

Lawrence Township Planning Board
Regular Meeting
Monday, August 20, 2012

Present: Ian J. Dember
Philip Duran
Richard Krawczun, Manager
Terrence Leggett
Councilman Gregory Puliti
Mayor James Kownacki
Aaron D. Duff
Glenn R. Collins
Kim Y. Taylor, Vice Chairperson
Doris M. Weisberg, Chairperson

Excused Absence: Christopher Bobbitt

Absent: None

Also Present: James F. Parvesse, Municipal Engineer
Philip B. Caton, Clarke Caton & Hintz, Planning Consultant
Neil Yoskin, Planning Board Attorney
Susan Snook, Recording Secretary

1. **Statement of Proper Notice**

Adequate notice of this meeting of the Lawrence Township Planning Board has been provided by filing the annual meeting schedule with the Municipal Clerk as required by law, and by filing this agenda and notice with the Municipal Clerk, posting prominently in the Municipal Building, and mailing to the Trenton Times, and the Lawrence Ledger newspapers.

2. **Public Participation** - None

3. **Minutes for Approval:**

The Monday, July 16, 2012 minutes were unanimously approved.

4. **Resolutions of Memorialization:**

Resolution of Memorialization 15-12 denying Minor Subdivision and Variance Application No. S-2/11; **Marianne R. Mele**; 58 Carter Road, Block 6601, Lot 36

Resolution 15-12 was approved as a denial.

Resolution of Memorialization 17-12 approving Major Site Plan – Preliminary and Final Approval Application No. SP-7/11; **Safari Energy, LLC (Mercer Mall)**; 3357 Brunswick Pike; Block 5201, Lot 45

Resolution 17-12 was approved.

Resolution of Memorialization 20-12 approving Minor Subdivision Application No. S-1/12 and Major Site Plan Preliminary & Final Approval with Variances and Waivers Application No. SP-3/12 and Consolidation of Lots, **Muller Automotive Group (Lawrence Toyota)**; 2871, 2865 & 2851 Brunswick Pike; Block 3507, Lot 20 - 22

Resolution 20-12 was deferred to the September 10, 2012 meeting.

5. **APPLICATIONS:**

Minor Site Plan Application No. SP-6/12; **ASIM MUFTI**, 22 Fackler Road; Block 6801, Lots 2 – 4.

The Board took jurisdiction only and was scheduled for the October 1, 2012 meeting.

6. **OLD BUSINESS / NEW BUSINESS / CORRESPONDENCE:**

Amendment to the Master Plan (Block 4202, Lot 1)

Mr. Caton testified on the Amendment to the Master Plan regarding Block 4202, Lot 1. The report that the Planning Board members received, the map had an incorrect key designation; therefore, Mr. Caton handed out a corrected map. This layout shows the development since 1993 of that section of the Township, how it's developed in both housing and retail. It was proposed by a way of amendments of the Land Use Ordinance to replace the Planning Village Development standards for this 37 acre tract with Highway Commercial. It also identifies buffering and off road pedestrian and bicycle connections to guide future development on the site.

It is a 37 acre tract adjacent to Avalon Bay East on Quakerbridge Road and Lawrence Station Road. It is proposed for Highway Commercial for Costco and related retail pad site. If the Board approves this change, the next step would be to advertise the change to the Master Plan.

Councilman Puliti stated that this change in the Master Plan will enhance the area and finish off that area and has been a few years in the planning and recommends advertising it. Mr. Caton continued this is a change in the land use only and the housing element only. The current zoning on the property is inclusionary. The Township has met its first and second cycle of obligations with 891 units and this is the third cycle with only 537 units, so the affordable issue is well covered. Mr. Caton explained about the different cycles on the Affordable Housing contributions and how the cycles were established through the Council of Affordable Housing.

A motion was made by Councilman Puliti and seconded by Terrence Leggett to move this onto the next step.

Brunswick Pike Redevelopment and Form Based Code Study

Mr. Caton prepared a report along with a sub-committee of the Board, Jim Parvesse, Greg Puliti and Richard Krawczun and James Kownacki and is funded the Delaware Valley Regional Planning Commission. Mr. Caton continued that DVRPC wanted to assess the viability of what is form based codes in achieving community objectives in the immediate area along Business Route 1.

The document exploits this idea with starting with the ground work with an effort that has been underway since before 1995 Master Plan with the Growth & Community Development Committee recommending it and that section of Route 1 be a commercial boulevard where it will be more of a location function with more services and uses on both sides of the street.

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It is section of highway that has existing for over 200 years and commissioned in 1804 as the Trenton Brunswick State Turnpike with a 100' right-of-way, which is a wide street and historic. This commercial boulevard was incorporated into the Master Plan and the Township has been working in various ways to effect change in that corridor since that time, like the area where Heritage Village was built.

The idea of redeveloping this corridor is to reverse business route 1 section of Town and allow the right-of-way more inviting and increase the connections for pedestrians and bicyclists from one side to the other and will improve it economically both commercially and residentially, making it a better place to shop and a better place to live. The southern section towards the Brunswick Circle is mostly residential and tends to be more institutional in retail towards the Whitehead Road. The intent of the Township has spent in an effort with DOT toward the end of having a median being reconstructed of the right-of-way so there is a tree line street with a planter median in the middle and crosswalks for pedestrians moving back and forth.

The design is already in the ordinance to bring the buildings onto the sidewalk; so pedestrians will be right next to the shops on the ground floor with either office or residential above. The key distinction between the conventional zones and the form base is in this relatively new approach, the massing, the size, the appearance, the locations of the buildings which are the intent of the code is the key focus and the use is the supportive focus to the architectural building characteristics. The sub-committee discussed and they felt that elevating appearance and massing above use should be a n exclusion of use was problematic, what might be appropriate here someday might be a highbred, which we already have in our Land Use Ordinance because the neighborhood commercial districts allow for buildings to be right up on the sidewalk and they give a density bonus for this use.

Mr. Caton summarized the key elements of the form base codes and continued regarding the illustrative planning on Page 27 of the report where they looked at the northern end of the district; Page 28 is a view from the ground to roof top level. The street was modified if the improvements from New Jersey Department of Transportation were constructed. The buildings would be up front and parking the back and on the opposite side of the street as well, referred to Page 30 and parking provided on site and are adequate with the uses that are proposed.

This is not all about form based codes, much could be achieved under the current Land Use Ordinance, which is a little bit more intense, than our current zone permits, in order to achieve this intensity the FAR would have to go up 10%; the impervious coverage would increase a little bit. However, there are two import keys are the economy and if the road will be re-constructed. The increase in density does not require upgrades to the utilities. The cross section that New Jersey Department of Transportation is working on now, when elevated the capacity of Route 1, it was right on the brink of 3 and 4 lanes and they went with four lanes, which would have plenty of capacity on the roadway as reconstructed for the additional traffic from the high density uses.

Chairperson Weisberg stated one issue is parking and that the parking ratio should be chanted because people are living a lot longer and are still driving and when we get to that point we need to look ahead for changes. Mr. Caton stated this is at the State level and we can bring it the attention of the State on what the standards should be.

Mr. Krawczun stated that Business Route 1 project presented by New Jersey Department of Transportation was to allow parking on northbound lane and the problem is when you get to the site, there were so many conflicts with driveways because the older houses stopped and the driveways coming right onto Brunswick Pike would end with very few parking spaces. Mr. Caton summarized where people can walk out their homes and walk to shop.

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Mr. Krawczun confirmed that New Jersey Department of Transportation has funding available for the project that is committed as also federal money and projecting reconstruction to being in 2014. They have an approved contract for engineering work and at the intersection for the proposed round-about is being done.

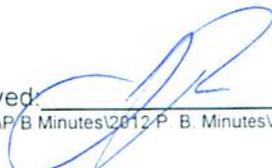
7. Adjournment:

There being no further to come before the Board, the meeting was adjourned at 7:50 p.m.

Digital audio file of this meeting is available upon request.

Respectfully submitted,


Susan J. Snook
Recording Secretary

Minutes Approved:  10/15/12
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