

**CITY OF NEW BRUNSWICK
PLANNING BOARD
MAY 14TH, 2013
AGENDA
7:30 p.m.**

I. ROLL CALL

| | |
|---|------------------------------|
| X | Suzanne Ludwig |
| X | Linda Hunter |
| X | David Fitzhenry |
| X | Joseph Catanese |
| | Dayra Azcona |
| | |
| | Michael Drulis (Class I) |
| X | Kevin Jones (Class II) |
| x | Betsy Garlatti (Class III) |
| x | Josepha Rojas(Alternate #1) |
| x | Carly Neubauer(Alternate #2) |

II. PUBLIC ANNOUNCEMENT (OPEN PUBLIC MEETING ACT)

III. SALUTE TO THE FLAG

IV. MINUTES OF THE BOARD'S APRIL 9TH, 2013 MEETING

MOTION: HUNTER

SECOND: JONES

V. COMMUNICATIONS AND REPORTS

Resolutions of Memorialization

A. None.

VI. OLD BUSINESS

None

VII. NEW BUSINESS

A. KARIM BANDY dba as 243 LIVINGSTON ASSOCIATES, LLC PB-2012-18, Site plan and variance application for the construction of a handicap ramp located at 243 Livingston Avenue, Block 247, Lot 1, Zoning District: C-3A

The application was not heard at this meeting as the applicant did not provide proper notice of the meeting. The applicant must renotice with both personal and public notice.

B. ROBERT WOOD JOHNSON UNIVERSITY HOSPITAL, PB-2012-34, Site plan and variance application for the construction of a multi-story parking garage and office building located at 25 French Street and 150 Somerset Street Block 24.01, Lots 1.01 and 7.01, Zoning District: D-HI

Joeseffa Rojas is now also in attendance

Tom Kelso, Esq. – the applicant proposes a parking deck with office space on top of the parking structure. The use is permitted but several bulk variances are requested. They are front yard setback, building coverage, side yard setback, total side yard setback, rear yard setback.

Signage is not part of the application tonight and the applicant will return at a later date for the signage approvals.

David Bogle, VP of Operations, RWJUH – this is phase 1 of a master facilities plan to address existing overcrowding with parking and the emergency room. The building also connects the campus to downtown. This parking deck will be used for employee parking only.

Stephen Aluotto, Architect – (NK Architects)

A-1 aerial photo of the area –

A-2 – rendered site plan

The building is 359,000 sf and has 11 levels. The first 9 levels are for parking with the top two levels being offices for hospital administration. Access to the garage is from both the French and Little Albany St. sides. There is an access lobby on the French St. side.. 718 parking spaces will be provided.

A-3 – Concourse level floor plan – this shows the pedestrian access to the hospital buildings.

A-4 – Rendered elevation of the French St. side. – The ground floor will have faux storefront windows. On top of the ground floor will be eight additional floors of parking. The exterior will have frosted glass to screen the parked cars from view. The top floor of parking will be open for architectural interest. On top of this will be offices.

A-5 – Rendered Little Albany elevation – There is a 3-story lobby on the Little Albany side.

A6-A8 – 3d renderings of the building elevations.

Christian Roche – Langan Engineering

There are backups at the existing parking entrance drives due to the multiple users at these entrances. A new entrance is proposed on French through the existing garage and a new Little Albany entrance in the new building.

The French entrance is a signalized intersection and the signal plan is being reviewed by the County Engineer. It will be for entrance and exit. Five cars can be cued without back up on to French. The access system will act similar to an EZ Pass system where the gates will rise automatically. There will also be personal at peak times in case there are problems with the gate.

The sidewalk will also have a pavement differentiation to alert pedestrians to the proximity of the exit. There will also be pedestrian signals.

The cue length will also be increased at the existing garage.

All French and Little Albany sidewalks will be replaced and all Little Albany will be repaved.

There will also be a pedestrian path from French to Little Albany near the train trestle.

A-9 Grading and drainage plan – a water detention system is proposed that will connect to the storm system.

A-10 – Utility plan – Water service will be off of Little Albany Street. The existing 6” line will be upgraded to 8” by the applicant.

They will comply with 19 of the 22 City Engineer memo comments. The other comments are:

- The applicant doesn't want to increase the size of the water line in Easton and wants to discuss this further, which is agreeable to the City Engineer.
- Ambulance traffic making lefts off of Easton need to have a better access plan and RWJUH is looking for input from the City as to how best to do this. The applicant and City Engineer will discuss this.
- Applicant is requested to remove landscaping from the public ROW. The tree pits are acceptable to be in the ROW but on Little Albany some shrubs should be moved.
- Additional street lights should be added to Little Albany – If lighting level is 1.0 fc or better a change doesn't have to be made.

Loading will be done from the existing RWJUH loading dock off of French Street. Bike racks will be provided and a bike lane will be provided for Little Albany Street.

Garlatti – how does the Little Albany exit line up with the Cancer Center driveway.

Roche – there is an offset of about 40 ft.

Catanese – is the proposed setback further back than the existing building?

Roche – yes, by about 4 feet.

John Kovar – Traffic Engineer

The analyzed a no-build and build scenarios. They found some slight degradation of service. They proposed to add another phase to the JKA/Fruech signal to address this. Also at Somerset Easton there is degradation. However, there were no impacts on other intersections. Retiming of existing lights would eliminate the degradation.

Hunter – counts were done before Wellness opening

Kovar – Wellness project's anticipated traffic was included in the analysis.

Garlatti – any turn restrictions? Kovar – none planned but still under review.

Patterson – has a crosswalk at Kirkpatrick and French been considered?

Kelso – Yes. RWJUH would construct such a crosswalk if the County and City engineers would support this.

Bucca – what are peak hours for traffic?

Kovar – 7:30 – 8:30 and 5PM to 6PM

Guldin – is a LOS of F acceptable for eastbound on French? Other intersections degrade by 2 LOS

Kovar - the increase in delay is minimal as it is a LOS D

Guldin asked the traffic plan be subject further TAC review and approval

Fred Heyer, Planner

The site is in the DHI zone where the use, height and FAR are permitted. The bulk setbacks are justified as one setback is from the rail trestle, which has no impact, and the other setbacks are in character with the setbacks of other buildings and only portions of the building encroach. The ordinance also allows open space to be provided in lieu of setbacks, which this project does.

The key variance is the building coverage variance. The master plan says uses like this should be developed compactly. The project trades off building coverage for impervious coverage by going higher and providing a useable open space area instead of a minimal setback that is not very useful. The project also improves pedestrian access from the campus to the downtown.

Public:

None

Motion: Catanese with conditions recited by Bd Secretary
Second: Garlatti

Motion to Accept:

Second:

| | Yes | No | Abstain |
|------------------------------|-----|----|---------|
| Suzanne Ludwig | X | | |
| Linda Hunter | X | | |
| David Fitzhenry | X | | |
| Joseph Catanese | X | | |
| Dayra Azcona | | | |
| | | | |
| Michael Drulis (Class I) | | | |
| Kevin Jones (Class II) | X | | |
| Betsy Garlatti (Class III) | X | | |
| Josepha Rojas(Alternate #1) | X | | |
| Carly Neubauer(Alternate #2) | x | | |