

TOWNSHIP OF SADDLE BROOK
ZONING BOARD OF ADJUSTMENT MINUTES
July 10, 2023 Regular Meeting

The Saddle Brook Zoning Board of Adjustment will hold a regular meeting 7:00 p.m. on Monday July 10, 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. Mazzer, Mr. Schilp, Mr. Tokosh, Mr. Burbano, Mr. Manzo, Ms. Nobile, Mr. Duffy – present. Mr. Marz, and Mr. Champy are absent. Anthony Cialone the Board Attorney, and Gary Paparozzi the Board Planner are also in attendance. Yasseen Saad is sitting in for Anthony Kurus the Board Engineer.

5. NEW BUSINESS

A.) Joseph Atshan, 105 MacArthur Drive, Block 504, Lot 13

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

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

Alexandra Lagomarsino comes forward she is the wife of Joseph Atshan and is sworn in by Mr. Cialone. She gives her address as 105 MacArthur Drive, Saddle Brook, New Jersey.

Mr. Duffy – Could you explain to the Board what it is you would like to do?

Ms. Lagomarsino – We have a cape cod right now and we're looking to do a garage and then over the garage we're looking to extend all the way back behind our house a little bit as well. We have three children so we need the space.

Mr. Duffy – Do any of the Board members have any questions?

Mr. Schilp – There's a small piece of property on the east side that actually belongs to the Town. It looks good I was over there and it looks good to me.

Mr. Saad – There is an easement in the back of your property you're not touching that correct.

Ms. Lagomarsino – The back of the property no right now there is a deck so we are going back out to where the deck is nothing further than that. I know there was some concern I guess the back is where Chem-aid is.

Mr. Saad – Do you know what that easement is for?

Ms. Lagomarsino – I'm not sure what exactly if you could elaborate what an easement is?

Mr. Saad – In the rear of your property is 7.5 foot easement. You're not sure.

Mr. Burbano – Are you backed up against Mayhill?

Ms. Lagomarsino – Yes.

Mr. Burbano – It's the Mayhill easement. I had a property at 133 MacArthur and they had the easement for that back street.

Mr. Saad – Got it.

Mr. Burbano – You're right up against the road right.

Ms. Lagomarsino – I'm right up against Chem-aid and I know next to us there's a property where there's I guess a sewage line that the Town owns so I don't know if that's what you're talking about.

Mr. Saad – It's like a utility easement.

Mr. Burbano – It's either the road or the utility but I know that there's an easement beyond the fence and then it comes into the fence as well.

Mr. Saad – Got you, and you're getting rid of your shed?

Ms. Lagomarsino – Yes.

Mr. Saad – Typically for any additions that result in a variance we ask for you to keep the same drainage within your property. As long as it's directed towards the center or it's not going to your neighbors that's really the main goal there.

Ms. Lagomarsino – Okay so we'll make sure there is proper drainage going back there.

Mr. Saad – Keeping your roof spouts within the property.

Mr. Duffy – I'm puzzled as to what variances we're looking for this evening.

Ms. Lagomarsino – Our property is on a corner and I guess the total distance between our neighbors because we're on the corner ended up being a little bit shy of what was allowed.

Mr. Duffy – On the Zoning Letter of Denial we got minimum single side yard is one and then minimum combined side yard is the other and your architect also lists maximum lot coverage impervious lot coverage requires 18% and you have 21% so just for the purposes of what we have to do here this evening I want to get clear.

Mr. Paparozzi – I think the existing according to Mr. Ambrogio was 21% and they're going down to 17.1% I think because of one the shed and I'm not sure about the deck. I don't know what was included on the deck. The one side setback that is preexisting is actually a variance because it's being exacerbated by going up so those are the two variances that the Board needs to consider.

Mr. Saad – Typically for a lot coverage variance which we have here we ask for a drainage, a seepage pit or just maintaining the same drainage as is existing so there's no impact to the surrounding properties.

Ms. Lagomarsino – Okay so we'll make sure that's complete.

Mr. Duffy – Relative to whether this is approved or not that will be in the resolution correct.

Mr. Cialone – Correct.

Mr. Duffy – Do you have anything further you'd like to add?

Ms. Lagomarsino – As far as the drainage goes is that something that I have to come back with any paperwork showing what the plan is?

Mr. Saad – The Board is going to take a vote today but we'll work with you and you're architect or engineer I don't know if you have an engineer but we can work with him or her.

Ms. Lagomarsino – I know our architect is Ed Chudzinski in Town so I know he is pretty familiar with the Town codes so I can always refer him to you.

Mr. Saad – We'll work with him to make sure depending on the vote today.

Ms. Lagomarsino – Thank you.

Mr. Duffy – Can I have a motion to open the 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 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 with the stipulation that our engineer and the architect or engineer go over the drainage.

Mr. Cialone – The two conditions from the Neglia Letter are any roof drains for the proposed addition shall be directed to the interior of the property or to an onsite drainage system. A grading and drainage plan should be provided to the Township Engineer to address the increase in impervious coverage and to ensure no adverse impact with respect to drainage onto adjacent properties.

Mr. Duffy – There is an increase in impervious coverage but that calculation is going to change because the shed is going so that'll be adjusted. Roll call.

Roll call - Ms. Murray, Mr. Mazzer, Mr. Schilp, Mr. Tokosh, Mr. Burbano, Mr. Manzo, Mr. Duffy – YES.

B.) Sebastian Tyburski, 280 Evans Place, Block 1713, Lot 1

Applicant requests a 12' x 21' above ground pool and 136 Square foot shed that does not conform to the zoning ordinance for Township of Saddle Brook as it exists today.

Mr. Tyburski has requested an adjournment and to have his application carried to the August 7th meeting. Ms. Murray makes a motion seconded by Mr. Schilp to have the application carried with notice to the August 7th meeting.

C.) Deugen Development, LLC, 210 US Highway Route 46, Block 120, 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. **(Applicant was carried from the April 3rd meeting to the June 5th meeting and was again carried to the July 10th meeting.)**

Mr. Duffy – We've had a discussion with the attorney there are only six eligible members to vote this evening so for the purpose of convenience for everybody we will hear the testimony that Mr. Chewcaskie's client has to offer. There will be no decision rendered on this application this evening which will give us opportunity to allow you to come back on August 7th and have a full Board in place. Because of the nature of your application you require five affirmative votes it would be prudent for us to allow you to have this.

Mr. Chewcaskie – Thank you for your consideration we will try to be brief tonight. We were last here on June 5th at that time we presented testimony from our engineer, architect and our planner. Based upon what we heard we submitted revised drawings and we are formally amending our application as follows. We are reducing the size of the building from five to four stories. We have reduced the number of storage lockers to 999 and we increased the number of parking spaces. The drawings that you have we increased from 11 to 27 prior to the meeting I said squeeze out more parking spaces. We will have a total of 34 parking spaces. Mr. Mutch will testify in that regard. We have revised drawings from Architectura which were dated June 22, 2023 and Stonefield Engineering dated June 27, 2023. The last exhibit we marked was A7 which was as part of the planner's testimony a photographic exhibit. Based upon our discussion earlier today Mr. Chairman the applicant will agree to extend the time to August 7th we expect to complete the testimony this evening and will return August 7th for a vote. I will probably ask Mr. Chairman that you give me an opportunity to briefly sum up on August 7th so prior to the vote that it is fresh in everyone's mind if that's appropriate.

Mr. Duffy – Absolutely.

Mr. Chewcaskie – We also did receive an updated report from Mr. Paparozzi the engineer did not submit a revised report. We believe we've addressed those engineering comments at the last meeting so unless there are any questions of me I will have two witnesses this evening. The first is the architect Conrad Roncati who was sworn and testified at the April and the June meetings.

Mr. Roncati comes forward to testify.

Mr. Chewcaskie – Mr. Roncati you testified in April and in June with respect to this application correct.

Mr. Roncati – Yes.

Mr. Chewcaskie – After the June meeting you were instructed to revise your drawings to reduce the scope of the proposed building and overall storage lockers correct.

Mr. Roncati – That's correct.

Mr. Chewcaskie – Could you advise the Board what you did?

Mr. Roncati – We had a generational update at the last meeting as you all recall. We had a cellar basement level originally we eliminated that prior to the last meeting. That remains gone from our plan so we still begin with a grade at grade first floor nothing below it. Our last proposal was a five story building. The change we've made primarily is to remove the fifth floor so we're now proposing a four story

building. The building footprint has remained exactly the same. The function of each space is similar to what I testified to at the last hearing. The location of the lobby, the trailer hitch location, the loading bays covered on the east side of the building all of that remains the same we've simply removed the fifth floor from the building. We also went about inside the building increasing some corridor widths, reorganizing the lockers and we've now reduced from over 1300 lockers down to 999. On my sheet A101 the one up on the screen which is June 22, 2023. I just want to make one correction we eliminated the fifth floor from the table in the bottom right hand corner but forgot to eliminate the total square footage from the five stories so this number is not correct. The correct number is 124,846 square feet. The gross are per floor on the table is correct it's just the math at the bottom is incorrect. On sheet A101 I am reflecting the ground floor of the building. Towards the top is Route 46 the showroom in the northwest corner of the building the D&R area which is where the trailer hitches are installed. We talked last time about the utility entrances that we brought up from the basement that original design is now located on this floor at the front of the building. Then on the east wall we have our covered loading bays. That's where our customer would pull in with their car be out of the weather and be able to make entrance to the building. Sheet A102 is exactly the same it's the second floor plan of the building again just locker layout has changed same for A103 which is the third floor of the building and A104 which is the fourth floor of the building. Same footprint, same dimensions, same size, same square footage area as my last presentation. A104 has not changed. This is the roof plan it shows the roof top units. If you recall the original design had a very long sloped roof from front to back. We eliminated that and made a roof that was generally flat but pitched to drains at column locations so now we have eight internal drains. Water is picked up there instead of sheet flowing off the rear into a gutter system as originally planned. This is all tied into Stonefield Engineering's Storm Water Management Plan.

Mr. Chewcaskie – Before we move to the signage just I guess to recap. The building went to four stories from five stories.

Mr. Roncati – It went down to four stories. Our total height is 46 feet to the roof deck. That is a question that was asked of me last time so I will respond to height in two ways. The roof deck is at 46 feet but the roof parapet is at 52 feet. From the street from the site you're looking at a 52 foot high wall. That allows for the protection the barrier of the parapet wall around the structure which is also something that was mentioned by a Board Member about emergency personnel or maintenance people that may be on the roof. There's a full parapet around the building and the roof is 46 feet above first floor slab.

Mr. Chewcaskie – The number of storage lockers has been reduced from 1260 to 999 correct.

Mr. Roncati – That's correct.

Mr. Chewcaskie – You also provided the signage information on the building to Stonefield correct.

Mr. Roncati – Yes I did.

Mr. Chewcaskie – There's an exhibit that was prepared based on upon that information is that correct?

Mr. Roncati – That's correct.

Mr. Chewcaskie hands out the exhibit and it is marked as A8.

Mr. Roncati – With the redesign of the building and bringing it down to four stories we also revisited not only the signage but the exterior of the building. I have color versions of these two sheets. To the Board is submitted sheet A106 which are two of the four elevations and then sheet A107 which are the other two elevations the west side and the south side of the building. I've also prepared colored versions of these elevations.

The exhibits are marked as follows A9 is a colored version of sheet A106. A10 will be sheet A107 colored version and A11 is a new drawing sheet A108 which is a three dimensional colored rendering of the building.

Mr. Roncati – On sheet A106 again this is exactly the same drawing as the black and white drawing submitted with my architectural set same signage same notes. This depicts the colors that we're proposing on the building. The building is still made of the Isoleren metal panel in a light gray. There are painted areas which are the orange on stucco and there is also stucco and some metal panel. The signage document that you have in front of you is comprised of signage that is also on this drawing. It's extracted from these exhibits and sent to Stonefield who put it on their signage exhibit. When you look at

that exhibit from Stonefield you'll see at the center of the building here this is the facade that faces Route 46 "U-Haul Center" and similar to before we had the same signage boxes "Moving Supplies" "Custom Hitches" so it's a description of what's going on with the building. At the bottom of this drawing we have the east elevation so the left side as you look from Route 46. Again the larger "U-Haul Center" and then over the loading bays the doors it says "Drive in Storage" "Pull in Load Unload" and that's on the east side of the building. Exhibit A10 is sheet A107 again colorized and you can see the materials we have on the building aluminum and glass window wall black panel the Isoleren metal panel in the light gray and then the metal panel in white at the corner over the entrance lobby. At the bottom is the rear of the building so this is the south elevation and it's just a two-tone metal panel light gray and dark gray. The last exhibit I have is the 3D rendering titled sheet A108 it carries the same June 22, 2023 date and this is exhibit A11. This is a view of the building from Route 46 from the northeast corner looking back at the building so south is to the left of the drawing. The main entry of the building you can see the glass panels that are on the building, the black metal frame, the painted areas in orange. This bottom right hand corner is the lobby entrance the main customer entrance. We have the outdoor truck covered storage areas in the northeast corner of the building and then we have the smaller garage doors and covered loading on the side of the building and all of this signage you see in the rendering is the signage I just described on the two dimensional elevations. The only thing not on these drawings that's on your signage drawing is the pylon sign. The pylon sign is not depicted on the building so it doesn't appear on my architectural exhibits but I remind you there is the pylon sign it is dimensioned in size on the plan from Stonefield and if necessary they can show you that on their larger site plan but the location is indicated on the signage submission.

Mr. Chewcaskie – So A9, 10 and 11 which are the elevations and the rendering of the building actually reflect the colors and materials to be utilized correct.

Mr. Roncati – Yes that's correct.

Mr. Chewcaskie – It also identifies the locations of the signage proposed on each side of the building.

Mr. Roncati – Yes.

Mr. Chewcaskie – A8 is a master key of that signage and its location on the building.

Mr. Roncati – Yes.

Mr. Chewcaskie – Do you have anything else to add.

Mr. Roncati – No I don't.

Mr. Duffy – Mr. Roncati would you make sure you supply these exhibits to Mr. Barrale as a matter of record?

Mr. Roncati – Yes sir.

Mr. Duffy – One of the questions I have I don't know if you're going to address it or will it be addressed by Stonefield. It says dimensional letters or lit channel letters so what's the signage on the building going to be?

Mr. Roncati – The signs are backlit channel letters.

Mr. Duffy – Okay.

Mr. Schilp – Which ones will be backlit?

Mr. Roncati – The channel letters the ones that say Boxes, Moving Supplies, Custom Hitches and on the east side Drive In Storage, Load Unload and the word Center in U-Haul. The word U-Haul itself on the east and the north façade are also backlit.

Mr. Duffy – So all the signage.

Mr. Roncati – All of them are backlit.

Mr. Paparozzi – Just one comment there was a separate submission by Stonefield for proposed signage exhibit and that was dated 6/28/23 and that shows three building signs and Mr. Roncati yours shows two. This here which was submitted 6/28/23 and says proposed signage exhibit U-Haul, U-Haul, U-Haul one two and three so I don't know if I'm missing something but it has the U-Haul sign three times.

Mr. Roncati – He's looking at Stonefield's exhibit the one we just handed out to you. The U-Haul bottom left hand corner is not intended to depict a separate U-Haul sign it's showing the U-Haul above the custom hitches in other language which is this here depicted as two signs.

There is a discussion about the submission and signage and it is clarified that there are only two U-Haul signs. There are three arrows pointing to two signs.

Mr. Roncati – We have the pylon sign which will be the main sign for people that are approaching the building from a distance heading eastbound and when they get closer they'll see the sign on the north face of the building.

Mr. Duffy – The roof how many rooftop units is it ten?

Mr. Roncati – Yes we're proposing ten rooftop units.

Mr. Duffy – Just so we're clear does that mean since your parapet is six feet.

Mr. Roncati – It's four feet perhaps I know where you're going. You won't see those units from the ground. The parapet wall will block the view of the rooftop units. We centered them towards the middle of the roof for that purpose.

Mr. Duffy asks for a clarification on the roof height and the building height.

Mr. Paparozzi – It was 46 and 52 to the parapet that's the six feet.

Mr. Duffy – That's a six foot parapet then.

Mr. Roncati – Well yes but it's measuring to the low point and the high point of the roof. The parapet because we're tapering the roof down the roof is flat but it's actually sloped so it goes from let's call it zero at the drain to two feet and then the parapet wall. The parapet wall is four feet because everything is draining away from the parapet wall towards the drains at the center of the building. The steel will be pitched. You won't see any of this from the street but the water will be carried across the roof on a pitched truss system.

Mr. Duffy – So the furthest ends is going to pitch, where are your roof drains on the perimeter.

Mr. Roncati – The roof drains are the brown circles and they say RD. That's the low point of the flat roof but then it's pitched up towards the perimeter.

Mr. Duffy – Your elevation is 46 feet the top of your parapet on the perimeter of the building is four feet but you're pitching towards the middle.

Mr. Roncati – Two feet yes.

Mr. Duffy – Okay.

Mr. Roncati – If you have a rood you need 42 inches at a minimum for a barrier on a parapet roof for safety purposes like we were asked to address. If you only allow 48 inches and then you slope up from a drain you're going to end up with less than 42 inches at the parapet wall.

Mr. Duffy – Your roof is actually built up your actual ceiling of the fourth floor is going to be flat.

Mr. Roncati – When you look up you might not notice it but the trusses that make up the roof structure are sloped. They're flat and then one side is higher than the other that allows the water to be pitched towards the drain. I've allowed for that superstructure to be sloped and still allowing for the height I need at the parapet wall around the perimeter.

Mr. Duffy – Okay.

Mr. Tokosh – When it drains where is it going to?

Mr. Chewcaskie – The site engineer can answer the question but you can certainly say where it goes from the building.

Mr. Roncati – From an architectural standpoint the water is collected on the roof there are roof drains high and low to prevent clogging. Through drain pipes within the building those locations under the slab and out beyond the building and that's where Stonefield picks up my drain pipes and manages them in their storm water plan.

Mr. Duffy – In our last meeting the hours of operation can we clarify those again? I have Monday to Thursday 7 to 7 and this is the retail end I guess not the storage.

Mr. Roncati – Yes the retail.

Mr. Duffy – It's also Saturday 7 to 7 Friday is 7 to 8 and Sunday is 7 to 6.

Mr. Roncati – Yes that's correct.

Mr. Duffy – What was the access to storage units?

Mr. Chewcaskie – We agreed to 5 am to 10 pm. Mr. Cotto clarified that. There was a concern for security so that there would be no access between 10 pm and 5 am the following day.

Mr. Duffy – I have a little problem with 5 am from my standpoint. I drove around again today I just there's so much opportunity for traffic in the back area through Sixth Street or Capitol so I have a concern about that. I just want you and your client to keep open about that.

Mr. Chewcaskie – What I'll do Mr. Chairman we'll certainly continue with the testimony and when I come back on August 7th I will indicate what hours my client whether there's a change in hours or whether they want to maintain those hours.

Mr. Duffy – That's why I'm bringing it up now.

Mr. Chewcaskie – Certainly, we can discuss it.

Mr. Duffy – Okay fair enough. Can I have a motion to open the meeting to the public?

Mr. Schilp makes a motion seconded by Mr. Tokosh 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 other witness is the civil engineer Paul Mutch.

Mr. Mutch comes forward he is reminded he is still under oath.

Mr. Chewcaskie – Mr. Mutch what did you do between the June meeting and to arrive at the revised plans?

Mr. Mutch – The revisions to the site plans were relatively modest for this hearing but we tried to address what was one of the pressing concerns of the Board and that related to parking and how the parking was going to operate on site. The previous application we were showing 18 parking spaces that was the 11 spaces along the front of the site as well as the 7 dedicated loading spaces under the building as well as the garage doors on the side of the building for the self-storage use. What we were able to do as part of these revisions and without losing any green space using the existing pavement and proposed pavement that we have and maintaining all of the green buffers and plantings on site is increase the parking on site by 16 parking spaces. We went from 18 parking spaces to 34 provided parking spaces as part of this application and those are specifically intended to address the concerns of what if you get more than two employees that drive? What if people coming for the U-Haul trucks want to leave their vehicle there for those it gives what is essentially flexibility to the site. There's 8 parking spaces located at the southwest side we envision those being employee parking spaces people leaving their cars things of the like and an additional 8 parking spaces on the easterly side of the site near the self-storage and we see those as is there an especially busy day with the self-storage is there something going on with the retail we have a little bit of spillover from the front parking area. Again looking to provide flexibility on the site without increasing impervious coverage and we ran all the trucks and delivery vehicles and emergency vehicles everything fits within this footprint so it works. That also allows us to move the employee parking spaces to those 8 in the rear which gives more flexibility to the storage of those different vehicles that will be on site as far as the U-Haul rental operation. Generally what we did is double the parking on site to allow for flexibility on the site to account for all of those unknowns that we discussed with parking need and different operations on the site.

Mr. Chewcaskie – Just so the record is clear you have a drawing that is up on the screen can you identify that drawing?

Mr. Mutch – This is sheet C4 of the updated site plan package that was submitted and that is dated June 27, 2023.

Mr. Chewcaskie – Then when I look at the off street parking requirements that are on that sheet that was submitted it says 27 spaces but based upon your testimony you can provide 34 spaces and that's what's depicted on this drawing.

Mr. Mutch – Yes so we did separate in the zoning table just to make sure we were being as conservative and within the language of the code as we could be only counted the actual parking spaces the 9 by 18 spaces located at the front and then the 16 spaces. The 7 spaces that are provided for the self-storage that are really loading spaces we didn't count that towards our parking just to be consistent how the application has been submitted to date. There are 34 areas to accommodate vehicles on site 11 spaces at the front 7 spaces on the side that are really loading operations for the self-storage and then those 16 spaces that we've added on the site totaling 34. In the parking table it's 27.

Mr. Chewcaskie – In addition was there any other change to the site plan?

Mr. Mutch – There were some modest tweaks to the signage we didn't dedicate those lanes. We were previously parking employees in the lanes that were next to the storage of the vehicles the U-Haul vehicles in the two locations on the west and southern side. We've relocated that employee parking signage to the more traditional spaces that we've added to again allow for that flexibility and that movement of vehicles on site.

Mr. Chewcaskie – The footprint of the building hasn't changed?

Mr. Mutch – It has not.

Mr. Chewcaskie – The impervious coverage hasn't changed?

Mr. Mutch – It has not.

Mr. Chewcaskie – There's no impact on this redesign to your prior testimony regarding the drainage and the landscaping?

Mr. Mutch – There is not and we still intend to comply with all of the comments and discussion that we had at the previous meetings.

Mr. Chewcaskie – As you've indicated in your past testimony that based upon your experience there are sufficient parking spaces on site to accommodate the uses being proposed.

Mr. Mutch – Yes we felt that for this use the previous supply of 18 spaces would accommodate it. We heard the obvious concerns of the Board we've upgraded that site without losing green space to provide 16 additional spaces to provide that flexibility for the unknowns. We do feel it is sufficient number of parking spaces provided for these uses.

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

Mr. Duffy – Mr. Mutch the five spaces at the drive in storage what are their dimensions?

Mr. Mutch – That's a question for the architect.

Mr. Duffy – It's your plan.

Mr. Mutch – Are you talking about the physical width?

Mr. Duffy – Yes.

Mr. Mutch – Those spaces are 11 feet in width as you pull up and the garage doors roll up so there would be an interior component to those.

Mr. Duffy – Those doors automatically open up when you pull in?

Mr. Mutch – That's correct so you will not have a car that is that is backed into that those are intended for you to pull into the building and unload your materials. The only way you could have access to the building is with that door up so you'll pull all the way in.

Mr. Duffy – If there was overflow from the rental side or the retail end of it if they pulled in there as soon as they pulled in the door would automatically open?

Mr. Mutch – I believe that's correct is it an auto door? I misspoke there is a button inside so you'll have to pull up and open the door yourself.

Mr. Duffy – What's the depth with the door closed?

Mr. Mutch – I would say the depth is roughly five feet I don't have a dimension on the plan.

Mr. Duffy – So we really can't count those additional spaces because someone has to operate the door the person has to get out of the car. We're talking about people that may not have that understanding at that point. People who are going in to load they're going to know right.

Mr. Mutch – I think if you were going to use that space the only advantage to using those loading spaces is opening the door and entering the building, to park there you'd be further than the two spaces from the entrance door You'd be further from the entrance door and those two spaces that are located under the building at the corner and in addition the 8 spaces that are now provided across the drive aisle would be more convenient for somebody to use than to park in the drive aisle and try and walk in the building around the side. If you're coming for the U-Haul use to unload you're going to open the door and pull your car in. There may be a small amount of time that your car is waiting for you to open that door but we do not feel it is going to interfere with the operations because again as we've discussed this is a self-storage use itself that area does not have any interaction with the retail component that's up front. It's very quick movement and it's a very infrequent use with the self-storage very lazy type of use for self-storage.

Mr. Duffy – So then we're not going to count them.

Mr. Mutch – We cannot count them if you want to count them as not parking spaces.

Mr. Duffy – They're loading zones they're not parking.

Mr. Paparozzi – They're loading and unloading.

Mr. Mutch – That is the reason we listed them in the table as 27.

Mr. Duffy – Okay.

Mr. Mutch – What we're trying to get across is that there is 34 spaces on this site to accommodate vehicles and we feel the addition of the 16 and that is more than sufficient to operate this use.

Mr. Chewcaskie – Mr. Duffy if Mr. Roncati could testify to the dimensions of both the door and the depth.

Mr. Duffy – I'd be interested in that.

Mr. Roncati – Before I get to that there's an inside and an outside. There's an approach to that door that then opens. Our client was speaking through our engineer saying there's a button on the inside. He thought it was an issue about emergency access. When you actually approach the door there's a sensor it will be tied into the hours of the building that we spoke about before and the doors automatically open. When you approach the door there's a sensor the door goes up. Once the door goes up you're about 33 feet 34 feet almost clear inside the building. It's arguably two parking spaces in length for a passenger car. There's plenty of room inside the building and the curbs on the outside really are just a guide to bring you into and line you up into the loading bay to get that door to open so you can pull out and then reverse on the way out.

Mr. Chewcaskie – What's the width of the door?

Mr. Roncati – I believe that they are 11 feet so they're not narrow. Most of our single family homes have doors that are 7 feet wide.

Mr. Duffy – My concern was that people would use that as a spot and they will be sticking out into the lane and so what you're telling me is that the sensor is going to raise it up so in essence they wouldn't be.

Mr. Roncati – Correct. I thought you were incorrect when you thought the door didn't open it was a good observation but just clarifying that they're automatically opening the doors.

Mr. Duffy – Thank you for clarifying that.

Ms. Nobile – I have a question about the lighting. I know you said nothing changed but I just want to make sure so I saw that there's lighting in the back and I don't see can you just clarify is there any lighting other than the signage in the front? I'm looking at C4.

Mr. Mutch – We don't show the building mounted lights on sheet C4 so let me take a look. That's sheet C8 in your set and that's displayed on the screen now. So in addition to the site lighting that you can see on sheet C4 we also have 14 building mounted lights that are positioned around the perimeter of the building as well to provide the lighting that you see there.

Ms. Nobile – Okay and I don't know if this is a question for operations or not but the timing of the lights when are they on when are they off?

Mr. Mutch – Typically these lights would turn off an hour after closing so they'll be the obvious security lighting around the doors that you see on any building but the lights will extinguish overnight.

Ms. Nobile – Everything.

Mr. Mutch – Yes.

Mr. Duffy – So they go off an hour after you close what about before you open 5 am so 4 am the lights are going to go on.

Mr. Mutch – Typically an hour before and an hour after obviously we're amenable.

Mr. Duffy – Why?

Mr. Mutch – It's just typical we are open to whatever that time period is.

Mr. Duffy – It's still a residential area back there that's why I'm concerned.

Mr. Mutch – The employees are typically coming to the site a little bit before the hours of opening this one's a little bit different because we obviously have the self-storage use that won't have it so we're amenable to working on the hours of the lighting and how soon they go on. It could come on much closer

to 5 am 6 am whatever it turns out to be because the employees are not arriving at the site at that time. We want to provide safety for the employees and I can talk it over with our client.

Mr. Duffy – So we want to look at the store hours are seven o'clock.

Mr. Mutch – Yes.

Mr. Duffy – You're employees are arriving at 4:30.

Mr. Mutch – No that's what I'm saying is that.

Mr. Duffy – What I'm saying is that this is what I want you to relate to your client that we have to look at the hours of operation there's two sets. There's your storage hours and then your retail hours and then the lighting how it affects that. if nobody's in the building at 4:30 in the morning or 4:00 in the morning I don't see any reason for the lights.

Mr. Mutch – I would agree with you if there's no employees there and I just need to confirm when they have employees on the site but our client will do that in addition to some of the other questions we're going to have answered here. Those lights would not even come on until there is someone on site. The only reason they're on before anything opens is for security for those people.

Mr. Duffy – I fully understand that we don't want hem parking in the back in the employee spots and have them walk all the way up in the dark.

Mr. Mutch – We are amenable to wherever that time period comes.

Mr. Saad – What are the hours for the facade signs the backlights?

Mr. Mutch – Similar to the lighting whatever the timing would be the same.

Ms. Murray – Could you review the landscaping that you proposed on C11?

Mr. Mutch – Certainly.

Ms. Murray – Because I don't believe we've had that on others and I think that was something we asked for.

Mr. Mutch – If my memory serves I believe the landscaping shown here was at the previous meeting but what we did in some of the conversations that we had about that residential area to the rear we did plant a hedge along the rear of that site. You basically see it in the triangle at the back of the site and that's just to provide that screening back there because we are proximate to residential there is a park back there so we provided that and I believe it was in the drawings last time and that's been maintained in its entirety in this application. We didn't add any pavement to add the parking that we're proposing.

Mr. Duffy – I don't recall if this was mentioned at all but the access in the back onto Sixth Street is that open? There's a gate now but I forget how that closes off the whole property.

Mr. Mutch – It is intended to be open in the proposed condition.

Mr. Duffy – All the time.

Mr. Mutch – Yes.

Mr. Duffy – So there can be traffic flowing some people can drive into the back of your lot at any given time?

Mr. Mutch – I believe that's true yes.

Mr. Saad – I asked at the previous meeting for them to show the Towns fire apparatus to come in from Sixth Street and that's another revision to the plan that they did for this submission. They did show the fire apparatus coming from Sixth Street.

Mr. Duffy – Al right and it was adequate turning radius?

Mr. Saad – Yes.

Mr. Mutch – We had previous discussions there's also an easement there that our site doesn't quite connect to Sixth Street and there's an existing easement that allows access to that point.

Mr. Duffy – Okay.

Mr. Mutch – So it's all legal.

Mr. Paparozzi – First on that proposed signage that was separate aside from the arrows you still have a five story building listed so that needs to be changed.

Mr. Mutch – We'll update that.

Mr. Paparozzi – Also on C4 you have the total area of the self-storage at 124,846 then you have the retail and I guess the D&R area at 30,424 when you add that and divide it by the area of the lot my floor area

ratio came out to 1.63. Tell me what I'm doing wrong. You have 124,846 for the storage plus 30,424 for the retail.

Mr. Chewcaskie – I think what it is it's a little confusing. The first total for the first floor which includes the equipment store and storage is 30,424. Floors 2 through 4 at 31,474 so it's three times 31,474 plus 30,424 then up to the 124,846.

Mr. Paparozzi – Why would it be three Mr. Chewcaskie isn't there four stories of storage?

Mr. Chewcaskie – Correct but the 30,424 includes the D&R area, the retail area and the self-storage area because the retail and D&R area are only roughly 4500 square feet.

Mr. Mutch – There's a small cut out at the northeast corner of the building that differs where the first floor is slightly smaller than 2 through 4. The gross square footage of this building is 124,846 and that is the full square footage of each floor added together and that brings us to what is listed on the plan as a 1.3 floor area ratio.

Mr. Paparozzi – It doesn't add up if you use 31,474 times 4.

Mr. Mutch – Times 3 the first floor is slightly smaller at 30,424 square feet.

Mr. Paparozzi – Okay.

Mr. Mutch – The number we can focus on is that gross floor area that's each floor combined at 124,846 which gives us the 1.3 floor area ratio which is listed in the zoning table.

Mr. Paparozzi – Now the parking spaces on the east side the 8 spaces first of all that creates a variance they're supposed to be 9 by 20 so that's a variance for parking size. Those 8 are undersized which is an additional variance. My concern is those 5 spaces and the 2 spaces are actually loading and unloading areas and even Mr. Roncati has box trucks shown on his drawing so they would have to back in. You're not going to empty it out from the back of the truck by the door you need to back in. I think with those spaces there I think you need to show especially because of the size of the stalls there some of them may be larger box trucks I don't know if the turning radius is going to fit them. That's a concern and I know you showed some turning radius for the fire truck and I think the garbage truck but this is for loading and unloading it's not for parking and I'm not sure if that area is going to work with the parking proposed on the east side. I would like to see a turning radius for a box truck that would also fit in there. I think Mr. Roncati said they were 33 feet so a box truck at 30 feet or so he's got to back up into the loading area or unloading area. He's not going to be able to make that turn if there's parking on that east side in my opinion. I think the engineer should review that just to make sure that works.

Mr. Mutch – We can look into what trucks can go where but certainly what we're anticipating the large spaces that we're showing there's 15 by 35 parking spaces two of them provided under that overhang that we were discussing at the northeast corner of the building those are intended for your large trucks like that if you have the really large vans. That's where we anticipate the largest trucks entering the building so that's got accommodation and the other loading spaces can be used by other vehicles. We'll check which spaces can accommodate and what the turning radius is but again we're talking about a use the self-storage use that we're not anticipating multiple box trucks lined up trying to get in this building. Those two spaces are anticipated to be sufficient for your larger vehicles and the remainder of the loading spaces that are provided on the site are anticipated to accommodate any other vehicles that are on the site. This is not a high intensity turn over type use. The loading spaces should be sufficient to accommodate all the vehicle and all the customers that they'll have.

Mr. Chewcaskie – If I may just to follow up with Mr. Mutch at its narrowest point the width of the access driveway between the parking area and each of the areas where the doors are is 25 feet correct.

Mr. Mutch – That's its narrowest point and extends as you get to those larger box truck areas. There's also striping across the way from those two spaces at the northeast corner of the building to provide more flexibility and again even in the scenario where you find someone that may want to use a space in that building those 8 parking spaces that we provided for overflow we do not anticipate those being highly used or high turnover spaces. So again flexibility on site for people that are utilizing the site even in those unknown situations like we're talking about where a larger vehicle is trying to access an area that may or may not be the full intention of it. We're trying to cover everything with the additional parking and the additional operations that we provide and I think we've been successful.

Mr. Paparozzi – I just don't know if you can control which size truck is going to go into those five bays when you have 33 feet. There's not going to be any enforcement there saying that a 30 foot truck is not going to go in that area if the other two are used.

Mr. Duffy – What's the height of the garage door? The width is eleven.

Mr. Mutch – I'll have to ask the architect I'm not sure what the height is.

Mr. Duffy – We didn't discuss the height.

Mr. Mutch – I'll have him provide that but just to provide a little bit extra on this if there was a scenario where somebody couldn't back their truck into those five spaces this sit affords you full circulation all the trucks can do a full circle of the building so if they found themselves in a situation where they couldn't back in and they realize they need to use a different space it's very easy to circulate the site and make that decision. This is not a high intensity use there's not going to be cars all over the place this site is well designed to accommodate even these unknown situations where somebody is not fully familiar.

Mr. Saad – I think we're going to need a turning radius to show us because with the addition of the extra parking spaces it becomes very tight.

Mr. Paparozzi – I think so too.

Mr. Mutch – We'd be happy to provide it.

Mr. Saad – If you can provide a turning exhibit with the proper U-Haul vehicles and the right dimensions then that should be sufficient.

Mr. Mutch – Absolutely.

Mr. Roncati – The door height of the garage is 12 feet typically box trucks no larger than 20 feet in length are allowed into the garages. That 12 foot height on the door will also be a limiter because if the doors were higher than a longer bigger truck could fit in. My client's telling me and it's consistent with what I've seen at other facilities that typically the loading bays are for weather, for snow, for rain, just to keep people dry and relatively warm and it's typically cars, pickup trucks, vans and if there is a box truck it's the 20 feet no larger.

Mr. Duffy – The 11 foot is the width and that takes in the bollards right.

Mr. Mutch – That's the interior of the striping.

Mr. Duffy – From the bollard to bollard.

Mr. Mutch – Yes so we're protecting the corner of that door for backing in.

Mr. Duffy – The 8 spaces across from the loading area they can be designated not to be like let's park a couple of trucks here and wait for someone to pick them up this is for clientele.

Mr. Mutch – There is no intention to park any of the U-Haul trucks in that facility.

Mr. Duffy – Tonight there's no intention.

Mr. Mutch – Yes.

Mr. Duffy – I'm talking about in the future.

Mr. Mutch – I can assume we can confirm this with our client that there would be a condition.

Mr. Duffy – This would help to quell some of the concerns about parking if they're dedicated for we're not going to put a 20 foot box truck there waiting for someone to pick it up in a rental that's not what it's designed for.

Mr. Mutch – That makes a lot of sense.

Mr. Chewcaskie – It will be dedicated and signed.

Mr. Duffy – Okay.

Mr. Paparozzi – Just one last on the parking requirement my sheet shows 162 as opposed to your sheet of 157. The code is 1 for every thousand feet of gross floor area plus five spaces for visitors. That's where the five came from.

Mr. Duffy – Okay.

Mr. Mutch – We didn't update that we do acknowledge that the total required is 162 and we are providing the 27.

Mr. Paparozzi – Okay. That's all I have Mr. Chairman.

Mr. Saad – With the added parking the east side drive aisle the directional arrows there point straight towards the diagonal striping. I think they should be realigned to reflect the new corridor.

Mr. Mutch – Certainly, clean that up.

Mr. Saad – Also we need directional arrows at the curb location on the south western corner so curved directional arrows to indicate the loop. I do have a little concern about the visibility on the southeastern turn it seems really tight there and the building's right from the corner. I know you have bollards there so there is protection for the building but depending on site operations it might be a safety issue.

Mr. Mutch – To answer the curved arrows I think I'd like to avoid doing curved arrows we can certainly do straights because that southwest corner you do have the option of going straight or going right so we're happy to agree whatever brings comfort there. It just seems like more traditional arrows would be appropriate and we understand that the turn at the southeast corner is a little bit tight which is why the bollards are provided there but again that area of the site is probably going to be the least utilized. We're not going to see a high traffic area obviously most of the operations the vehicle washing and the loading will occur on the southerly and westerly sides. I don't think there's going to be a large interaction of vehicles at that southeast corner. We've tried to provide enough turning radiuses around the rest of the site to accommodate vehicles that are moving.

Mr. Saad – Okay. My next comment is the DOT approval how's that looking?

Mr. Mutch – We are in the process of updating our plans reports and all of that and we'll be resubmitting over the next couple of weeks for the next round so probably three months away.

Mr. Saad – Did they have comments on the drainage design?

Mr. Mutch – Yes and that was part of what we testified to previous is that they saw the same types of items that you had identified so as we upgrade the plans for your letter we'll do simultaneously with the DOT and make sure you have comfort with the drainage design as well as the DOT. There's a lot of eyes on the drainage design it will be well designed and well coordinated between all of the agencies.

Mr. Saad – And then soils.

Mr. Mutch – Soils is in progress I don't know if we have the certification yet we may but as soon as we have those certifications we'll forward them for the record.

Mr. Duffy – We're all clear on the signs or do we have any questions on the signs?

Mr. Manzo – You're not addressing the sewer line. You show it going into the building you don't show it coming out and are you going to keep the clay pipe that goes under the building?

Mr. Mutch – We haven't been able to televise and nail that down but we will identify it and we will protect it and agree to maintain that pipe in its functionality.

Mr. Manzo – My concern is if it should collapse or break it's under your floor you've got to dig out your floor to fix it.

Mr. Mutch – Yeah it sits under the current building as well so we're going to obviously have to be careful we're going to have to know exactly where it is as part of construction and we're in progress on identifying where that is.

Mr. Manzo – Okay.

Mr. Saad – We requested the CCTV video inspection of the pipe to know exactly where it is and where it's going. Did you locate the pipe on Sixth Street at all the main.

Mr. Mutch – It's all in progress I don't have any results of the investigation yet.

Mr. Duffy – When do you anticipate that?

Mr. Mutch – I don't know I don't have a date in mind but it will be provided before construction but I'll work with our client and see if we can get a date.

There are no further questions.

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. Chewcaskie – That's all we have for this evening now certainly I can speak with my client and come back August 7th for a vote and have their consent to address any issues about lighting and the like. I will ask Mr. Mutch to provide a turning radius to the engineer but I don't know if you want him back at that meeting.

Mr. Duffy – I would think that if our engineer is satisfied with his turning radius that it might not be necessary.

Mr. Saad – We'll verify it prior to the meeting.

Mr. Chewcaskie – I will not bring back any of my witnesses unless the engineer is not satisfied.

Mr. Duffy – Yes get those reports to him and then he'll have ample time to do that and then we'll be able to go forward.

Mr. Chewcaskie – I request that the matter be carried to August 7th hopefully for my summation and a vote no further notice and you have the extension of time.

Ms. Murray makes a motion seconded by Mr. Schilp to accept Mr. Chewcaskie's request to be carried without notice.

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

6. RESOLUTIONS

A.) Denial for Cattino Real Estate Holdings, LLC, 225 Route 46, Block 120, Lot 3

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

Ms. Murray, Mr. Schilp, Mr. Tokosh – YES.

B.) Approval for DDC Investments, LLC, 249-255 U.S. Route 46 West, Block 120, Lots 5 & 6

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

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

7. MINUTES

Meeting of June 5, 2023 Regular Meeting

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

8. COMMUNICATIONS

Anthony Kurus to the Zoning Board, 5/15/23 (105 MacArthur Drive)

Anthony Kurus to the Zoning Board, 5/15/23 (280 Evans Place)

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

9. VOUCHERS

Basile Birchwale & Pellino, 6/01/23, Da Costa, 275 Hillside Avenue, Block 409, Lot 14 \$312.50

Basile Birchwale & Pellino, 6/01/23, Burbano, 112 Danna Way, Block 1513, Lot 9 \$250

Basile Birchwale & Pellino, 6/08/23, Deugen Development, 210 Route 46, Block 105, Lots 2 & 3 \$625

Neglia Engineering Assoc., 6/19/23, Joseph Atshan, 105 MacArthur Drive, Block 504, Lot 13 \$165

Neglia Engineering Assoc., 6/19/23, Cattino Real Estate, 225 Route 46, Block 120, Lot 3 \$604.50

Neglia Engineering Assoc., 6/19/23, Tyburski, 280 Evans Place, Block 1713, Lot 1 \$165

Neglia Engineering Assoc., 6/19/23, DDC Investments, 249-255 Rt 46, Block 120, Lot 5 \$1370.50

Neglia Engineering Assoc., 6/19/23, Galluzzo, 576 Spruce Avenue, Block 1705, Lot 12 \$1148.50

Paparozzi Associates Inc., 6/07/23, U-Haul, 210 Route 46, Block 105, Lots 2 & 3 \$155.55

Paparozzi Associates Inc., 6/07/23, Cattino Real Estate, 225 Route 46, Block 120, Lot 3 \$120.70

Paparozzi Associates Inc., 6/07/23, DDC Investments, 249-255 Rt. 46, Block 120, Lots 5 & 6 \$703.05

Return of Unused Escrow, 6/06/23, Kelley, 275 President Street, Block 105, Lot 10.01 \$19
Return of Unused Escrow, 6/06/23, Kim, 93 Graham Terrace, Block 1513, Lot 45 \$71
Return of Unused Escrow, 6/06/23, Fiore, 148 Platt Avenue, Block 506, Lot 3 \$24.59
Return of Unused Escrow, 6/06/23, Nobile, 186 Colonial Avenue, Block 1202, Lot 19 \$91.85
Return of Unused Escrow, 6/06/23, Dacunha, 353 Capitol Street, Block 102, Lot 11 \$19
Return of Unused Escrow, 6/06/23, Breonte, 126 Nedellec Drive, Block 1511, Lot 2 \$24.59
Return of Unused Escrow, 6/06/23, 40 Bella Vista Ave, LLC, 7 Welcome Rd, Block 502, Lot 22 \$14.77
Return of Unused Escrow, 6/06/23, Betancur, 10 Sterling Place, Block 906, Lot 6 \$19
Return of Unused Escrow, 6/06/23, West, 514 Saddle River Road, Block 1309, Lot 4 \$245.18

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.

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

11. ADJOURN

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

Meeting adjourned at 8:42 pm.

Respectfully submitted,

Frank Barrale
Zoning Board Secretary