

PLANNING BOARD

MINUTES

DATE: March 8, 2023

1. **Roll Call**

This is the Regular Meeting of Wednesday, March 8, 2023. Chairman Garip called the meeting to order at 7:05 p.m.

Roll call was taken and the following members were present: Mayor Labrosse, Deputy Mayor Canestrino, Mr. Contini, Mr. Iyamu, Vice Chairman Chiusolo, and Chairman Garip.

ABSENT: Mr. Dib, Mr. Martucci, Mr. Allegretta, and Ms. Solomon

LATE ARRIVAL: None

EARLY DEPARTURE: None

ALSO PRESENT: Joseph L. Mecca, Jr., Esq.; Gregory J. Polyniak, P.E., P.P., Neglia Engineering; Bridget McLaughlin, Zoning Officer; and Kim O. Furbacher, Certified Court Reporter.

2. **Payment of Bills**

MOTION BY MR. CONTINI TO APPROVE BILLS SUBMITTED. SECOND BY VICE CHAIRMAN CHIUSOLO. MOTION IS PASSED BY AN AFFIRMATIVE VOTE OF MAYOR LABROSSE, DEPUTY MAYOR CANESTRINO, MR. CONTINI, MR. IYAMU, VICE CHAIRMAN CHIUSOLO, AND CHAIRMAN GARIP.

3. **Approval of Minutes of February 2023**

MOTION MADE BY VICE CHAIRMAN CHIUSOLO TO APPROVE THE MINUTES OF THE FEBRUARY 2023 MEETING. SECOND BY MR. CONTINI. MOTION IS PASSED BY AN AFFIRMATIVE VOTE OF MAYOR LABROSSE, DEPUTY MAYOR CANESTRINO, MR. CONTINI, MR. IYAMU, VICE CHAIRMAN CHIUSOLO, AND CHAIRMAN GARIP.

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4. MEMORIALIZATIONS:

a. Applicant: 150-170 Main Street, Hackensack
Urban Development
150-170 Main Street, Block 302, Lots: 4-10
SP#3-23 V#3-23

The Applicant has recently constructed a fourteen (14) story multifamily residential use building with retail facilities and a parking garage. The constructed building includes twelve (12) residential floors, a parking garage from the basement through the second floor, and a lobby/office space with retail stores on the first floor along the Main Street frontage.

Additional improvements include a third-floor rooftop garden, a swimming pool, and streetscape improvements.

The applicant proposes to amend the previously approved development to permit a valet parking service within the existing parking garage. Furthermore, the applicant proposes to utilize only the basement level of the parking garage, which will consist of 108 valet-operated parking spaces. Additionally, seven (7) of the ADA accessible parking spaces that were located on the basement level will be relocated to the second floor of the parking garage.

MOTION TO MEMORIALIZE MADE BY MR. CONTINI.
SECOND BY MAYOR LABROSSE. MEMORIALIZATION IS
PASSED BY AN AFFIRMATIVE VOTE OF MAYOR LABROSSE,
DEPUTY MAYOR CANESTRINO, MR. CONTINI, MR. IYAMU,
VICE CHAIRMAN CHIUSOLO, AND CHAIRMAN GARIP.

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- b. Applicant: Hecker Holdings LLC
77 River Street (Block: 203, Lot(s) 4-7 &
10-16)
SP#2-23 V#2-23**

The Applicant recently constructed a three (3) story rock climbing facility with site improvements including: Construction of an asphalt parking area, sidewalk walkways, curbing, masonry walls, traffic signage, landscaping, lighting fixtures, utility upgrades, and a stormwater management system.

The Applicant proposes to amend the previously approved development to permit modifications.

MOTION TO MEMORIALIZE MADE BY VICE CHAIRMAN CHIUSOLO. SECOND BY MR. CONTINI. MEMORIALIZATION IS PASSED BY AN AFFIRMATIVE VOTE OF MAYOR LABROSSE, DEPUTY MAYOR CANESTRINO, MR. CONTINI, MR. IYAMU, VICE CHAIRMAN CHIUSOLO, AND CHAIRMAN GARIP.

5. APPLICATIONS:

- a. Applicants: John & Elisa Ingallerina
356 Park Street, Block 321, Lot 16
SP#14-22 V#14-22 CARRIED TO 4/12/2023**

The Applicant proposes to construct a three (3) story, three (3) unit townhouse development with asphalt access driveways onto Park Street and Berry Street and attached garages. Additional site improvements include paver walkways, utilities, landscape improvements, and drainage systems.

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b. Applicant: 295 Main MF 2021-Q LLC.

The Applicant proposes to raze the existing site improvements to construct a six (6) story, mixed-use development consisting of 40 apartments and 1,333 square feet of retail on the first floor. The applicant proposes twelve (12) studio units, twenty-two (22) one-bedroom units, and six (6) two-bedroom units. The applicant proposes fifty (50) triple stacked semiautomated self-parking spaces, 1,333 square feet of retail space, and a residential lobby on the first floor.

The second floor consists of utilities, a mezzanine, residents' storage, and an amenity space. The third floor consists of an amenity space, six (6) studio units and four (4) one-bedroom units. The fourth through sixth floors consist of two (2) studio units, six (6) one-bedroom units, and two (2) two-bedroom units.

Additionally, the applicant proposes a first floor connection to the parking garage of 321 Main Street. The proposed building will have an overall building height of approximately 70 feet from above the average top of curb elevation on Main Street.

A P P E A R A N C E S

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E X H I B I T S

<u>NO.</u>	<u>DESCRIPTION</u>
A-1	Preliminary and Final Site Plan Cover Sheet prepared by L2A Land Design, LLC dated 10/28/2022 and revised through 2/20/2023 - Drawing No. C-01
A-2	Existing Conditions & Demolition Plan prepared by L2A Land Design, LLC dated 10/28/2022 and revised through 2/20/2023 - Drawing No. C-02
A-3	Site Plan prepared by L2A Land Design, LLC dated 10/28/2022 and revised through 2/20/2023 - Drawing No. C-03
A-4	Vehicle Circulation Plan prepared by L2A Land Design, LLC dated 10/28/2022 and revised through 2/20/2023 - Drawing No. C-03A
A-5	Grading, Drainage & Utility Plan prepared by L2A Land Design, LLC dated 10/28/2022 and revised through 2/20/2023 Drawing No. C-04
A-6	Streetscape Plan prepared by L2A Land Design, LLC dated 10/28/2022 and revised through 2/20/2023 - Drawing No. C-05
A-7	Lighting Plan prepared by L2A Land Design, LLC dated 10/28/2022 and revised through 2/20/2023 - Drawing No. C-06
A-8	Soil Erosion & Sediment Control Plan prepared by L2A Land Design, LLC dated 10/28/2022 and revised through 2/20/2023 - Drawing No. C-07
A-9	Details - 1 prepared by L2A Land Design, LLC dated 10/28/2022 and revised through 2/20/2023 - Drawing No. C-08
A-10	Details - 2 prepared by L2A Land Design, LLC dated 10/28/2022 and revised through 2/20/2023 - Drawing No. C-09
A-11	Details - 3 prepared by L2A Land Design, LLC dated 10/28/2022 and revised through 2/20/2023 - Drawing No. C-10

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<u>NO.</u>	<u>DESCRIPTION</u>
A-12	Details - 4 prepared by L2A Land Design, LLC dated 10/28/2022 and revised through 2/20/2023 - Drawing No. C-11
A-13	Site Plan Color Rendering prepared by L2A Land Design, LLC dated 10/28/2022 and revised through 2/20/2023 - Drawing No. C-100
A-14	Block Plan and Massing prepared by Minervini Vandermark Melia Kelly Architecture + Design dated 10/19/2022 and revised through 2/16/2023 - Sheet No. Z-1
A-15	Floor Plans prepared by Minervini Vandermark Melia Kelly Architecture + Design dated 10/19/2022 and revised through 2/16/2023 - Sheet No. Z-2
A-16	Roof Plans & Sample Unit Layouts prepared by Minervini Vandermark Melia Kelly Architecture + Design dated 10/19/2022 and revised through 2/16/2023 - Sheet No. Z-3
A-17	Building and Block Elevations prepared by Minervini Vandermark Melia Kelly Architecture + Design dated 10/19/2022 and revised through 2/16/2023 - Sheet No. Z-4
A-18	Building Elevations & Section prepared by Minervini Vandermark Melia Kelly Architecture + Design dated 10/19/2022 and revised through 2/16/2023 - Sheet No. Z-5
A-19	Building Elevations & Section prepared by Minervini Vandermark Melia Kelly Architecture + Design dated 10/19/2022 and revised through 2/16/2023 - Sheet No. Z-6
A-20	Existing Photographs prepared by Minervini Vandermark Melia Kelly Architecture + Design dated 10/19/2022 and revised through 2/16/2023 - Sheet No. Z-7

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E X H I B I T S (cont'd)

<u>NO.</u>	<u>DESCRIPTION</u>
A-21	Shadow Study prepared by Minervini Vandermark Melia Kelly Architecture + Design dated 10/19/2022 and revised through 2/16/2023 - Sheet No. Z-8
A-22	Color rendering of West Camden Street Facade prepared by Minervini Vandermark Melia Kelly Architecture + Design
A-23	Color rendering of Main Street Facade prepared by Minervini Vandermark Melia Kelly Architecture + Design
A-24	Material Board prepared by Minervini Vandermark Melia Kelly Architecture + Design
A-25	Updated Shadow Study (including 321 Main Street) prepared by Minervini Vandermark Melia Kelly Architecture + Design
A-26	KREBS Lift-Slide Semi-Automated Parking System prepared by Gotham Parking Systems LLC
A-27	ALTA/NSPS Land Title Survey prepared by Kennon Survey Services Inc. Dated 7/1/2022 and revised through 1/24/2023
A-28	Traffic Impact Analysis prepared by Dolan & Dean Consulting Engineers, LLC, dated 11/3/2022
A-29	Stormwater Management Maintenance Manual prepared by L2A Land Design, LLC dated 10/28/2022
A-30	Stormwater Management Report prepared by L2A Land Design, LLC dated 10/28/2022

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P U B L I C H E A R I N G

Mr. Basralian stated: As the Chairman read, the applicant seeks preliminary and final site plan approval for a 40 residential unit and parking for 55 parking spaces, one more than is required. The property is part of 321 Main, which is a catalyst project, it's owned by the same ownership, it's connected to that and was covered under the same PILOT.

As a matter of fact, I'll get ahead of myself a little bit, all of the deliveries for this site and the garbage collection, recycling will all come through 321 Main. It will not exit or enter any deliveries as well from West Camden Street. The two properties will share the same amenities. The amenities are rather extensive at 321, and the tenants of 295 will share the same amenities with 321.

321 is an unusually shaped property. It's sort of irregular in shape. It's very narrow at the front, and the bulk of the property is 50 feet wide. Access to the building, as I said, will be from West Camden Street and the lobby will be on West Camden Street as well.

The applicant's engineer spent an excessive amount of time trying to determine which is the best way to arrange the parking. They looked at ramped parking, but because of the narrowness of the first floor, and all of the residential buildings, except when you get to sort of THE wider part just west of that, it's only 50 feet wide, and the ramps to be two lanes to allow two-way traffic would just go around and around, there was no chance for any parking.

They also examined a second alternative, which were elevators to take cars to the second level. The problem with that is it had to be close to the entrance. The elevators require someone to drive in, press the button, go up to the next floor, go out, and the reverse when they come back, so it will be one elevator up, one elevator down. And that really wasn't as efficient as it could be, because we want to avoid any stacking going out to the street.

So they hit upon the third alternative, which is what they call a "lift and slide system." It consists of two separate systems that hold 25 cars each. They are independent of each other. There's always one slot that's open for cars to pull in, and what happens, it will be better described by our consultant, everybody is assigned a parking space.

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They all have the same parking space each time. And they can identify it, because it's with a number. It always is in the same position. It may be over one or over the other side, but easily identifiable. When a tenant moves in, there's instructions on how to use the system. It's rather simple. You'll hear it's semiautomatic.

One of the interesting things about this is that these systems are all electrified, and I suppose one day all of us will be driving electric cars, so all of these -- well, some of us will be driving electric cars. All of the cars that are electric that park in the system can charge right from their own system, and it moves with them as the car moves one slide over or one slide to the left. So they won't have to use the charging stations that are at the grade level. If everything works as we're told it will work, in 20 years everyone will be driving electric cars, so it's appropriate instead of having six spaces, which is required by New Jersey statute, all of these have the potential to be electrified.

There's a standby generator for operation. As I said, everyone will be trained to it. What's interesting, because they're all assigned at the same slot each time, you don't have to take out a car, as you do with a conventional stacking system where you have to move one car out to put another car in. These cars have direct access to the driveway and can exit and enter the building accordingly.

The site plan also has five parking spaces at grade level, three of them are for handicap spaces, two of which have EV charging stations. There's another EV charging station as well. So anyone who's handicap would really park in the handicap space, because you wouldn't be utilizing the ramps of the system, the raise and level system. So it's a benefit. And I suspect that fewer cars than 50 will be in the mechanism, in the lift and slide because of the number of units that there are. And given the number of one bedroom and smaller apartments, it's unlikely that the number of automobiles would ever reach the maximum that we've provided for. That fundamentally is in fact a summary of where the testimony will go.

M I C H A E L E. D I P P L E, P.E., c/o L2A Land Design, LLC, 66 Grand Avenue, 2nd Floor, Englewood, New Jersey 07631, having been duly sworn/affirmed, testifies as follows:

Mr. Dipple's credentials were accepted by the board.

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Mr. Basralian asked: Mr. Dipple, in preparing the site plans did you also review the ordinances of the City of Hackensack and the redevelopment plan for this property?

Mr. Dipple responded: Yes, I did.

Mr. Basralian asked: Referring to the site plan, sheet C-02, existing conditions, would you just briefly describe the existing conditions, noting that the building has already been demolished?

Mr. Dipple responded: Yes. That's correct. So on the screen is sheet C-02. It's entitled "Existing Conditions and Demolition Plan," and you can see the prior building. It has a hatch through it. So as Mr. Basralian described it, it has a very odd shape. The property extends back toward 321. It has frontage along West Camden. It has a narrow frontage along Main, and of course in the northwest corner of the intersection, southeast of the site, that building would remain. And that's really it. Everything has really been removed, so if you go out there today, it's a staging area for some of the construction of 321.

Mr. Basralian stated: Just for the record, the property that will remain is not owned by the applicant.

Mr. Mecca asked: The corner?

Mr. Basralian responded: The corner property, right.

Mr. Basralian asked: As I stated in my opening remarks, that you and the applicant assessed the best way to provide the required parking.

Would you describe your analysis and how you arrived at the system that's being proposed for this property.

Mr. Dipple responded: Yes.

So we're going to go to sheet C-03 entitled "Site Plan." I'm just going to ask my assistant to maybe Zoom in, if they can a little bit on the left-hand side of the site, if possible. I might have caused a problem there.

So Mr. Basralian described it very well. Clearly a challenging site to park, so we looked at multiple options with the project architect, and they really took the lead, but I'll just give you a little bit of the preliminary insight to how it came about.

So what we show on the plan are the stacker system -- what I am going to call the "stacker," it's a move and slide or whatever you want to call it, and you're going to hear a lot more about it from the professional who handles this type of device and our

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traffic engineer, but essentially there are 18 slots, there are two stacker systems, 9 and 9, so to speak, one holds 25 cars, the other one holds 25 cars, and they're positioned along the back wall.

So that's kind of an important configuration, because we have the ability to have the drive aisle in front of them so that a car can pull in to any one of the stackers.

Getting back to Mr. Basralian's question, how did we look at this.

The ramp system was one of the things that we looked at first, and it was described very well. If we had a 20-foot wide ramp, 24-foot wide ramp, somewhere in there, we would eat up the entire width of the property with ramp, and then we would really have no opportunity really to park; we would just have ramp, a few spaces, ramp, a few spaces, and it would be very difficult to get to that 50ish number that we're trying to get to with this number of residential units.

So we look at the elevator. The elevator, the way they work is you pull into the elevator forward, you go up one floor. The back door closes behind you, you go up one floor, and the front door opens in front of you. And you always go forward, you never back out of an elevator.

So what that does is it puts the elevator close to West Camden Street so that you can also use the ground floor for parking. So where we have our drive aisle, which comes off of West Camden Street -- I'm just going to get close to the screen -- the drive aisle is located here. That's the approximate location of where the elevator would really have to be on this property in order to be able to come in and then continue forward and also preserve the ground floor parking for the other 25 vehicles.

So although that works geometrically, it's not the best solution for queuing coming in, because now we have an issue where if the elevator has to come down and someone is waiting there, there wouldn't be as much queuing room. But it still worked, we just thought that this was a much better option.

And what you will also see on this, while I'm on that, is we have an opportunity for another five parking spaces. So when I described the 50 in the stackers, we also have five ground level spaces, three of them being ADA accessible and three of them also to have EV charging stations or EV spaces.

Mr. Basralian asked: With respect to the elevator, you described parking on the first level.

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If that was the case; however, given that the property is only 50 feet wide, given an 18-foot stall space and 25 feet for two-way aisles, it really wouldn't be possible to have cars parked on both sides since there isn't enough room by a long shot?

Mr. Dipple responded: Right. That's correct. You would need 60 feet if you had 18, 24, and 18, and then the building width would be 62, 63 feet at least, and we only have a 50-foot frontage along Main, so you can see the difficulty that we came up with.

One other thing I failed to mention is, if the elevator were located where our driveway is, there would be another driveway next to it to miss the elevator and access the ground floor. So now we would eat up a lot of lobby and other things. So when you're weighing all these decisions, you start to look at the width of that curb cut, the parking on the street might be compromised. You're looking at the lobby and some of the other amenities that need to be on the ground floor just to get to parking. So it was down to those two. The ramp was never going to work. It was down to the elevators and the stackers, and we ended up with the stackers. We think it's a good idea, and you're going to hear much more about it.

Mr. Basralian asked: Just an additional question with regard to that.

In providing for the 55 parking spaces, did you ever consider at all any parking on the street or is it all intended to be within the building itself?

Mr. Dipple responded: It was intended to be within the building. We do have an opportunity for at least four spaces adjacent to the building on our side of the street, which could serve the retail, but I'll get to that. But it was never intended to be off the property, just on the property.

Mr. Basralian stated: Going to the next exhibit, if you would.

Also when you get to the exhibit, which entails the circulation, do mention the access and where it is to 321 for the removal of waste and recycling materials.

Mr. Dipple responded: Okay.

So the plan on the screen now is sheet C-03A of the same set, vehicle circulation plan, and you can see in this magenta color that the vehicles would come in off of West Camden. It's a one-way street, so West Camden only goes in a westbound direction.

That's why the cars are kind of out in the middle

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of the road. There is parking along the north side, and the cars can circulate into the driveway and then find their spot, if they're an ADA spot or one of the other spots. Those two other spots on the ground floor are located here on the east side of the building, and if they're in the stackers, if they're a resident, as Mr. Basralian stated, they would get an assigned tray that would always be their tray. It would say tray number 17, and that's where they would position themselves, and they would have plenty of access room in order to position their car in front of their tray as it comes down, and then they can pull their car onto the tray.

So that's the circulation plan.

And of course it's a 24-foot wide drive aisle coming back out of the site, and the maneuver coming back on West Camden is a simple maneuver to go westbound only.

Mr. Basralian asked: Okay. And, again, would you just refer to the area that will be connected to and accessed to 321?

Mr. Dipple responded: Yes. Okay. That was your other question.

So 321 was a project that my office also did and it's under construction now. If you look at the upper left-hand corner of the screen, there is an extension of the property toward 321. There would be a doorway there. And in that location, you would access, the loading could come through, the trash room is located just to the south of that bike storage area. So the bike storage area is here, the trash is here, there's a hallway here with a doorway.

So everything would be manually pushed or carted northward toward the parking lot of 321, and that's where the connection would be made. And on the 321 side, it's open and everything can flow from one building back to the other. This is really an addition to the building, but it's a separate lot.

Mr. Basralian asked: And also all deliveries would be handled the same way, coming through 321 and delivered into 295?

Mr. Dipple responded: That's correct. We have loading spaces on the 321 property, and those loading spaces could be utilized, and then goods or whatever are coming in through the deliveries could be brought through this same corridor and then through the elevators, whatever, to the upper floors.

Mr. Basralian asked: Also indicate for the record where the 1,1300 square feet of retail is located on Main Street?

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Mr. Dipple responded: The 1,300 square feet of retail is this L-shaped portion of the building, and it's on the ground floor, and it faces Main Street. And we have a fairly wide sidewalk there in the front along Main, in compliance with the 321 redevelopment ordinance.

Mr. Basralian asked: Going to exhibit A-5, which is the grading, drainage, and utility plan, would you just briefly run through it for the board, please.

Mr. Dipple responded: Well, the building covers really the entire site, so we're basically collecting runoff. We're working with Neglia right now regarding the stormwater management system, and I think we're very close on that. We had a couple of comments in the letter, but we think we can make this system work. It's a building now, it will be a building later, but not only the redevelopment ordinance and whatever city and state regulations require us to do some stormwater management, and the applicant is more than willing to do so.

So there would be a system underneath the ground level. There would be some collection and storage throughout the ground level. It would connect out to an inlet in West Camden. So that's where we are with the stormwater management system. It's very similar to what we did at 321 Main, so it's an extension again of the same design.

Mr. Basralian asked: And there's no inhibition to being able to satisfy the requirements for stormwater?

Mr. Dipple responded: That's correct.

Mr. Basralian asked: Would you go to exhibit A-6, which is the streetscape plan. Again, it is dated October 20, '22, revised February 20th, 2023.

Mr. Dipple responded: So interestingly along Main Street, Main Street was improved by the city quite a while ago. So here's the 321 Main site.

It's not shown as developed yet, but if you go out there, it's up on the very top.

This adjacent property is not part of the application, nor 321, but on the top side, that's 321.

So the city had already done the streetscape along Main Street. So along here in front of the proposed building, the sidewalk would extend out toward that streetscape.

If any modifications or any disturbance, of course the applicant would have to repair and replace. And we are proposing to continue the streetscape along West Camden.

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Mr. Basralian asked: Exhibit A-7, which is the lighting plan prepared by L2A.

Mr. Dipple responded: Okay.

So we're continuing with the same lighting that we used on 321, of course, and we show the illumination levels, and inside the parking ground level of the parking area, which is what we show here, we're getting very good illumination levels of 3, 5-foot candles, I can see there, and then we just modeled the streetlight as part of the streetscape out on West Camden. So we feel very good about the lighting plan, it just fits right into the city's lighting scheme.

Mr. Basralian asked: Would you also review the soil erosion and sediment control plan, please, exhibit A-8?

Mr. Dipple responded: Yes.

So we need a soil erosion and sediment control permit. We're going to get one. It's not my most exciting plan, but we will get that permit. We have 18,000 plus square feet of disturbance, which is pretty much the entire site, plus some of the right-of-way.

Mr. Basralian stated: One last question, if I may, Mr. Dipple.

Are there any engineering or site constraints that you're aware of that would prevent the building from being built in the manner that complies with the height ordinance, the redevelopment plan, soil erosion control plan, etc., and the city ordinances?

Mr. Dipple responded: No, I really don't. In fact, I'm very pleased with where we are. I have a letter here dated March 2nd, 2023, from Neglia Engineering, and we've been reviewing it the last couple of days, since we received it, and I'm very pleased with where we are in terms of the comments that have been addressed and the coordination between the applicant and the city and Neglia. So if you read through that letter, I think you would feel good about everything that's in there, as I do. So I hope the city feels the same way, and, no, I feel very good about it.

C I A R Á N K E L L Y, AIA, c/o MVMK
Architecture, 360 14th Street, Hoboken, New Jersey
07030, having been duly sworn/affirmed, testifies as follows:

Mr. Kelly's credentials were accepted by the board.

Mr. Basralian asked: Tell us about the architectural conditions of this property, what is

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being proposed and how we're proposing to do it?

Mr. Kelly responded: Thank you very much.

So this is the first sheet on my submitted set, exhibit A-14, sheet Z-1.

So to briefly describe the context and the building's location within the 321 Main redevelopment plan, the image on the top right perhaps describes it best. The 321 Main Street, that redevelopment area, includes the entire block, with the exception of one small lot, the lot between 321 Main, which is the larger building on the upper right-hand side, and our proposed building, which is the yellow building.

So, firstly, 321 Main, it's seven stories on the corner of Main and Berry, and it steps down to six on the western edge of the block on State Street.

The building on the southwestern corner is 22 Camden, which is a six-story residential building which is almost complete, if not complete. And the building in the foreground is 287 Main Street, it's the one-story commercial building on the corner of Main Street and West Camden. So our proposed building is the building that sits in between them, the yellow building as shown on this massing. It's a six-story building at 71 feet 6 inches above Main Street elevation.

We're proposing 40 residential units, and they're 900-square foot average. So the breakdown, as Joe had said, it's 12 studios, and the studio size is 665 square feet. There's 22 one-bedroom units, and they range between 870 and 900, and there are 6 two-bedrooms, and the two-bedrooms are all 1,285 square feet.

Within the building, there is 4,400 square feet of indoor amenity space. In this building and as Joe had said, the residents are also able to use the extensive amenity package at 321 Main and vice versa.

There's 1,333 square feet fronting onto Main Street, and as the redevelopment plan requires that that frontage be purely for retail. There's a small allowance for a minor residential portion, 10 percent, which in our case serves as an egress door on Main Street, but the remainder is retail frontage.

We're not permitted to have parking access on Main Street also. So even though it made a lot of sense from the lot configuration to access the garage on West Camden, it's worth noting that it's also prohibited on Main Street.

There are 55 parking spaces, as we said, and you understand and as our mechanical parking expert is

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going to explain better, 55 of those spaces are within the triple stack semiautomated self-park and counted spaces.

One final thing to talk about is the unit distribution. There are specific requirements in the redevelopment plan with minimum sizes of units, and I won't go into the details, but you should know that we meet and we comply with all those requirements. Let's see our next sheet, please.

I will very briefly walk you through the plans.

Mr. Basralian asked: This is sheet C-2?

Mr. Kelly responded: Sheet C-2, and it's exhibit A-15.

Mr. Dipple did a very good job of explaining the first floor and showing you where everything was. I will just briefly go up through the floors. So the lower right-hand corner is the second floor plan. On the second floor, we have a 3,000-square foot amenity space and we also have, I believe, 1,200-square foot of resident storage space, because due to the lot configuration, there are interior spaces where we don't get natural light on the second floor, and so it's always a very desirable amenity for the residents is storage space. That's on the second floor. We also have a small upper mezzanine on the retail space, because that retail space is double height. It's at 24 feet high on the street, as is our main residential lobby, by the way.

If we go to the top left, that's the first residential floor, that's the third floor. There are lot coverage on the lower levels meeting the required setbacks, which is 18 feet from back to curb on Main Street and 12 feet on West Camden. We have a lot coverage of 92 percent at the base or the podium of the building. Once we get to the residential floors at the third floor, that reduces substantially down to 62 percent, I believe.

On the upper left corner of that third floor plan, there is a 1,400-square foot amenity space, which opens out to a lower roof deck, a landscaped outdoor space for the residents. And all the units fronting onto that side, the northern side, they all get terraces on that northern side where we have that lower roof condition.

Then briefly stepping up, floors 4, 5, and 6 are all the same. There's 10 units per floor. Here we introduce our two bedroom units. We have a two bedroom unit on the northwestern corner, and also a two bedroom unit fronting onto Main Street.

Mr. Contini asked: Does each floor connect to

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321?

Mr. Kelly responded: No, the connection at 321 only occurs at the first floor. Once that you get to the third floor, the residential floors of the building is stepping back, as is 321 respectively on its site. So there's no connection. They are not close to each other on the upper levels. And I do have a slide later that explains the connection in the context of 321, so you'll see that a bit better.

So this is sheet Z-3. It's exhibit A-16. Here we're showing how the typical units lay out, and I won't get into the detail of it, but you'll see that they're all very generously laid out. All of the living and bedroom spaces are very generous dimensions. They're all, of course, fully ADA accessible, as is the entire building.

I want to briefly point out the upper roof plan.

We're not proposing any access or use occupancy on the upper roof. It's purely for rooftop mechanicals, and the access will only be for that.

So we have a four-foot parapet that screens all of the roof mechanicals. The mechanicals are all setback a minimum of 15 feet from the street, as they're required to be.

One thing that this plan doesn't locate, and I'll just explain where it is, is a generator. There will be a generator in the building for the residential occupants themselves but also for that mechanical system. That generator will be placed behind the elevator bulkhead on the western side. So it's completely concealed from the street, it's also enclosed in a sound enclosure, which comes with the generator itself.

So this is sheet C-4. It's coming into focus. This is the street elevations, both a blowup detail version and also seen within the overall blocks, the block frontages. It's exhibit number A-16. But I'm not going to describe the elevations with this slide. I'm going to go to the next slide, which is a rendering first with the West Camden Street frontage.

And you'll see that both street frontages are very similar. It's a consistent language throughout. But there's some things I want to point out. One is that from the start, this building is being conceived as a little sister, I guess, to 321 Main, and there's a very distinctive material palette at 321, primarily brick, but with some accents of composite aluminum.

So here we have three bricks. We start out at

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the base of the building with a lighter white, off-white brick. Then we ascend to the body of the building, and then we have I guess the top or the head of the building top, and the three are differentiated by these three tones of brick.

Now, the lightest brick and the uppermost brick are the two bricks at 321 Main.

Would you mind going to the next slide, and I will show them. I also have physical samples, if you want to see them.

But the lighter brick is a North Castle brick, and that is complemented with a matching custom cast stone at the accent bands on the headers and sills. The middle brick is Silverstone Gray by Eqtech, again matching cast stone and mortar, and the top brick is the Vintage Black Smooth, again by Eqtech. So those lightest and darkest are the converse of 321. It's a consistent palette. We have two ACM colors, Dark Faux Ink is one of those colors and the Mica Clear. The Mica Clear is between the windows.

And then lastly, where we have the non-street frontage facades, where we have the back of the building, where we have a fiber cement pattern matching the pattern of the front facade, the configuration, but in a cement board palette. And the three cement board colors are Evening Blue, Iron Gray, and Aged Pewter.

So this is the Main Street elevation, again very similar but it's a narrow frontage.

We don't have renderings of the rear, but these are the drawing 2D elevations. The lower drawing I described earlier how the units fronting that side have terraces at the second floor. Well, the units above them have balconies also. We tried to get as much outdoor space for the units as possible.

So this is sheet Z-6. It's exhibit A-19, and this is a broader plan showing how our building relates at the first floor to 321 Main. Our building is obviously in yellow. The 321 overall first floor plan is above that. The purple or highlighted area is their loading zone. And the arrows are very crudely drawn, but they show basically how people can flow between the two.

Now, 321 Main is currently under construction. The construction drawings of that building did include for the ability to have openings at these locations, and obviously should this building be approved, we would have an opposing opening on our side. We have a double door on the lower and a single door connecting to their bike room, and it

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just provides for free flow access between the two garages.

And, again, we can keep going.

So to touch on this briefly, one of the comments in the engineering review letter was that we had provided the shadow study as required. We had neglected to show 321 Main on there, which is a very important part of this. So the next slide, with your permission, is an updated version of that.

So really things don't change. Our building is what it is and the shadows it casts are the same. And I'm happy to report that when you look at this, because our building is to the south of 321 Main, it's setback from our northern property line, 321 Main being to the north and setback from their southern property line, we have a significant distance between the two. And the shadow of our building really only touches 321 Main in what I would describe as the winter months, so it's when the sun is low in the sky and it casts a long shadow. And you can see that primarily over the right-hand side of the page.

The thing is, of course, that where that happens is, as I said, where they have windows on their property, they're fully setback, and where their building is up to their property line, it's a blank wall. So there are no units affected by that. And also that building, of course, is by the same client, the same owner, and they're fully aware of this condition, so just to point that out.

That's the end of my presentation.

If you want to go back. So maybe go back to either -- go back to the West Camden Street elevation. It's about two more renderings up.

Mr. Basralian stated: 18, I think, 18 or 19.

Mr. Kelly stated: Yeah, the next slide will show it.

So you can see it here on the right-hand side of this image. You know, we have an existing building on the corner, which is one-story, our building is six stories. Because that one-story property fronts to the south, West Camden Street on the south, if that building was ever to be built or developed, rather, in line with the other buildings in the redevelopment zone, it would have to be configured such that its cores and circulation are on the north side and all their windows face the street, which means they will have a blank wall on that north side.

So when we were designing this building, it made sense therefore that we would have -- and we only had

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the option of single loaded corridor -- that our blank wall would be on the southern side. So you have a condition when this building is built and that one-story building exists, where we do have an exposed wall facing the street.

What this slide will show you, and it's what I talked about with the fiber cement cladding, is that we are replicating the interest of the street facades on those blank walls. So it's almost, I don't like to say it, but it's almost like a fake window that you'll see from a distance that this building has articulation, even though it is a flat wall with no actual windows.

Mr. Basralian asked: But you designed that rather than having people looking at the two flat walls?

Mr. Kelly responded: Correct.

Mr. Basralian asked: In the anticipation that in the future that other building may be constructed?

Mr. Kelly responded: Exactly.

W I L L I A M N A S H, c/o Gotham Parking Systems, LLC, 812 Grand Street, Apt. 321, Hoboken, New Jersey 07030, having been duly sworn/affirmed, testifies as follows:

Mr. Basralian asked: Mr. Nash, are you the principal of Gotham Parking Systems, LLC?

Mr. Nash responded: I am.

Mr. Basralian asked: What is your occupation?

Mr. Nash responded: I am a consultant for various valet and automated parking systems and a sales agent for various manufacturers of those systems.

Mr. Basralian asked: Did you mention the name of the manufacturer?

Mr. Nash responded: I did not.

As it pertains to this project, I'd be representing a company by the name of KREBS, which was founded in 1966. I think you can see it up here on this slide as well.

Mr. Basralian asked: Now, will KREBS, the manufacturer, install and maintain this system you're about to talk about?

Mr. Nash responded: Yes. Correct. They will manufacture, install, and maintain the system.

Mr. Basralian asked: How long have you been a consultant representative for parking systems?

Mr. Nash responded: I started in this business in 2008, and I have worked for a number of different suppliers over the years, but I've been doing it continually since that time.

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Mr. Basralian asked: Now, in conjunction with your work in providing for these systems, have you also appeared before planning boards and boards of adjustment with respect to parking systems that you've consulted on?

Mr. Nash responded: Yes, I have. I've given testimony in Bayonne, in Long Branch, and in Manhattan, New York City.

Mr. Basralian asked: And also Jersey City, by chance?

Mr. Nash responded: Oh, yes.

Mr. Basralian asked: To your knowledge, how many of these semi-auto systems are in use --

Mr. Nash responded: Well, there's not an exact count, but I'm aware of approximately 100 systems in use all over the United States. There's about 12 roughly in New Jersey and about the same number in New York City. So in this direct area, there are a number of systems in use every day.

Mr. Basralian asked: Where are these types of systems utilized, what types of buildings?

Mr. Nash responded: Almost exclusively in residential projects like the one that we're contemplating here this evening. I'm not aware of many or any commercial applications for like office buildings and things like that.

Mr. Basralian asked: If we can go to your exhibit with respect to the automation, do you have the exhibit number? It's 26.

Mr. Nash responded: Okay. Exhibit 26, which is on the screen here. Yes, I think a picture is worth a thousand words and we even have some video here, which will be even more helpful.

So if we can advance to the next slide.

There we go.

So you've heard the system called this evening a "lift-slide system," and it really technically is called "semiautomated." And so let me just tell us what this is not.

So there are three principal types of systems that are used for mechanical parking. The first, broadly speaking, are what we call valet operated parking stackers, and those you've seen all over the streets of New York City. I understand there might be one project in your town that has them. You need a valet to be able to actually remove the car from the ground floor, and then lower a car down, and then remove that car, and sometimes they are stacked up to four high. So each car has to be manually removed by a valet and then re-stored by a valet. That is not

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what we're talking about here tonight.

On the far end of the spectrum is what we call a "fully automated parking system," and that's a system where you park in what looks like a single car garage. There's lasers that guide you into place, there's a screen that tells you go left, go right.

And then once you're in place, it will instruct you to put on your emergency brake and exit the vehicle and go to a kiosk outside of what we call the "entry/exit cabin," identify yourself, the door closes, and then your car is taken by a robot and parked somewhere in the building. You don't have an assigned parking space, you have a parking right in that case. That is not what we're talking about here.

What we are talking about here is a semiautomated parking system, meaning you actually have to drive to your pallet that you park on. And then once you put your car into the system, you exit the system, activate it, the gate will close, and the system will then become automated from that point forward, but it's semiautomated because you actually have to drive and park onto the pallet. So that is the system that we're proposing here, also known as a "lift-slide."

So why is it called that? Well, the spaces on the ground floor, as you can see, they slide. So they go left and right. And any movement to the side in this system that I'm going to talk about tonight is to make room for a car coming down from above.

On the ground floor, we don't have to make room for a car coming down from above, so basically the people on the ground floor will activate the system, the gate will go up, they're go into their car, it will not move at all, they'll just exit the system.

They'll get out, close the gate, and then pull out of the building on their way.

The middle spaces, right, will go left and right and up and down. So those spaces, in the case that you're trying to get a car from the middle level, if there's a ground floor car below it, that car will slide left or right, as the case may be, and then the car will come down from the middle level to the ground floor, at which point, once it's in position, the gate will open, the driver will go in, get their car, exit the system, go close the gate, and then go on their way.

And the same thing happens on the upper level, except the cars in that upper level do not need to slide from side to side. They are just going to travel vertically. So in the case that you need to

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get a car from the upper level, the cars in the middle level and the ground floor will in synch -- you know, synchronize, at the same time, thank you, will slide left or right to get out of the way of the desired vehicle that's being brought down to the ground floor.

Same thing, once the car is in position on the ground floor, the gate will open, the driver will enter the vehicle, exit the system, close the gate, and then exit the building.

So does everybody understand, generally speaking, how that system works? We're just talking 20,000 feet right now. I want to make sure you understand generally what I'm talking about how this thing functions.

Mr. Basralian asked: Mr. Nash, before you do that, I had stated in the opening statement that there are two separate systems, each for 25 cars, and that they operate independently from each other. Is that true? Is that correct, that the two systems --

Mr. Nash responded: What you're seeing here on the screen is a generic presentation that I prepare for testimony like this, it is not a depiction of the system that is proposed here. That system is actually nine spaces across and three levels high times two. So you have two identical systems that have, what you would see is 27 cubbies effectively for cars, with two of them empty. Two of them are empty so that the middle level and the ground floor can slide to get out of the way of the cars coming down from above.

So they'll be 25 cars, 25 steel pallets able to park 25 cars in each of the two systems, netting you 50 total parking spaces.

Mr. Basralian asked: Now, in addition, I indicated that these systems are powered so that in the future, if necessary, EV stations can be inserted into the various pallets, if you will, so that everyone can charge their electric car right in their pallet, without having to use the grade level recharging stations?

Mr. Nash responded: Yes, yes, that would be a future modification, but there's electricity running to all of the pallets in order to enable that sideways movement and vertical movement. So it would be increasing the power supply and adding an EV charging unit to the back of the pallet.

Mr. Basralian asked: And the future modifications he's referring to is the installation

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of the EV charging station?

Mr. Nash responded: Correct.

Mr. Basralian stated: Okay. I always wanted to say this.

Let's go to the videotape, if you will.

Mr. Nash responded: Yes.

All right. So this is a project in Bound Brook, New Jersey, smaller than this in that it is only two levels above grade, but this one actually has a pit down below, which is a way that we can get more cars into a space without having to push up the ground floor.

So this is me going to park. I'm entering a code into the system and confirming that I want to store my vehicle. And then the system is going to accept that order, and it's going to start sliding the leftmost pallet on the ground floor to the right, because it's going to make room for the leftmost pallet in the upper level to come down.

The system is controlled by a computer called a PLC, programmable logic controller, which talks to the various motors and sensors within the system. So it will not initiate the next transaction until a sensor tells it that that pallet has slid all the way out of the right and then it will actually start lowering the pallet down. It will not raise the gate until the sensors tell it that that pallet is now into the ground floor. And now it's going to raise the gate for me to be able to pull in.

On the wall behind, you'll see arrows that are indicating whether or not I need to pull forward or pull backwards. That's because there are sensors in the front and the back of the vehicle, laser sensors that detect whether the vehicle is parked too far forward or too far backward for the system to be able to store it correctly.

Once it's in position, it will say okay, at which point I know I can exit my vehicle and then walk over to the keypad, where I still have line of sight to the machine.

At this point, I can just walk away. I was filming so I stuck around for a little while. The transaction's over at this point. And you can watch my car being stored.

So what you'll notice here is that that car is being stored. That would be my pallet every single time I park. So there would be a number, let's say number one -- the numbers haven't been applied to the front of these spaces yet because this system was just commissioned, but there would be a space number

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one, and I would be able to identify my parking space every single time. So I know that I'm going to park, looking to enter on the far left of this system every single time. You're not guessing when you come into the garage.

And so now I've come back and I've said, hey, I would like to get pallet number one, and the system's retrieving my vehicle for me.

Mr. Contini asked: What if you punched in somebody else's number?

Mr. Nash responded: Well, there would be a code. You know, you enter your pallet number and then a PIN effectively, but you still don't have the key to operate the vehicle, so it's no different than just walking up to somebody's car sitting in a parking garage, really.

Deputy Mayor Canestrino asked: You can only do one of these at a time? How long does it take?

Mr. Nash responded: Well, because there's two systems, you can do two simultaneously at a time.

Deputy Mayor Canestrino asked: How long does it take to do one actually?

Mr. Nash responded: Well, so the ground floor spaces -- first of all, this system here was specified with what are called "contacts" instead of inverters. Inverters will increase the electricity flowing to the engines. So this system could be made about 15 percent faster had it been specified with inverters.

I actually wanted all my timing and testimony here to line up to the video, so in this particular case, it takes an average of 55 seconds to get a ground floor space. Let me just make sure I've got that information correct. Hold on. 55 seconds to get a ground floor space. Two minutes on average to get a middle level space. And two minutes and 35 seconds to get a space from the uppermost level of this proposed system. The average then would be about a minute and 50 seconds between ground floor, middle, and upper level.

So each system is capable of processing 32 vehicles per hour. Assuming that you just had people lined up and ready to go, it would be able to do 32 vehicles per hour in each system or 64 vehicles per hour in total between the two systems. And I --

Deputy Mayor Canestrino stated: That's assuming that every other person is in one of the two things. You can have five people in a row that are going to the first one.

Mr. Nash responded: Yes, so there is a traffic

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study, there's been a traffic study performed on this particular garage. The estimate at the peak hour of the residential portion, non-retail because retail users will not be using this system. You get trained by the superintendent when you move into the building how to use the system, and then it would be only residents that are there.

So the peak hour demand, according to the traffic study that's been entered in for this project, is 10 residential users coming in in the peak hour and six residential users going out during the peak hour.

That's in the evening, as I understand it. That would mean 16 total transactions in the peak hour.

And as I just testified, the two systems together are capable of doing 64 transactions per hour.

So, you know, clearly there's the possibility that people can arrive at the same time and request their car, but it's highly unlikely, given the number of spaces that are in this garage. They're more likely to be a little bit spread out throughout the course of the hour. And of course I think they'll be testimony later that can speak to that in more detail and the model that was used to arrive at that trip generation number, but I feel in my professional opinion that these two systems are more than adequate to meet the demand. And in the case that there is simultaneous requests in the same system, remember, because if they're simultaneous in two different systems, they can both get their cars, but if there are simultaneous requests, it will be, like I said, somewhere between 55 seconds and 2 minutes and 30 seconds before the next transaction is ready to be taken. So it's a minor inconvenience to be able to park your cars in an urban environment.

Deputy Mayor Canestrino asked: Is there any room to queue them? Are they going to be on the sidewalk?

Mr. Nash responded: So, again, I doubt that there will be enough demand at this site to form queuing but there is --

Deputy Mayor Canestrino asked: On the sidewalk with two cars?

Mr. Nash responded: One of the advantages of this site is there's room to accept cars coming off of the road, first of all, in front of the entry gate, right, and there's room for two cars, I believe, and then inside the garage. Once you're in the garage, cars can pull along to each of their parking spaces. So the only time that there is any potential for a queue to form would be if three people showed up at the same time and one of them

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happened to be in the parking space directly and in front of the driveway. That is possible. It's unlikely, but it's possible. And when it does happen, it will clear itself very quickly.

Deputy Mayor Canestrino stated: I'm worried about them queuing outside, so I just want to make sure we feel comfortable that's not going to happen.

Mr. Basralian stated: Deputy Mayor, remember there's a 24-foot two-way driveway, so there's room to queue inside the building so that doesn't happen.

Mr. Nash responded: This is a principal concern in every project that we address. I also looked at this being a side street and not a main street, you know, and I think there's adequate queuing inside the building to handle it, and the system's ability to process two transactions simultaneously I think would relieve any of those concerns.

Deputy Mayor Canestrino asked: How many cars could fit inside the building? If there's a queue, how many can you fit back-to-back?

Mr. Nash responded: I haven't measured it out, but my estimate is probably about 15.

I mean, there's a lot of room to pull cars left and right inside this building.

I just don't think it's going to come to that.

Mr. Contini asked: Regarding the size of the vehicles, I noticed you have a pretty small vehicle that pulled in there?

Mr. Nash responded: Yeah, it's a Subaru Crosstrek. It's actually not tall, but it's pretty wide. It's a crossover SUV, so it's got a wide wheel base, it's not a narrow vehicle, but the spaces that we are talking about here designed for this building will fit 18-foot long vehicles, which are almost every passenger vehicle on the road. I think the only thing that wouldn't fit in here is like a Cadillac Escalade ESV, which is like the extended length version, but pretty much every passenger vehicle on the road will fit inside one of these systems.

Mr. Contini asked: And the SUVs?

Mr. Nash responded: Yes.

And I think it was mentioned earlier but it's important to note, this system is planned to be on backup power. So it will not work unless it's got energy, right, and the plan is to provide backup power for it so people will be able to retrieve their cars in the event of an outage.

Mayor Labrosse asked: When you say "backup power," you're talking about a generator that you're

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installing?

Mr. Nash responded: Yes.

Mayor Labrosse asked: There's no battery backup?

Mr. Nash responded: No, there's no battery backup, it's to the generator.

Mayor Labrosse asked: You will be able to manually get the vehicle out, if the generator were to fail and we have a loss of power?

Mr. Nash responded: Yeah, in the unlikely event that the electricity goes and the generator goes, then you won't be able to retrieve your vehicle.

Mayor Labrosse asked: Is the generator going to be diesel, natural gas?

Mr. Basralian responded: I would presume natural gas, because it's on the roof. As indicated by the engineer, it's located on the roof behind the elevator shaft and enclosed in soundproofing.

Vice Chairman Chiusolo asked: On the roof?

Mr. Basralian responded: Yes, it's on the roof.

Vice Chairman Chiusolo asked: So the exhaust is not going anywhere where it could be accessible to the tenants? It's higher than the building, higher than the roof?

Mr. Basralian responded: Yes.

Mayor Labrosse asked: Obviously there's going to be fire suppression in the garage, but is additional fire suppression required because they're stacking vehicles plus the possibility of EVs parking in there?

Mr. Nash responded: We complied with local code, but it's very typical to put sprinklers on every level of the parking system.

Mayor Labrosse asked: I'm a safety officer. I know we're hearing that certain states might be banning EV vehicles in parking decks because it's almost impossible to put out a fire without a suppression unit, to really put out an EV fire, and I've seen video that we've watched.

Chairman Garip asked: They're worse than gasoline fires?

Mayor Labrosse responded: Yes. I'll show you video later. Yeah, I'm concerned. I know as long as we're within code, we're okay, but I'm just wondering if there's any other type of extra suppression if you might know?

Mr. Nash responded: Yeah.

Typically there's no extra suppression. I'm aware of the issue you raised. I know the EV manufacturers are moving toward EV batteries that do not have that issue, but it's not yet prevalent in

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the marketplace, so what I will tell you is the key is to have fire separation between the garage area and any occupied areas of the building so that in the event of a fire, it doesn't spread to the occupied areas of the building. And that's generally what's been the recommended course of action in municipalities that I've dealt is essentially just to create enough fire separation and wait for the technology to change.

Mr. Iyamu asked: You mentioned that there were two models for this system, one with the inverter and other one you mentioned was contact.

Mr. Nash responded: Yes, it's actually just an option in how the system is engineered. So inverters can change the amount of electricity going to the motor, and thus allow the motor to move a little bit faster, only at about 15 percent more, but when you're sitting there watching your car come down very slowly, that 15 percent makes a difference.

Mr. Iyamu asked: So you mentioned there's also the option to add EV parking at a later date. Does that feature currently exist by KREBS? Does that exist currently?

Mr. Nash responded: That's an integration of existing technology, so there are multiple EV charging suppliers out there.

Mr. Iyamu asked: Is that available on both models of this system?

Mr. Nash responded: Yes. I mean, it is an option that can be implemented on this system.

Mr. Iyamu asked: On the inverted and the contact?

Mr. Nash responded: Well, the EV charging is separate from the inverter/contact question.

Mr. Iyamu asked: That's why I'm asking with the inverter. You mentioned that you can adjust the power, and with the EV you mentioned that they are electrically powered and you can add more to it.

Mr. Nash responded: Yeah, it's not requiring additional power to the system, whatever is specified. What it's doing is it's taking full advantage of the power that's available by using the inverter as opposed to using less than is available with the contact, but there needs to be additional power supplied for sure. And that's a topic that has come up, and I've been assured that's available, if needed.

E L I Z A B E T H D O L A N, P.E., c/o Dolan & Dean Consulting Engineers, LLC, 181 West High Street, Somerville, New Jersey 08876, having been duly

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sworn/affirmed, testifies as follows:

Ms. Dolan's credentials were accepted by the board.

Mr. Basralian asked: Ms. Dolan, did you prepare the traffic impact analysis for this project dated November 3rd, 2022, which was submitted to the board?

Ms. Dolan responded: Yes.

Mr. Basralian asked: Would you review your traffic study, and, in particular, when you go to the garage, the number of cars ingressing and egressing through the AM and PM peak?

Ms. Dolan responded: Yes. Certainly.

You've heard from prior witnesses and you know from a review of the plans, we're looking at 40 apartments and a small retail area, just over 1,000 square feet. A formal traffic study has been prepared and submitted, as we said, dated November 3rd, 2022, and that was based on formal traffic counts that our office conducted at State Street and West Camden Street and Main Street and West Camden Street on Tuesday, October 25, 2022. We counted from seven in the morning until nine in the morning, and then from 4 to 6:30 in the evening. School was in session; the weather was fine. It was normal, typical operating conditions on the adjacent roadway system.

That formed the basis of our analysis. We look at the busiest one hour in the morning, busiest one hour in the evening based on the actual traffic counts, and then we project driveway volumes for the uses that are proposed.

So once we isolated our weekday morning and evening peak hours, we then moved on to projecting traffic for these apartments and for the small retail area. We do this by using data that's published by the Institute of Transportation Engineers.

I didn't realize this was going to be up.

Keep scrolling, it will be the next table.

The Institute of Transportation Engineers or ITE provides a manual that helps us estimate traffic for proposed uses, in this case 40 apartments and the 1,333 square feet of retail space. And what's showing on the screen now is Table 1 on page 6 of our traffic study and summarizes the weekday morning and weekday evening peak hour volumes for our proposed uses.

Again, these are estimates, they're based on studies conducted at actual multifamily developments and at retail facilities by traffic engineers. The data is submitted to the ITE, and they provide trip

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rates based on the number of units or in this case the building area of the nominal retail space.

As you would expect, there would be very few trips generated by the retail space, particularly during the morning peak hour, many retail spaces aren't even open. So we're looking at a total of three movements for the retail in the morning peak hour and nine in the evening peak hour.

Mr. Basralian stated: I think it's says three for the --

Ms. Dolan responded: For the morning peak hour, right; two entering, one exiting, for a total of three.

Mr. Basralian asked: That's for retail, right?

Ms. Dolan responded: For the retail, and then the retail in the evening peak hour, four entering, five exiting for a total of nine.

The apartment activity we would expect to be higher. We see three entering, 12 exiting, for a total of 15 in the morning peak hour. Ten entering, which I believe was the number that Mr. Nash was talking about a few minutes ago that he got that from our report, so for the apartments 10 entering, six exiting, for a total of 16 residential driveway movements during the evening peak hour.

This is not a high generating facility. It's not considered significant by ITE or NJDOT standards.

Typically, when you generate 100 or more trips in one hour, that's considered a level that's worthy of a formal analysis, because you may be creating an impact on the adjacent roadway systems.

What our report and analysis does is take those actual traffic counts that we collected at the intersections on either side of our site, combines them with some projected growth and the development traffic from 321 Main that we've talked about a lot tonight, and then forecast a future condition with the projected driveway volumes. We do a before and after analysis of the intersections without the site traffic, with the site traffic, and in this case we find that there's no degradation of the operating levels of service, and that, most importantly for the discussion we're going to have next, is that our driveway will function at the top of the level of service scale, level of service A, which means little or no delay.

Now, part of this is because West Camden Street is one-way in the westbound direction, so we don't have a lot of conflicting movements; vehicles turning right in and right out.

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So from a strict analysis perspective, we wouldn't expect any queuing, because the volumes on West Camden Street, combined with the driveway volumes, are not that high, and the peak hour volumes entering and exiting our site are not that high. So at a level of service A, you're not expecting any queuing.

I know in Mr. Polyniak's report he asked about queuing associated with the gate, because there will be a gate for our residents entering and exiting this parking area. We can store two vehicles on the driveway before the gate. We wouldn't expect that, unless it is a random occurrence where two people come in at once, but then as Mr. Nash was talking about and to follow-up on Mr. Dipple's testimony, we've got a two-way aisle within the parking garage that can accommodate vehicles parallel to the parking spaces, if need be. But based on my experience and the ITE data, we're not looking at all residents returning at once or leaving at once. You've got about a quarter to a third of the residents leaving during each hour in the morning and then the same thing in the evening, they're returning over several hours.

So the numbers that we're looking at from a queuing perspective, whether it's because of the gate that's controlling the garage or the parking stacker system, I don't see becoming a concern or reality or a problem at this location because of the driveway length and the ability to store vehicles within the parking aisle parallel to the spaces.

We've got a capacity, Mr. Nash says, for moving 64 cars in a one hour period with these two stacker systems. But don't forget, we also have five spaces on the surface level. So if there's a handicap resident, they're not going to be in the stacker system. We've got a couple of handicap spaces and we've got the two conventional spaces towards the Main Street end of the building.

So with 10 cars coming in, six cars going out in the course of an hour, I don't see a queuing problem, and I think that based on the testimony you heard from Mr. Nash, that we can accommodate the movements for our residents. These will be regular users.

The overall parking calculation requires that there be four spaces for the 1,333 square feet of retail. We've got a total of 55 spaces within the parking area, and we would expect that any retail customers would either be pedestrians or that they would be parking on either Main Street or Camden.

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We've got at least 4 to 5 spaces along our combined frontage on those two streets. So the users will be regular. They'll be familiar with the parking apparatus, and they'll be assigned spaces. So it's not a random type of thing where the residents are coming in and looking for a space, they're going to be moving directly towards where they park on a regular basis. So based on my calculations, I think that the concern about potential queuing is not likely to be a reality.

I know someone said worst case scenario. There's always a possibility that two come in at one time. But between the driveway length and the length of that parking aisle, I think we can accommodate any occasion where two or maybe even three vehicles come in at one time, and it wouldn't compromise the sidewalk or the ability to enter or exit the subject property.

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having been duly sworn/affirmed.

Mr. Polyniak asked: As it relates to overall signage for the property, it will comply with the ordinance requirements?

Mr. Kelly responded: Yes, absolutely, both the redevelopment plan, which points to the rehabilitation plan, which points to the ordinance, we will comply. It's too early to know specifically the wording, but yes.

Mr. Polyniak asked: Okay. There appears to be a small access, entrance and exit easement that's located on the property.

That doesn't affect this development or there are no easements or incumbrances that affect the development in any way, correct?

Mr. Kelly responded: There is a four-foot wide egress easement on the 22 W. Camden property for egress from their second parking level directly to West Camden Street.

We do not obstruct it, we do not interfere with it, and it has no impact on our design.

Mr. Polyniak stated: Continuing with easements, since you're going to be relying upon the adjoining property's loading dock and area to dispose of refuse, to have a refuse vehicle visit, will there be a cross access agreement created so that if in the future one of the properties is sold, that you can load and dispose of the trash?

Mr. Kelly responded: It's a great question. I will defer to the legal expert.

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Mr. Basralian stated: It's the same ownership. The buildings are part of the same PILOT program. You can't easily break them apart.

I guess if in the future one of the buildings were sold to another entity, and that wouldn't happen for 10 years, because it's in an opportunity zone, then a cross easement would be necessary. Otherwise it's not necessary with the same ownership and the integration between the two buildings.

Mr. Polyniak stated: No, I agree. If it's under the same ownership, I agree.

Mr. Mecca stated: If it's approved, we'll put a condition that if it comes under separate ownership, we'll need to have a cross access.

Mr. Basralian stated: That's fine. Yes.

Mr. Polyniak stated: I know you mentioned HVAC units, a generator on the roof.

None of them can be seen from the opposite side of Main or from the opposite side of Camden --

Mr. Kelly responded: No.

Mr. Polyniak asked: -- for a pedestrian walking along adjacent streets?

Mr. Kelly responded: No, as I said, there is a four-foot parapet on the front of the building. That visually screens and acoustically screens all the rooftop mechanicals. The mechanicals are predominantly small condensers for the units.

The only large mechanical unit would be the generator that I described, and we would put that behind the elevator bulkhead, also behind the parapet on the western side, and it's very distant from any street frontage.

Mr. Polyniak asked: The 321 development was private hauling. This will continue to be?

Mr. Kelly responded: Yes.

Mr. Polyniak asked: Even though the trash will be commingled, it will still be private hauling for this?

Mr. Kelly responded: Yes.

Mr. Polyniak asked: I know there was a discussion, it's a luxury to have the parking system on a generator.

This system won't be on a generator, correct?

Mr. Kelly responded: Yes.

Mr. Polyniak stated: Okay. I have other technical comments, then I'm going to get into the parking system as a whole.

As it relates to the management of it, who manages the system and makes sure that it's functioning on a daily basis and who would you

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contact if there were issues?

Mr. Basralian responded: Well, the manufacturer, he designs it, manufacturers it, installs it, services it, it's on a 24/7 call for any emergency.

There are two systems, the mechanical, they can go out, but it's unlikely they both will go out at the same time. It will be managed day-to-day by the ownership of the building. The servicing of it is a specialty, and that will be KREBS, the manufacturer.

Mr. Nash stated: We work in partnership with building ownership. So we're not actually assigning parking spaces and training new people as they move in and out of the building, that's handled by the building management. We do handle maintenance and repair of the system when needed.

Mr. Polyniak asked: So if, say, the software goes out for some reason or there's a malfunction of the system, how long will it take for someone to get to the site to repair it?

Mr. Nash responded: So we are generally under a two-hour minimum response time, but generally aim for less than an hour.

Mr. Polyniak asked: Now, I heard the building management system is going to train --

Mr. Nash responded: The building manager, yes, or a superintendent, whoever is on-site.

Mr. Polyniak asked: Will that person be there full-time?

Mr. Basralian responded: Yes, the superintendents for the project are in 321, they'll service the same, this building as well.

Mr. Polyniak asked: 24/7, so if there's any issues?

Mr. Nash responded: Yes, just so I'm clear about that, the management is not needed to be on-site 24/7. They could schedule the orientation and training whenever it's convenient for them.

All the parkers will have access to a toll-free number to call for support if there's any issues. So they don't even have to go find the building manager, they'll just call us and say, hey, there's something up.

Mr. Basralian stated: There's in-house employees in the project, because of the size, so they will be the ones.

Mr. Mecca asked: From 321?

Mr. Basralian responded: Yes, 321.

Mr. Polyniak asked: The maintenance of the system, is there like annual maintenance, quarterly maintenance? How does that work?

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Mr. Nash responded: Quarterly maintenance. So we visually inspect, lubricate, you know, and then we have basically a schedule that we have to look at, and it really depends on the utilization of the system. So if the system is being used more frequently, then it's going to have more wear and tear, and obviously the computer tracks how often the system is used so we know.

Mr. Polyniak asked: Okay. I think I listed in our letter the fire protection. I think the mayor had discussed that matter.

Safety measures, are there any like secondary locks so that one of the platforms don't drop if you --

Mr. Nash responded: Yes.

So, first of all, every motor in the system is a brake motor, so that means it is engaged and locked until power is applied to it, and that disengages the lock on the motor, then the motor can function. So that's the first line of defense.

The second line of defense is, there are locks on all four corners of every pallet and those are electromechanically engaged, so we know whether the lock is deployed or retracted, and that's all managed by the PLC. So there are two forms of safeties.

Mr. Polyniak asked: So there's two systems. Maybe I missed it on the plans, where would those two control panels be located?

Mr. Nash responded: That is a design question that we would get into once we engineer the system in detail, but typically we'll locate them centrally to each, so that, you know, you put it on a middle column to be able to operate it most efficiently.

Mr. Polyniak stated: I noticed in your video, you had, I guess it was a nine or it could be considered a six-car system or maybe nine-car system because it would be similar --

Mr. Nash responded: The one in the video was four cars in the bottom, four cars in the pit, and three at grade.

Mr. Polyniak stated: Would you have --

Mr. Nash responded: So 11.

Mr. Polyniak stated: I know you're doing nine here. Breaking up these systems so that you reduce the amount of time so that instead of only having the ability to load two cars, if you broke this up into say 4 or 5 systems, you could have five cars park at the same time?

Mr. Nash responded: Certainly that is an option. We didn't think that that was necessary, given the

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anticipated traffic demand for this site. This is like probably 3 or 4 times overkill for what's anticipated.

But doing so, if we did split them, you'd have to introduce two new empties per system. So just dividing it from two systems to three systems would put us below the required parking count for the project.

Mr. Polyniak stated: Okay. Another concern is, I see the three spaces at the end of I guess on the eastern side of the property there. With the cars visiting and potentially someone waiting to enter one of the stacking areas, is there any concern with those spaces being blocked when people are accessing and not allowing people to maneuver or exit those parking spaces at the same time?

Mr. Nash responded: Yeah, I mean again, you know, highly unlikely in a garage of this size, but, you know, we are always parking around other people in society and we seem to manage okay. So it will be the same thing here. If you have to wait a little bit because somebody else is finishing a transaction, it's not the end of the world, you just wait and take your turn.

Mr. Polyniak asked: As it relates to the retail portion of the building, will chases be designed if a restaurant is considered and it's been worked out so it doesn't affect any of the units?

Mr. Kelly responded: Correct. Yeah. We haven't shown them -- yes, chases can be incorporated for ventilation if there's a potential restaurant or cafes.

Mr. Polyniak stated: I apologize to bring you back up.

As it relates to maintenance of the system, does the system go out of service then? I mean, what would happen, when would you perform that maintenance? Would it be performed in the middle of the night so that it doesn't affect people? How does that work?

Mr. Nash responded: Well, first we would have a schedule, so it would be announced that maintenance would be occurring. Oftentimes, that will happen in off-peak hours, as you've indicated.

Mr. Polyniak asked: And then if the maintenance occurs, do the vehicles have to be parked somewhere else off-site?

Mr. Nash responded: If the maintenance is occurring?

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Yeah, I mean, if the system is off-line at the time that maintenance is being performed and somebody shows up for it, then that car would have to be temporarily parked somewhere else.

Mr. Polyniak asked: So every quarter all -- I don't have it committed to memory, the number of lift spaces, all 50 cars have to park somewhere off-site every once a quarter?

Mr. Nash responded: Well, no, remember there's two systems, so there's 25 spaces at a time.

Mr. Polyniak asked: So then you'd service one half, and then the other?

Mr. Nash responded: Correct.

And in this garage I anticipate the middle of the day is probably going to be the slowest time, right?

Either you get the peak in the morning, people going out and doing their things and then coming back in the afternoon. There actually would probably be times in the middle of the day where we can perform the maintenance. It's a very quick process. We're really doing most of the time just inspection and lubricating. These motors are designed to last for 20 years.

Mr. Polyniak asked: What do you intend to do, do valet parking on-site to move people to the side or do they park there? What would they do?

Mr. Basralian stated: I don't think that's appropriate to ask of this witness. But I think what you should be asking the witness is do you have to remove cars to service when you're servicing motors and so on, is that necessary and will that occur?

Mr. Nash responded: Yes, no, we don't have to remove people's vehicles. You don't have to empty the system out, if I misunderstood.

Mr. Polyniak stated: It sounded like you were emptying the system out.

Mr. Nash responded: No, sorry. If you're working on the system, you can't park into the system if it's off-line is what I'm saying, but if the cars are stored in there, then they're stored there safely. Sorry about that. I misunderstood your question.

Deputy Mayor Canestrino asked: Unless I missed it, did anyone answer my question about where is the retail parking?

Mr. Basralian responded: The retail parking is at grade level, because they cannot use the systems.

Mr. Dipple responded: I can help that. Can I help that?

So I don't think we quite got there. So your

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ordinance allows us to count parking on the same side of the street. We did not. However, we know that retail users are not going to use the system, the semiautomated system.

We require four parking spaces for the retail. We have 1, 2, and at least two over on West Camden Street. So parking is available for our retail, however, because of the 50-car system and the other few ADA spaces and stuff, we found around the outside. We meet the parking are requirement by a few.

Deputy Mayor Canestrino asked: In talking about the potential for a restaurant for the same number?

Mr. Polyniak stated: Within the redevelopment plan, it is.

Deputy Mayor Canestrino stated: It's only the four.

What about the visitor parking, can we talk about that a little bit more?

Mr. Dipple responded: I'd have to go back to more the automated, but I'm not so sure how the contract works or the --

Deputy Mayor Canestrino stated: Because that's a little bit confusing. Where's a visitor going to park? He's not going to know how to use the system. They wouldn't have a code.

Mr. Basralian stated: It's all assigned spaces, they can't use the system, nor do they have a software to track it, but they can use the parking that's available at grade level.

Deputy Mayor Canestrino asked: The four spots?

Mr. Basralian responded: The five spots, yes.

Chairman Garip asked: Any other questions?

Mayor Labrosse stated: Through the Chair.

The fire department has some issues, are we addressing those, especially access?

Mr. Mecca stated: There's a report dated 2/7/22.

Mayor Labrosse asked: Can you get accessibility to the roof, accessibility to the site?

Mr. Kelly responded: MR. KELLY: Yes, I'll briefly address the questions.

There's a number of questions that are involved with the installation of certain equipment like Knox Boxes and call boxes.

So one of them is access to the roof, requesting a stair access to the roof.

It's not required by code. If the building inspector would like us to provide a full stair access to the roof, we can provide it. It's not a problem.

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Currently there's two stairs. Both stairs have hatches with ladders and poles.

Mayor Labrosse asked: So they're going to have hatches?

Mr. Kelly responded: Yes, and that's what they currently have designed and that meets the code requirements.

Mayor Labrosse asked: Okay. Mr. Kelly, the shadow study, what's the affect on the new building of 22 West Camden?

Mr. Kelly responded: And we can bring it up if you wish, but practically nil, and the reason I say that is of course, as you know, the sun rises in the east or southeast, comes around the south towards the west and sets in the west. Our building is toward the southeast of West Camden. So in the early early morning, our building would cast a shadow in that direction, but it's a blank wall on that side. There are no residential units facing that side, and there's a space between our buildings, so the only shadow would be on that blank end wall of the building.

Mayor Labrosse stated: My other question was I know there's metered parking on West Camden. How many spots do we lose for the entrance and exit?

Mr. Kelly asked: It's a good question, but I don't want to answer it because I haven't investigated it. Perhaps, Mike?

Mr. Basralian stated: There is no parking now in front of this site, where the entrance is, where the driveways are, but at best you would lose two spaces, that's four feet.

Mayor Labrosse stated: If there's paid parking spots that are going to be removed in order for exit and entry into the building, to the parking garage, the city should be compensated in some way for those spots. We're losing the revenue on two parking spots. I mean, it's not a lot of money but it's money.

Mr. Mecca asked: Do we know how much we should be compensated?

Deputy Mayor Canestrino stated: It would just say it has to be compensated.

Mr. Basralian responded: We will determine. To be determined in another instance.

Mr. Dipple stated: I don't have a count of them. I did the same thing. We've been to the site, we did the Google Earth before, and they are the old meters, but we are doing just a 23-foot wide access driveway, and then we estimate about 70 more feet to the left

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where we would have the ability to park.

Mr. Basralian stated: Well, the 70 feet, remember, that building on the corner has --

Mr. Dipple stated: Has a driveway, that's correct.

Mr. Basralian stated: Has a driveway that's wider than this.

Mr. Dipple agreed.

Mr. Basralian stated: So presumably if there were parking meters there, they did the same thing.

Deputy Mayor Canestrino stated: They did same thing.

Mayor Labrosse stated: You also have to take into consideration the turning radius to get in and coming out.

Mr. Dipple stated: Understood.

We only counted two within that 70 feet, but of course that's very generous. So giving a setback from the driveway, we think we can easily get two in. I don't depict the location of that driveway, but there is that four-foot wide easement so there's another four feet there. So I think, in all honesty, between the two driveways, I wouldn't be surprised if we can get at least three in there.

Mayor Labrosse asked: Greg, would you touch base with our parking guys to go over that to see what's going in there?

Mr. Polyniak responded: I would be happy to.

The hearing was opened for public comment and questions.

No one from the public wished to comment.

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BOARD DELIBERATION AND VOTE

Chairman Garip asked: So do I hear a motion?
Mayor Labrosse responded: I'll move to approve.
Vice Chairman Chiusolo stated: I'll second.
Mr. Mecca stated: To approve subject to the
conditions as set forth on the record.

MOTION TO APPROVE:

MOTION BY: J. Labrosse
SECOND BY: J. Chiusolo
ROLL CALL: J. Labrosse - aye
K. Canestrino - aye
R. Contini - aye
J. Chiusolo - aye
P. Iyamu - aye
F. Garip - aye

**c. Applicant: Cornerstone Holdings Group,
LLC.**

**625 Main Street, Block 509, Lot 1
SP#8-21 V#8-21**

The Applicant seeks to construct a one-story jewelry store. Additional site improvements consist of installing roof drains, a new sanitary connections, planters, sidewalk, fenced refuse area, curbing, and parking spaces on-site and within the Poplar Avenue right-of-way.

A P P E A R A N C E S.

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E X H I B I T S

<u>NO.</u>	<u>DESCRIPTION</u>
A-1	Site Plan, Notes, Sections and Details prepared by Gabriel Hannoush, R.A., P.E., dated 12/15/2020 and revised through 2/22/2023 - Drawing No. Y-1
A-2	Memo prepared by Gabriel Hannoush, R.A., P.E., dated 2/23/2023 addressing comments in the Neglia Engineering Associates Memorandum of Completeness dated 2/19/2023
A-3	Soil Erosion Control Plan, Landscaping Plan prepared by Gabriel Hannoush, R.S., P.E., dated 8/25/2021 and revised through 6/24/2022 - Drawing No. L-1
A-4	Front, Side and Rear Elevations prepared by Gabriel Hannoush, R.A., P.E., dated 12/15/2020 and revised through 9/10/2022 - Drawing No. A-1
A-5	First Floor Plan, Notes, Sections and Details prepared by Gabriel Hannoush, R.A., P.E., dated 4/1/2020 and revised through 1/1/2022 - Drawing No. A-2
A-6	Traffic Impact Statement prepared by Simoff Engineering Associates, Inc., dated 8/16/2022 and revised 11/30/2022
A-7	Memo prepared by Simoff Engineering Associates, Inc., dated 8/16/2022 and revised 11/30/2022
A-8	Revised Drainage Calculation prepared by Gabriel Hannoush, R.A., P.E., dated 6/8/2022
A-9	Colorized rendering

P U B L I C H E A R I N G

G R E G O R Y J. P O L Y N I A K, P.E., P.P.,
having been previously sworn/affirmed.

Chairman Garip stated: Okay. We're on 5C, this is the final application of the evening. This is Cornerstone Holdings Group, LLC, 625 Main Street, Block 509, Lot 1, Site Plan #8-21, Variance #8-21. The applicant seeks approval to construct a one-story

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jewelry store. Additional site improvements consist of installing roof drains, a new sanitary connection, planters, sidewalk, fenced refuse area, curbing, and parking spaces on-site and within the Poplar Avenue right-of-way.

Mr. Basralian, you were just here.

Mr. Basralian responded: Yes, it seems like it's déjà vu all over again.

Yes, as you indicated, this is an application for preliminary and final site plan approval for the construction of a 2,622-square foot building which will be utilized for a jewelry store owned by a principal of Cornerstone, the owner of the property.

Two corrections to make.

I inadvertently characterized this as requiring six parking spaces per thousand, but because it's in the neighborhood business zone, it only requires four parking spaces per thousand, so my numbers were off by four.

Mr. Polyniak stated: Yes, I think so.

Mr. Basralian stated: Four spaces, yes.

The other correction is just, with all due respect, it's not the Poplar Avenue right-of-way, that's been vacated by the city, and I'll go through that.

What happened essentially is this is a old piece of property. It's a triangular piece of property consisting of about 4,819 square feet.

When the city vacated Poplar two years ago, half the street came to this property owner, half the street to the owner of the property at 185 Linden Street. So it's not a right-of-way anymore, it was deeded by the city to the respective parties.

When I was doing some research a few years ago on subdivisions in this area for another application, I found out that this property and a lot of the residential properties that are 25x100 feet were all subdivided or part of a subdivision approved, believe it or not, in 1898. So that's why we have some unusually shaped properties.

And historically what happened in many towns in Bergen County in the late 1800s and early 1900s, they did a lot of subdivisions of small lots. There were people coming out of the city who wanted country homes or summer homes, and that's what occurred. In some towns, where they had more land, the properties were bigger. So what's happened here is, this is a property that was subdivided way back when. It is a vacant parcel of land.

When in fact the property was deeded, after the

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vacation of Poplar Avenue, each property owner got one half. This property owner received 1,802 square feet, bringing the total square footage of the property to a little bit more than 6,000 square feet. When this all occurred, the owner, of course, approached the adjacent property owner and offered to buy the property. Initially, that owner said he would sell it. He changed his mind, and rightfully so, he has the opportunity to do so, but did enter into a reciprocal access and parking agreement, cross parking agreement.

The condition, however, is that Cornerstone has to build it, maintain it, stripe it, remove the snow, clean it, and if it ever becomes necessary, to repair and replace the macadam and repave the parking lot. So it's a parking lot that is shared by both of these parties.

On the other hand, the property at 185 Linden Street has a parking lot with 12 to 15 spaces in it, and you're all familiar with Linden Street, which has a plethora of parking on both sides of the property.

In any case, as I indicated, the original lot was 4,819 square feet, but we've added 1,802 square feet, and that's why we can do this.

We wouldn't have been able to build any building of any size on this small property, but for the vacation of Poplar Avenue, because it's too small to put parking on the property and have a building of any consequence, given the amount of room that's required for parking spaces. So this was a benefit to both property owners, in particular this one, because it gave him an opportunity to construct a rather modest building of, as I said, 20 some odd hundred square feet.

This type of use is a low traffic generator use, because jewelry stores tend to have low traffic because of the high ticket items. If you had a convenience store, this would not be a suitable place for it, because it has high volume, low ticket items and requires a lot more parking.

I will have our first witness, who is both the architect and engineer.

G A B R I E L H A N N O U S H, R.A., P.E., 247 Summit Avenue, Hackensack, New Jersey 07662, having been duly sworn/affirmed, testifies as follows:

Mr. Hannoush's credentials were accepted by the board.

Mr. Basralian asked: Mr. Hannoush, did you prepare the site plan for the proposed one-story building at 625 Main Street and proposed to be

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occupied by Danson Jewelers, as well as serving as a licensed architect in connection with the architectural plans?

Mr. Hannoush responded: Yes.

Mr. Basralian asked: Before you go to the exhibit, just briefly describe the site, the dimensions of the building. That's on the first exhibit which is the site plan, consisting of one sheet. That's exhibit A-1?

Mr. Hannoush responded: Yes.

This site is this one here. So this is the site. This is the building. And then this is Poplar Street, which is vacated and we took part. This part would be joined with this building, and this is the area that we are taking an easement.

So this is the site, the existing site, and this is Poplar Avenue. And this area, we are going to have an easement from the neighbor.

So the site, as you see, is irregular shape.

To determine where to put the parking, if I put the parking somewhere here, it would take too much land for that. So the best way, so this street is already rectangle shaped, so I have the parking on both sides.

You enter with the driveway already existing, we make it a little wider, you just go in and park. That's where the building is.

Mr. Basralian asked: Just for a moment, explain, if you will, the length of the frontage on Main Street?

Mr. Hannoush responded: Okay.

The length is about 100 -- let's see, to park.

Mr. Basralian asked: 102 feet?

Mr. Hannoush responded: It's more than 100 feet.

Mr. Basralian asked: Yes, slightly more.

And the frontage, as I saw the plans, on Linden Street is approximately 38 feet?

Mr. Hannoush responded: 38 feet, correct.

Mr. Basralian asked: And the rear of the property, please indicate where it is, and that backs up against the railroad tracks, would you please indicate?

Mr. Hannoush responded: Yeah, the railroad track right here. This is the rear of the building right here in the back.

Mr. Basralian asked: That's the right-of-way of the railroad. Thank you.

Would you please explain what you propose to do with respect to the parking? And this is the area that was vacated by the city on Poplar, I explained

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is large enough to have two lanes of access, 25 feet in and out, and parking on both sides for 12 passenger vehicles.

There were a number of issues that were raised with respect to the landscaping, the lighting, and comments from Mr. Polyniak.

Have you addressed those comments with respect to the footcandles?

Mr. Hannoush responded: Yes.

One of the things, one of the setbacks at the front, it was only five feet. And if I put a sidewalk there, which is minimum four feet, let's say if you have a handicap person in a wheelchair, he most probably would end up in the street. So I pushed the building by another five feet.

I gave 10 feet setback, and then in the back, we supposed to have 10 feet, I made it five feet. So we need the variance for the back. This way I have more space at the front. So I have the sidewalk and also the plantation area to have some greenery at the front.

Mr. Basralian asked: With respect to the parking area on the vacated Poplar Avenue, because the property faces on Linden Street, it has two front yards?

Mr. Hannoush responded: Correct.

Mr. Basralian asked: We also need a parking variance, a variance for the parking within the front yard?

Mr. Hannoush responded: Yes.

Mr. Basralian asked: Okay. Now, there were some other comments in Mr. Polyniak's last letter of, I guess it was March 1st of this month.

Have you addressed those to the satisfaction or will you address them to the satisfaction --

Mr. Hannoush responded: Yes.

One of the things is this parking spot, he mentioned that it doesn't have enough, 25 feet, because it's come on an angle. So I just discussed this with Mr. Greg, and then we mentioned that this spot would be for the compact cars.

Mr. Basralian asked: Okay. And that would give it the opportunity to have the full 25 feet to back up. Is that correct?

Mr. Hannoush responded: Yes.

Mr. Basralian asked: Are there any other comments that had to be addressed with Mr. Polyniak that have not been?

Mr. Hannoush responded: Oh, we mentioned about the gate for the trash area, which he is going to

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supply me with the details for that and we'll have it on the drawing. And also --

Mr. Basralian asked: You're talking about the trash enclosure?

Mr. Hannoush responded: Yes, the gate for the trash enclosure.

Mr. Basralian asked: While we're on the trash enclosure, how is the trash and recyclables going to be dealt with? Will that be by a Dumpster or will it be brought to the street with garbage cans?

Mr. Hannoush responded: No, they'll have it inside the space, and then every week they would have two containers, one for the recycle and the other one for the trash. They will put it to the side, and then the township truck would come and pick it up, because basically they don't have that much of trash in this kind of business.

Mr. Basralian asked: I might add for the record that this is a jewelry store. It doesn't get large packages. The packages are all little UPS type things, because they don't have large equipment. And with two employees, the amount of garbage they generate a week is essentially one bag. It's the cups from the water cooler.

Chairman Garip stated: Noted.

Mr. Basralian asked: Would you show the next plan showing the dimensions and the architectural drawings that you prepared as to the building that's being proposed, for the 2,622-square foot building that's going to be 15 feet high. Would you describe that for the board, please?

Mr. Hannoush responded: Basically let's say that this is the front of the building, which is basically fronting Main Street. This would be the entrance, and then mostly it will be brick and stucco finish, and with windows high above light, around 12 feet high.

Mr. Basralian asked: And how high will the building be?

Mr. Hannoush responded: The building will be 14 1/2 feet high.

Can we see the back of the building?

Mr. Basralian stated: Yes, please. Go to the next one, please.

Mr. Hannoush testified: So this will be the back of the building. It facing the railroad track. Basically it's the brick on the first floor, four feet high, and then the rest would be stucco. And we have the drains six inches, yeah -- I mean gutters and the drains coming down.

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We can go back to the site plan, we can show where the work is going.

Mr. Basralian stated: Just go over the rear elevation so the board can see it, please.

Mr. Hannoush responded: Yes.

Mr. Basralian asked: This is the rear elevation facing the railroad tracks?

Mr. Hannoush responded: Right -- no, the one on the top.

Mr. Basralian asked: The top?

Mr. Hannoush responded: Yeah, that's facing the railroad track.

This one here facing the parking, the parking spaces.

Mr. Contini asked: Is there windows there anywhere?

Mr. Hannoush responded: No. The owner, because it's a jewelry store, they don't want too many windows, especially in the rear and also in the parking space.

On the front, we have the windows, but high.

Mr. Contini stated: I noted that. Thank you.

Mr. Hannoush testified: This will be the inside, the interior layout.

So at this corner, we have the mechanical room, and then we have the safe, and then the ADA bathroom.

And the rest is exhibition space with the counter there.

This is the main entrance, and there is another exit in the back. This is the railroad track area in the back.

Mr. Basralian asked: There's a setback from the property lines to utilize that rear access?

Mr. Hannoush responded: The setback in the back is five feet. The front is 10 feet.

Mr. Basralian asked: All right. I noticed, and I forgot to ask you on the site plan, can you bring that back.

There is a utility pole located to the westerly portion of the property?

Mr. Hannoush responded: Yes, this is the utility pole that we plan to move it to this side here, the utility and also the existing electric box. This is the utility and this is the utility electric box. We going to move them about five feet, whatever it is, and then we put them on the side here.

Mr. Basralian asked: I didn't ask you, although you did mention, there's a 25-foot two-way drive aisle to access the property?

Mr. Hannoush responded: Yes.

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Mr. Basralian asked: Parking on both sides, which meet the size, conform to the requirements of the ordinance except for that one space on the extreme corner because of the angle. Is that correct?

Mr. Hannoush responded: Yes.

Mr. Basralian asked: It also required it to have landscaping.

Can you review the landscaping. I know you provided to Mr. Polyniak the detail in terms of the types of plants that are going to be installed.

Mr. Hannoush responded: Yes.

Can we go to L-1, please.

Can we go down, please. We need to see the site plan.

Okay. As I mentioned, I pushed the building five feet. Instead of five feet, we made it 10. So this area here is three feet planted in front of the building. And then on the parking side or this area here is also planted. There is four feet sidewalk and then four-foot planters. We can see it when we have the rendering, the colored rendering. It would show that.

Referring to Exhibit A-9, this would be Main Street. This is the parking. This is the planted area. If I don't have this, otherwise this building would be so close to the street. So we have a planting here and then this planted here on this side. This side, this is planted right here, we can have it here on this side, and this is the main entrance.

H A L S. S I M O F F, P.E., P.P., c/o Simoff Engineering Associates Inc., 2 Shunpike Road, Madison, New Jersey 07940, having been duly sworn/affirmed, testifies as follows:

Mr. Simoff's credentials were accepted by the board.

Mr. Basralian asked: Mr. Simoff, in conjunction with this application, did you prepare a traffic report as amended and which was submitted to the board in connection with the application?

Mr. Simoff responded: Yes.

Mr. Basralian asked: In connection with this application, did you reach certain conclusions about the traffic and the ability to park and the flow of traffic in and around the building?

Mr. Simoff responded: Yes.

Just to put things into perspective, we did traffic counts twice. We did traffic counts in the spring, and we also did them updated for the police

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department. We started our counts at 3:00 in the afternoon, and the police department asked that we start them at 2:30.

The peak hours that were done later in the year were about 10 to 15 percent lower than the earlier counts that we did. So the analysis that we originally submitted is consistent.

And basically, to put things in order of magnitude, the two-directional traffic on Main Street is about 850 cars an hour. The two-directional traffic on Linden is about 150 cars an hour. And we're going to generate seven cars in and six cars out during the peak hour. So this is not going to change the level of service. In fact, the daily difference between my two counts is much greater than the number that we project. So it's a very small number of projections.

And then the other thing that I'd like to just state quickly is the parking. The four parking spaces per thousand would require about 10, 11 spaces. We've got 14 spaces in total.

We did an analysis of the parking on the adjacent site, because part of the parking is being shared with the dentist building, I guess it's to the west.

And there's plenty of parking on the street, there's plenty of parking in both uses, and I don't see a problem with this small building being approved.

Mr. Basralian asked: Does the adjacent building, that's 185 Linden Street, have its own parking lot as well adjacent to the south part of the building?

Mr. Simoff responded: Yes, there's about 12 to 14 spaces on that site. And it's been operating for a long time without this Poplar parking.

Mr. Basralian asked: Now, there was a question by the police department about left-hand turns out of the site.

Is there currently a sign prohibiting left-hand turns out?

Mr. Simoff responded: Yes, and we are proposing that that be maintained.

Mr. Basralian asked: One of the things that's being proposed, and it's not on the plan but we suggest it is, that Cornerstone, the applicant, put signs on both sides of the parking that it's for this property and 185 only, it's not public parking, since it's private property now. So we make sure we keep the people, our visitors, on the site and other people off the site. And as Mr. Simoff said, there's really a plethora of parking on Linden Street. I

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pass it all the time because of the physical therapy place that's there.

Chairman Garip stated: You know in the morning the crumb cake across the street is pretty popular.

Mr. Basralian responded: That's because they park on this property. They'll park on this property.

In sum and substance, would you say that your parking analysis is spot on, that you've done as the police department asked in terms of traffic because of the afternoon peak from 2:30 when school lets out, and you believe there's the adequacy of parking for this use, which you characterize as a low traffic generator?

Mr. Simoff responded: Yes, and we characterize it as specialty retail, which ITE -- I mean, you heard Betsy talk about the ITE. The ITE recommends 2.7 per thousand. We're providing about four.

Mr. Basralian asked: Per thousand, yes?

Mr. Simoff responded: Per thousand.

Mr. Basralian asked: To conclude your testimony, is it your opinion the parking analysis bears out there's no impact on the traffic on the roadway and that there's adequate parking both in the lot and on the street, should it be necessary?

Mr. Simoff responded: That's correct.

J O S E P H H. B U R G I S, P.P., AICP, c/o
Burgis Associates, Inc., 25 Westwood Avenue,
Westwood, New Jersey 07675, having been duly
sworn/affirmed, testifies as follows:

Mr. Burgis' credentials were accepted by the board.

Mr. Basralian asked: Having said that, did you review the ordinances applicable to this property, the site plan, the engineering, and the elevations, as well as the parking?

Mr. Simoff responded: I did.

Mr. Basralian asked: Did you reach a conclusion, since there are a number of variances that are requested for the number of parking spaces, that those variances could be granted without substantial detriment to the public good and the zone plan and zoning ordinance?

And if so, how did you reach that conclusion and on what basis?

Mr. Simoff responded: Yes.

There are three variances. One is for impervious coverage. The ordinance permits the maximum impervious coverage of 80 percent; we're at 90.6 percent.

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There's a rear yard variance. The ordinance requires a ten-foot rear yard; we're proposing five feet.

And then there's parking in the front yard variance. The easternmost parking space, a sliver of that parking space extends slightly in the front yard.

Those are the three variances.

In each instance, we've concluded that you can grant the relief that's being requested.

It's interesting with respect to the impervious coverage. In association with that, when we looked at building coverage, and the ordinance permits a 60 percent building coverage, we're at 35 percent. So we're well, well below what's permitted for the building, and yet because we have the minimum required number of parking spaces, it has kicked us over into the impervious coverage variance relief, so there's a bit of a strange dichotomy between those two components.

But if we were required to comply to code, you would have such a small building on this site that it really wouldn't address one of the components of your master plan goals, which talks about encouraging more economic vitality to the area.

So the relief that's being requested in fact helps address that master plan goal.

In terms of the rear yard variance, while we only have five feet where 10 feet is required, to the immediate rear is the railroad property, and there's got to be at least 50 to 70 feet of green space, partially dirt, but open space between our rear property line and the railroad track. So theoretically at least one has that open space feature that the ordinance technically requires.

And in terms of the variance for the one parking space, of which about two feet of it extends in front of the building wall, that's a de minimus situation. The benefit of keeping that one parking space there is to ensure we have as much parking as possible, but also that's where the handicap parking spot is, so it's an easily accessible space and I think serves a public good in that respect.

In terms of the negative criteria, there is no substantial detriment to the public good because we are furthering not only that one goal of the master plan that I mentioned but others as well, in terms of the compatible land uses and encouraging vacant properties to be developed in the community.

There's no substantial impairment to the intent

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of the master plan, because of the things I just mentioned.

Mr. Polyniak stated: I guess, through the Chair, as it relates to the hours of operation and days that the business will be open.

Mr. Basralian responded: Yes.

It will operate from 10 to 6 Monday through Friday, 10 to 5 on Saturdays, obviously closed on Sundays.

Mr. Polyniak asked: Okay. Shifts, I guess it's only two employees?

Mr. Basralian responded: Only two employees. No shifts.

Mr. Polyniak asked: Okay. As it relates to the five-foot setback from the railroad right-of-way, has a submission been made to the railroad just to ensure that there are no issues with where the building is going to be?

Mr. Basralian responded: They were noticed and the plans were made available to them. Yes, they were noticed appropriately.

Mr. Polyniak asked: Would you be willing to send a set of plans to them just to ensure there are no issues?

The last thing we would want to see is potentially the board approve the application and then there be issues as it relates to the property.

Mr. Basralian responded: I'll be glad to send it.

It's New Jersey Transit. It has a blank address.

If this application is approved, it will be up and constructed before I get a response from New Jersey Transit. I will send it, since you requested it.

Mr. Polyniak asked: Utilities, they'll all be underground?

Mr. Basralian responded: Well, there are utilities on the street. It will be powered from the utility poles that are there. There's one on the property to begin with.

Mr. Polyniak asked: As it relates overall to the one space that will be compact, you'd agree to install a sign that would just label that space as compact?

Mr. Basralian responded: Yes, I will.

Mr. Polyniak asked: The signage for the building, it will comply with all city ordinance requirements; you are not requesting a variance?

Mr. Basralian responded: That is our intention, yes.

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Mr. Polyniak asked: For the spaces that you'll be leasing within the old Poplar Avenue --

Mr. Basralian responded: We're not leasing, they're owned. We have a cross access agreement with the adjacent property owner. The property is owned, it's not leased.

That was our engineer's statement, not mine.

Mr. Polyniak stated: Okay.

That cross access agreement is there in perpetuity, right --

Mr. Basralian responded: Yes, it will take both parties to terminate that.

Mr. Polyniak asked: -- there's no expiration?

Mr. Basralian responded: As you know, Greg, it's going to get submitted with the application.

Mr. Polyniak stated: Yes.

The plantings that are proposed, they are perennials? What do you intend them to be?

Mr. Hannoush responded: Yes, perennials.

Mr. Polyniak asked: And then to the back of the property, where you have that access door, you'll be putting a concrete pad or some landing area to meet the building code?

Mr. Hannoush responded: It's shown on the site plan.

Mr. Polyniak asked: So there will be a landing there?

Mr. Basralian responded: It's by code, yes.

Mr. Polyniak asked: And then to the back of the property in that five-foot setback, what are you proposing?

Mr. Hannoush responded: Just green. It will be grass, green.

Mr. Polyniak stated: It will be lawn to the back.

Maybe you could do something, either hardscape or something that's drought tolerant or something that's more hardy to the back there.

Mr. Hannoush responded: Okay. We can do that, sure.

Mr. Polyniak stated: The lawn without water to the back would have some issues surviving.

Mr. Hannoush responded: Okay. We will take care of that.

Mr. Polyniak stated: I guess that would conclude our comments for now.

Chairman Garip stated: We had a couple of comments about the style of the structure; in other words, and please don't take this the wrong way, the owner is here, feel free to come up, it just looks a

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little bit like a mausoleum. And I know obviously that's not the intent, and it's good-looking in its own right, but is there something that can be done to that to make it look a little bit -- I don't know the word I'm looking for -- nicer, less --

Deputy Mayor Canestrino stated: Maybe a little dimension on the Main Street side. Like it's so flat, like something a little more appealing. Maybe you could just add something.

Chairman Garip stated: It's very striking on some level, but there needs to be something on the side facing Main Street that gives it a little relief, perhaps.

Mr. Polyniak stated: An awning, an architectural band, some banding or a parapet.

Deputy Mayor Canestrino stated: Like a little parapet overhand, something to give it a little dimension.

Chairman Garip asked: What do you think, Greg?

Mr. Polyniak responded: I agree.

Chairman Garip asked: What would you put there?

Mr. Polyniak responded: I think an awning would be one thing that definitely should be considered. I think a parapet with maybe a change of material, instead of just having a full stucco facing of it, with just the band at the bottom. I think there needs to be something to breakup the stucco.

Mr. Hannoush responded: Okay.

Mr. Polyniak stated: Especially on the Main Street side, just because it is the entrance into the downtown as you travel farther south. You want your building to provide some architecture.

Mr. Hannoush responded: Okay.

The hearing was opened for public questions or comments.

No one from the public wished to comment.

J A C K N A Z Y, having been duly sworn/affirmed, testifies as follows:

Mr. Basralian asked: Mr. Nazy, are you the principal of Cornerstone, which is the owner of the property?

Mr. Nazy responded: Yes.

Mr. Basralian asked: And the person who will be operating the jewelry store?

Mr. Nazy responded: Yes.

Mr. Basralian asked: A question was asked about security systems.

Could you explain to the board how you operate your other store, how you intend operate this one?

Mr. Nazy responded: Yes.

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So currently we have a doorbell system. You ring the bell, we see your face, and you would get what's called "buzzed in."

Mr. Contini asked: There's no direct access?

Mr. Nazy responded: No, no.

BOARD DELIBERATION AND VOTE

MOTION TO APPROVE:

MOTION BY: J. Labrosse

SECOND BY: R. Contini

ROLL CALL: J. Labrosse - aye
K. Canestrino - aye
R. Contini - aye
J. Chiusolo - aye
P. Iyamu - aye
F. Garip - aye

6. **New Business** - None.
7. **Old Business** - None.
8. **Public Comment** - None.
9. **Adjournment**

MOTION TO ADJOURN MADE BY MAYOR LABROSSE.
SECONDED BY MR. CONTINI. MOTION IS PASSED BY
A UNANIMOUS VOTE. PLANNING BOARD MEETING
ADJOURNED AT 9:57 PM.