north to south or Route 46 to Sixth Street all the water is taken off the rear of the building it's collected in a gutter at the rear of the building brought down and then it will be connected into the site engineer's drainage system. It's going in one direction it's not split.

Mr. Chewcaskie – Mr. Chairman I have no further questions for Mr. Roncati.

Mr. Duffy – I have a few. The parapet what's the height of the parapet?

Mr. Roncati – The parapet there is because the parapet is dead level so the front is only a foot by the time it gets to the rear it's just over seven feet.

Mr. Duffy – It's over seven feet when it gets to the rear.

Mr. Roncati – The roof is sloping so there's a one foot parapet at Route 46 and as that roof slopes downward the parapet is staying flat so there's a seven foot differential at the rear and a one foot differential in the front.

Mr. Duffy – Where are your mechanicals?

Mr. Roncati – They're going to be on the roof. They will be on a bias towards the rear so that we get that cover and hey won't be seen from Route 46 or the east or west sides of the building.

Mr. Duffy – There's going to be access to the roof from where?

Mr. Roncati – There will be a ladder from inside the stairwell. A ladder fixed to the wall with a hatch. The stair is not going up through the roof.

Mr. Schilp – Both front and back?

Mr. Roncati – The code requires one access. If the fire department felt that two would be better than we could I'll affirm now we could make both stairs with access to the roof.

Mr. Duffy – In regards to the fire department the FTC connection the Siamese connection where is that going to be in the front?

Mr. Roncati – The Siamese connection would be required by code. We're taking our fire sign in the front of the building that's probably where it will be located. I pointed it out earlier on the floorplan but to show you on sheet A201 rendering would probably be in this area.

Mr. Duffy – Which would?

Mr. Roncati – Face Route 46.

Mr. Duffy – You would kill a parking space right.

Mr. Roncati – No because we have a sidewalk in front of the building before the parking.

Mr. Duffy – What's the code on that?

Mr. Paparozzi – Your fire department just said no.

Mr. Schilp – You can't have anything parked in front.

Mr. Roncati – We have this area here that doesn't have any parking.

Mr. Schilp – Okay that's fine.

Mr. Roncati – In this area here you have unobstructed access.

Mr. Schilp – We've had this before and they say well there's a four foot sidewalk.

Mr. Roncati – Right and our sidewalk for what it's worth is I believe eight feet at that point. I would make sure the FTC is not in between parking and the building but in an unobstructed area over here.

Mr. Schilp – Thank you.

Mr. Paparozzi – You mentioned excluding the U-Haul and the retail you expected only 8 to ten weekly trips to the self-storage.

Mr. Roncati – I said ten to fifteen but that's what's expected and just to be very specific about that that's not a person that already has a storage unit that might come in get an extra box. That would be a dedicated trip somebody who doesn't already have a storage locker in the facility you know just coming in for supplies and leaving.

Mr. Paparozzi – Where did this number come from?

Mr. Roncati – From the U-Haul operations. I spoke to them about the operations and the intensity of uses and I was just trying to clarify some of the commentary from earlier.

Mr. Paparozzi – What I noticed on a few of the applications for self-storage in Lodi what's happening now is contractors are taking spots because I guess either their office or garages are being purchased up. For example, an electrical contractor may get a cubicle for supplies and the same for a plumber or a regular contractor. If that's the case even at 10% that's 126 trips if you take 10% of the 1260 and those self-storage spots are occupied by contractors and business people and they will all be coming at the same time six or seven o'clock in the morning and then come back maybe six o'clock at night.

Mr. Roncati – In my experience there are contractors that do rent these types of storage lockers electricians and plumbers you're correct. I will not speak about trip generation as we have a traffic consultant I will defer to him. However in my experience those types of renters typically rent when there are outdoor storage facilities. I've worked on them I've seen them where you have a building like this the vast majority of people that rent here are residents apartment renters house owners who are using this facility. Typically we see the contractors in my experience when there are outdoor storage units that are separate which is a very common occurrence. You have the building and what is essentially a row of outdoor garages those tend to be the ones that are preferred by contractors because they can pull up with their van or pickup truck load stuff immediately into their van and take off. We don't have those types of storage units here. I think your question is reasonable and should be addressed by the traffic engineer.

Mr. Paparozzi – The ones that you're alluding to are really not built anymore these are the ones being built and at 1260 I would suspect that there would be a lot. First of all I'm not sure if there are that many apartments to take that many units and if that's not the case they will be rented out to the contractors in my opinion. With a limited number of parking we could have an issue and that's what I'm trying to avoid.

Ms. Murray – Where is the mechanical room for the elevator?

Mr. Roncati – It will be a machineless room. There's no separate elevator room everything is contained within the elevator shaft itself.

Ms. Murray – Okay. Is this space air conditioned?

Mr. Roncati – Yes.

Ms. Murray – It's all temperature controlled?

Mr. Roncati – Yes.

Ms. Murray – Is there any electric in any of the cubicles?

Mr. Roncati – In any of the storage lockers?

Ms. Murray – Yes.

Mr. Roncati – No.

Ms. Murray – What are those storage lockers made of and are they floor to ceiling height?

Mr. Roncati – They're floor to ceiling they're typically similar to a chain link.

Ms. Murray – So this is going to be chain link dividers?

Mr. Roncati – Yes.

Ms. Murray – You could see through them to the next storage unit.

Mr. Roncati – Yes. My client is reminding me that the top is sealed off also so you can't climb from one into the next. They're about eight feet.

Ms. Murray – The floor to ceiling height inside the floors is?

Mr. Roncati – I have eleven feet from floor to floor inside height would be about nine feet and typically the top of the storage lockers are also open mesh to allow for fire suppression.

Ms. Murray – On the first floor reused area what is that?

Mr. Roncati – The reuse area is what I was talking about before about that green program. If there's a chair that the manager thinks might be reused by somebody in the community they set chair aside and call them reuse areas.

Ms. Murray – So it's just open area.

Mr. Roncati – Just an open area where there might be a chair or a box of utensils that they think might be usable by somebody who would need that.

Ms. Murray – the truck docks here that's all street level there's no docks.

Mr. Roncati – There's no docks.

Ms. Murray – So you'd have to come in and if it's a box you have to lift it off and have a ramp of some sort to roll it up.

Mr. Roncati – Ninety five percent of people that come here are in passenger cars.

Ms. Murray – If someone comes in with a smaller truck would they.

Mr. Roncati – There's no tailgate loading here at all. The loading bays on the side of the building are for weather they're not for any type of specialty loading.

Ms. Murray – What's the size of the rollup doors?

Mr. Roncati – Eleven feet by ten feet six inches.

Mr. Duffy – You did state that access to the roof would be from either one of the two stairwells correct.

Mr. Roncati – Correct.

Mr. Duffy – Neither one of them is in the center of the building.

Mr. Roncati – Correct.

Mr. Duffy – In the front of the building is a one foot parapet you said.

Mr. Roncati – Correct.

Mr. Duffy – So we wouldn't want to put a hatch over there.

Mr. Roncati – That's a very good point unless we provide some type of fall protection but we're not at seventy feet so technically a one foot parapet would be okay.

Mr. Duffy – Actually anywhere on that roof regardless of because you have a one foot parapet and your parapet slides up they are all considered to be a fall hazard. Anybody accessing it would be subjected to it so I would recommend to put it to the back but you'd still probably have to put a guard rail around that hatch because there's the hazard falling into the hatch. I'm a safety consultant and that's what I do so this is something I know about.

Mr. Roncati – We'll provide access to the roof on the south or rear stair through a ladder with a hatch.

Mr. Duffy – You want to make sure there's two things once those hatches are open they stay open because you can't imprison somebody on the roof so what happens you have the fall hazard of falling back into it again that's why there's guard rail systems to put around it.

Mr. Schilp – There should be a rail across the back as well because anybody can walk that roof and fall and roll right down the roof and off the other side. There should be a safety barrier.

Mr. Duffy – Yeah you could easily do that and not disturb your thought process for drainage.

Mr. Roncati – We have plenty of height on the two cheek walls that come down so we can come across with a barrier.

Mr. Duffy – Forty two inches is the number you're looking for.

Ms. Murray – Your elevations do not show the lower level and it would have been nice to see that. A lot of us struggled with I think you need to modify this to show that lower level where it fits underneath the grade level plan so that we can see where it fits under the grade level plan and show the grade so we know if some of it's covered or not.

Mr. Roncati – On my elevations you want me to show the subterranean level?

Ms. Murray – Yes we should be seeing that so we would know that this is not four stories it's really four plus one below.

Mr. Roncati – On my floor plans it says lower level.

Ms. Murray – I understand but it's not on your elevation even a section would have helped cut through the building so we can see the height below grade.

Mr. Roncati – Okay.

Mr. Saad – I know you mentioned the roof leaders are all going to the back if you could just provide that to your civil engineer so he can show that on his plan how it connects to the system.

Mr. Roncati – Yes.

Mr. Saad – We discussed a sanitary sewer running underneath the building what are your thoughts on that?

Mr. Roncati – That's the first time I heard about it this evening so we'll certainly coordinate with the site engineer and make sure that it's relocated or s around the front part of the building.

Mr. Saad – Okay. My last thing is do you anticipate any auctions held on site?

Mr. Roncati – No auctions on site.

Mr. Saad – That's all I got.

Mr. Duffy – Are there any similar setups as this in the area northern New Jersey or is this a relatively new design?

Mr. Roncati – You're speaking about a multi-level like a four story facility?

Mr. Duffy – Yes.

Mr. Roncati – There's one in Hackensack just off of eighty.

Mr. Duffy – A U-Haul?

Mr. Roncati – Extra Space.

Mr. Duffy – No a U-Haul.

Mr. Roncati – There's one in Orange New Jersey. In Orange New Jersey there's a four story U-Haul facility self-storage.

Mr. Saad – Similar amount of parking?

Mr. Cotto – Similar parking not the same but similar.

Mr. Duffy – Where in Orange?

Mr. Cotto – 225 Scotland Road.

Mr. Duffy – Thank you.

Mr. Cotto – That's an old design not the current design that's on the board here.

Mr. Duffy – Okay thank you.

Mr. Paparozzi – On Scotland Road can we find out how many units are in the building.

Mr. Cotto – Sixteen hundred and forty nine.

Mr. Duffy – Does it have a retail spot also?

Mr. Roncati – Yes it does it's very similar to this one and they do the trailer hitches and the rental of trucks. An older building that was expanded so it wasn't built ground up but it's very similar in operation and 30% larger.

Mr. Schilp – What's the difference between a handicap and a non-handicap is there a big lip on the ones that are not handicapped. The storage units you have a bunch of them on the first floor and second floor.

Mr. Roncati – They're basically all the same but there's a code requirement that says you have to have a specific number of barrier free so we made sure that they have the right width.

Mr. Schilp – So it's strictly in the width of the door.

Mr. Roncati – Correct.

Mr. Schilp – A couple of years ago we did one on Midland and it wasn't there that's why I was wondering.

Mr. Roncati – There's no threshold there's no curb it's really the door access and the approach to the door.

Mr. Schilp – There was already talk about the runoff on that roof we just want to make sure that goes someplace. The heat and A/C units are going on the roof.

Mr. Roncati – Yes.

Mr. Schilp – When they put the one over here there is little to no heat on the one on Midland Avenue and minimum air conditioning and at night the leave it up high so nobody wants to stay inside.

Mr. Roncati – Yes. This isn't refrigerated storage and you don't cool to 72 degrees you cool to 80 or so the same thing with heat you're not heating to 72 you're heating to 60 degrees.

Mr. Schilp – Are there going to be any motion detectors inside the building?

Mr. Roncati – There's a full security system so that when anybody is coming in off hours before the retail is there like the 5 am we discussed that's by card access and then there are cameras and they're recording people that are coming in and out of the building.

Mr. Schilp – The concern was and there's no residents here but when we ran the other one there were a bunch of residents there and their concern and the concern of a lot of members on the Board at the time was if somebody swipes in and then doesn't leave they stay inside. They put motion detectors in theirs so if somebody decided to stay in there or sleep there overnight when they got up or moved around it would set off an alarm.

Mr. Roncati – There are motion sensors off hours so if somebody is wandering around at 2 am that will be picked up.

Mr. Schilp – Do you hand out flyers or something that tells you what is permissible and not permissible to be inside? Do you ever inspect some of the stuff that people bring in not that they bring in gasoline cans and who knows what that they bring into some of these storage facilities? Is the stuff inspected when it goes in or does somebody just back the truck up load the place up and leave?

Mr. Roncati – I don't think I can answer that we need Mr. Cotto again.

Mr. Cotto – Flammables are not permitted in the self-storage facility. If we do see we say something and they can't have it in the building and that includes the biggest thing is electric bikes we don't allow those to be stored in our facility. For the record, each room is individually alarmed so we know who's coming in and out of the facility twenty four hours a day. You're not even allowed to be in the facility for more than an hour. Anything more than an hour we generate a report so we know who is coming in and out and we do cooperate with law enforcement when necessary.

Mr. Roncati – The storage units are open so you can see in them when you're walking through the facility.

Mr. Schilp – The ones on Midland Avenue they're not they're all closed.

Mr. Cotto – That's the game changer in the market that we have state of the art security.

Mr. Schilp – One other comment I am dead set against the basement. God forbid there's any kind of fire in there the fire will fry because there's no vent there's no way to get the heat out. It's not a good situation because I'm sure there is flammable material down there sofas and boxes and all the other. I know it's sprinklered but.

Mr. Roncati – I hear your comment it's type two construction and we have the sprinkler coverage and it would be to code.

Mr. Schilp – The building is but all the material that people bring in are not. They could be all kinds of material they bring in to store. We talked about plumbers and stuff what about painters are you allowed to store paint?

Mr. Roncati – No flammables so paint counts as a flammable.

Mr. Cotto – No alcohol.

There are no more questions at this time.

Mr. Duffy asks for a motion to open to the public.

Mr. Schilp makes a motion seconded by Ms. Murray to open to the public. All in favor – YES.

Mr. Duffy – Any opposed? Having heard none motion carries. The meeting is now open to the public for this witness regarding his testimony. Having heard none.

Ms. Murray makes a motion seconded by Mr. Schilp to close to the public. All in favor – YES.

Mr. Duffy – Any opposed? Motion carries.

Due to the time the applicant will carry their application to the May 1<sup>st</sup> meeting without further notice.

## **6. RESOLUTIONS**

A.) Approval for Gloria I. Broussard, 514 Saddle River Road, Block 1309, Lot 4

Mr. Schilp makes a motion seconded by Ms. Murray to approve the resolution.

Roll call - Ms. Murray, Mr. Schilp, Mr. Manzo, Ms. Nobile, Mr. Duffy – YES.

## **7. MINUTES**

Meeting of March 6, 2023 Regular Meeting

Ms. Murray makes a motion seconded by Mr. Schilp to read and file. All in favor – YES.

## **8. COMMUNICATIONS**

Anthony Kurus to the Zoning Board, 1/6/23 (28 North Fifth Street)

Anthony Kurus to the Zoning Board, 2/16/23 (32 Spindler Terrace)

Anthony Kurus to the Zoning Board, 2/21/23 (210 US Highway Route 46)

John Da Costa to the Zoning Board, 3/20/23 (275 Hillside Avenue)

Mr. Schilp makes a motion seconded by Ms. Murray to read and file. All in favor – YES.

## **9. VOUCHERS**

Basile Birchwale & Pellino, 3/01/23, Carrols Restaurant, 439 Market St., Block 705, Lots 24-26 \$562.50

Basile Birchwale & Pellino, 3/01/23, Annual Report for Saddle Brook ZBA \$125

Neglia Engineering Assoc., 3/15/23, Deugen Development, 210 Route 46, Block 105, Lots 2&3 \$1578

Neglia Engineering Assoc., 3/15/23, John Da Costa, 275 Hillside Ave., Block 409, Lot 14 \$165

Neglia Engineering Assoc., 3/15/23, Louis Gilroy, 32 Spindler Terrace, Block 1815, Lot 7 \$165

Paparozzi Associates Inc., 2/27/23, Carrols Restaurant, 439 Market St., Block 705, Lots 24-26 \$840

Paparozzi Associates Inc., 3/22/23, Broussard, 514 Saddle River Road, Block 1309, Lot 4 \$323.50

Mr. Schilp makes a motion seconded by Ms. Murray to pay them if the funds are available.

All in favor - YES

## **10. OPEN AND CLOSE MEETING TO THE PUBLIC**

Ms. Murray makes a motion seconded by Mr. Schilp to open to the public. All in favor – YES.

Mr. Duffy – Having seen none.

Ms. Murray makes a motion seconded by Mr. Schilp to close to the public. All in favor – YES.

## **11. ADJOURN**

Mr. Manzo reminds the Board about the sewer line under the building and to make sure that they address it. The Board makes note of it.

Mr. Duffy – Can I have a motion to close.

Ms. Murray makes a motion seconded by Mr. Schilp to adjourn. All in favor – YES.

Meeting adjourned at 10:25 pm.

Respectfully submitted,

Frank Barrale  
Zoning Board Secretary