

privacy slats will be installed on top of curbing along the corner of the property. A six foot high chain link fence with driveway and an ornamental tree will be planted in the northeast Some shrubbery will be planted on each side of the Arch Street are residential uses on a site, necessitating a (c) variance, 97.8%, in excess of the 90% permitted in the B-2 Zone if there from the ADA spaces. Lot coverage will increase from 96.3% to parking area and an island separating the one-way ingress drive 13. Decorative stone will cover the southeast corner of the

2019 Approval];

exterior facade to match the building facade [as required by the with three non-gated sides of masonry construction, with an south, would be a refuse area. The refuse area would be enclosed of the parking area where the eastern lot line turns back to the sharing service. To the east of these two spaces, in the corner feet wide by 15.8 feet deep, and would be reserved for a car-lot line. These two spaces would be compact spaces, measuring 8 north, abutting the 49.92-foot long easterly jog in the eastern 12. Two additional perpendicular parking spaces would face

spaces;

to an island that separates the ingress drive from the ADA north and a "do not enter" sign facing south also will be added access drive from Arch Street. A combined "stop" sign facing drive to control the merging of vehicles into the east-west

southerly and easterly lot lines. Applicant agreed to plant street trees along the two street frontages where possible;

14. The two ADA spaces would be entirely under the two-story addition. The two perpendicular spaces proximate to the Arch Street right-of-way would be uncovered. The balance of the spaces, including the three parallel spaces, would be partially covered by the building;

15. The two-story addition would be constructed on columns placed between the ground floor parking stalls. The addition would have a clearance height of 12 feet above the access drive from Arch Street and the perpendicular spaces. The 12-foot clearance height will allow garbage trucks to enter from Arch Street and access the refuse area. The clearance height above the ingress only drive aisle and the parallel spaces would be nine feet;

16. The two-story raised addition would be set back seven feet from the southerly lot line and five to six feet from the two northern courses forming the easterly lot line and 13 feet from the southern course of the easterly lot line [an increase from the five feet depicted on the previously approved plans to reflect the reduced footprint of the two-story addition]. The setback from the northern lot line would range from approximately seven to 15 feet, and the set back from the western lot line would be 10 feet;

17. The one-story addition over the existing two-story bank building would be stepped back 12 feet from the existing western building wall along Arch Street and 7 feet from the existing northern building wall along Dodd Street/Watassing Avenue. The overall height of the building would 35.5 feet to the roof line, with a new 3.5-foot high aluminum screen installed on the roof to shield mechanical equipment, and a new stairwell penthouse that will reach 39 feet. The height limitation in the B-2 Zone is 40 feet, measured to the roof line and not any rooftop projections; 18. The new stairwell leading to the rooftop will be located between the third parallel space and the two car-share compact spaces. It will be accessed from a sidewalk between the parallel spaces and the eastern lot line and by two exterior doors, one facing north, one facing south. The new stairwell will provide access to the two residential floors, but there will be no ground floor access to the interior of the building from this new stairwell - it will lead only to the sidewalk or parking area;

19. As revised for the May, 2021, hearing, the number of residential units were reduced from 25 to 17, of which four would be one-bedroom units and the balance two-bedroom units. The second floor of the building would have four one-bedroom units and five two-bedroom units, while the third floor would have eight two-bedroom units. All residential units would exceed the

minimum floor areas established by the Township's Land Development Ordinance. The revised plans reduced the total number of bedrooms from 36 to 30. There are no tenant amenities proposed, including on the rooftop;

20. The site improvements remained largely unchanged from the 2019 Approval, except for the reduction in the footprint of the two-story addition;

21. The revised plans included 1,920 square feet of ground floor retail space, replacing tenant amenity space depicted on the plans approved in 2019. There would be two entrances on the north facade of the building, one accessing a vestibule and an interior residential lobby that will lead to an existing stairwell that will access the two residential floors, a full basement and a hallway along the eastern wall of the bank building that will lead to the rear of the building and a new residential elevator. A second doorway, just to the west of the vestibule doorway, will lead to the commercial space. Another doorway into the commercial space will be located on the westerly facade of the building, permitting the space to be divided into two units if the market dictates;

22. A doorway on the southerly facade, proximate to the ADA spaces, will also lead to the residential elevator. A second doorway on the southern facade will access a foyer leading to the proposed commercial space, and a third door on the southern

Applicant will install a stormwater inlet in the middle of the  
 25. No change was made to the stormwater management plan.

deemed satisfactory by the Board's consulting engineer;  
 adjacent properties, unlike the prior lighting plan, and was  
 Street driveways. The lighting plan depicted no spillage onto  
 would illuminate the Arch Street and Dodd Street/Watassessing  
 installed underneath the raised addition. Wall mounted fixtures  
 24. The parking area would be illuminated by fixtures

exterior stone columns of the bank building;  
 addition would be fiber cement, designed to look like the  
 and the existing brick exterior repointed. The facade of the  
 (b) The facade of the bank building will be cleaned

aesthetic of the building; and  
 hung windows. The new windows would restore the previous  
 windows but which are now sealed with masonry and small double-  
 openings that appear to have been previously filled with large  
 assemblies that will be installed below the half-moon windows, in  
 bank building will be preserved and augmented by new window  
 (a) Existing half-moon windows on the exterior of the

proposed for the exterior of the bank building, including:  
 23. No changes were made to the improvements originally

the refuse area;  
 residential floors will empty for building staff to transport to  
 facade will access a trash room, where trash chutes on the

27. The Land Development Ordinance also includes design standards governing development in the Township. Those design standards permit 20% of required parking spaces to be compact stalls, but require compact stalls to be at least 8.5 feet wide and 15 feet deep. They also require 12-foot wide drive aisles accessing parallel parking spaces and 24-foot wide drive aisles to access perpendicular spaces. Thus, the two, eight foot wide compact spaces, the 11.4-foot wide drive aisle accessing the

prohibited by the conditional use standards; project. The use of the ground floor for parking also was the total number of required spaces for all uses in a mixed-use conditional use standard requiring off-street parking equal to the proposed 27 on-site spaces, thereby deviating from the additional 13 spaces. The required total of 46 spaces exceeded 1,920 square feet of commercial space created a demand for an 17 residential units created a demand for 33 parking stalls. The using RSIS ratios, as dictated by the Township Code, the proposed RSIS, however, exempts mixed-use buildings from its regulations. the RSIS parking requirements for residential developments.

26. The Township's Land Development Ordinance incorporates

be stamped with a warning about dumping; municipal stormwater system. The inlet in the parking area will spaces, which will connect to inlets along Arch Street and the parking area, adjacent to the three west facing perpendicular

parallel parking spaces, and the 23.5 foot wide portion of the Arch Street access drive all implicated the need for design waivers;

28. The Watessing Train Station, providing mid-town direct service into Manhattan, is less than 100 feet to the east of the subject property, and bus routes traverse the neighborhood. RSIS recognizes that reduced parking requirements may be appropriate if a site is proximate to mass transit, and the Institute of Traffic Engineers parking manual suggests that the appropriate parking ratio for multi-family dwellings near a train station is .58 per bedroom, which for the 30 bedrooms proposed equates with 17 parking spaces;

29. The two compact spaces reserved for a car sharing service may also reduce parking demands. Some New Jersey municipalities have ordinances which credit up to six parking spaces for each car-share space, although Bloomfield's Land Development Ordinance makes no reference to car-sharing services;

30. Although none of the on-site parking will be reserved for the commercial uses, the small commercial space will likely be occupied by a neighborhood business. There have been a number of large residential projects approved proximate to the Watessing train station, which should provide a substantial customer base within walking distance of site's commercial uses; and

- the project into greater conformity with the conditional use
6. The inclusion of ground floor commercial space brings that there would be adequate on-site residential parking; and proximate to mass transit, and by the proofs which suggested at a major intersection in the southern portion of the Township justified by the need to reinvigorate this vacant site, which is
  5. The conditional use and lot coverage deviations can be is not adaptable to other commercial uses;
  4. The bank building has long been vacant, suggesting it residential developments near the Township's two train stations;
  3. The Township's Master Plan encourages high density requirements;
  2. Applicant's plans conform to the Township's site plan conditional use standards in the B-2 Zone; space which brings the project into greater conformity with the the reduced density and the inclusion of ground floor commercial applicable to the revised plans and even more justifiable given Approval, which are largely repeated below, were equally
  1. The legal conclusions which supported the 2019 conclusions of law:
- Adjustment of the Township of Bloomfield made the following
- On the basis of these findings of fact, the Zoning Board of tax lot.
31. Applicant will consolidate the four tax lots into one

waivers should be granted. In support of its decision, the Board

(d) (3) conditional use variance, a (c) variance, and design determined that preliminary and final site plan approval, a Bloomfield, by a vote of seven (7) in favor and none opposed, the hearing, the Zoning Board of Adjustment of the Township of law, and the discussion of the Members of the Board present at On the basis of these findings of fact and conclusions of

help alleviate.

need for rental housing in the Township which this project would

9. As recognized by the Township Master Plan, there is a

access features"; and

example, separate building(s), separate parking, and separate separate from planned commercial parts as evidenced by, for development where such residential part or parts are discrete and these rules shall apply to the residential part or parts of such commercial development are planned in a mixed-use development,

N.J.A.C. 5:1.5(c) (1), which states: "Where both residential and

8. RSIS is inapplicable to this project pursuant to

drive aisle widths while maximizing available parking;

to fully comply with standards governing parking stall size and

7. Given the irregular shape of the lot, it is impractical

developments proximate to the Watessing train station;

likely will provide a valuable amenity to the other residential

standards governing multi-family dwellings in the B-2 Zone, and

concluded that the site could accommodate the proposed development despite increased density and the deviation in the required parking supply, and that the development would advance the purposes of zoning and was consistent with the Master Plan. Further, there was no evidence that granting the required relief would be substantially detrimental to the neighborhood or impair the purposes of the Master Plan and zoning ordinance.

NOW, THEREFORE, be it resolved by the Zoning Board of Adjustment of the Township of Bloomfield that the application for preliminary and final site plan approval, for a variance pursuant to N.J.S.A. 40:55D-70(d)(3) for a deviation from conditional use standards permitting multi-family dwellings in the B-2 Zone, for a variance pursuant to N.J.S.A. 40:55D-70(c) for excessive lot coverage, and for design waivers for the size of compact parking stalls and the widths of drive aisle, to permit the construction of additions to a two story vacant bank building which would add a third floor to the existing building and a two-story addition over the parking lot, and the use of the building as a mixed-use building with 17 residential units and 1,920 square feet of ground floor commercial space, at property located at 59 Dodd Street in the Township of Bloomfield, Block 94, Lots 27, 28, 30 and 31, be and hereby is GRANTED, subject to:

1. Conformance with the engineering plans submitted to the Board prepared by Omland & Osterkorn, Inc., with a final revision date of August 5, 2020, as modified hereby;
2. Conformance with the architectural plans submitted to the Board prepared by Steven Corso Architect, LLC, with a final revision date of June 19, 2020;
3. Conformance with the Conformance with the comments of the Board's consulting engineer in his November 30, 2020, letter report; and
4. Consolidation of the four tax lots into one tax lot, with a new lot number assigned by the Township's tax assessor;
5. Enclosing the refuse area on three sides with masonry walls, with the exterior of the walls matching the exterior of the principal building;
6. Adding a stop bar and directional signage at the southerly terminus of the one-way access driveway, with the signage including both a stop sign facing north and a do not enter sign facing south;
7. The submission to the Board of Applicant's agreement with a car sharing company to occupy the two compact spaces;
8. Applicant returning to this Board for amended approvals if the car sharing spaces are discontinued or not implemented within two (2) years following the issuance of a final certificate of occupancy;

9. Preserving the plaque attached to the front facade of the bank building proximate to the intersection of Arch Street and Dodd Street;

10. Planting street trees along both street frontages, where feasible, in consultation with the Township Forrester and the Board's consulting engineer;

11. Including a warning against dumping on the stormwater inlet to be installed in the parking area;

12. Conformance with all building and fire code requirements;

13. Obtaining any other necessary government approvals; and  
 14. Posting maintenance and performance guarantees as required by law.

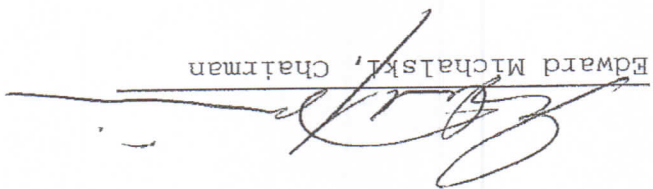
IN FAVOR OF GRANTING THE APPLICATION:

|     |                    |
|-----|--------------------|
| Yes | Mr. Balnicki       |
| Yes | Mr. Johnson        |
| Yes | Chairman Michalski |
| Yes | Mr. Prince         |
| Yes | Mr. Stivers        |
| Yes | Ms. Tolliver       |
| Yes | Mr. Waugner        |

OPPOSED TO GRANTING THE APPLICATION:

None  
 (0) No

The undersigned, a member of the Township of Bloomfield  
Zoning Board of Adjustment, certifies that the foregoing is a  
true copy of the Resolution adopted on the 8<sup>th</sup> day of July, 2021,  
to reflect the action taken by said Board on the 13<sup>th</sup> day of May,  
2021.

  
Edward Michalski, Chairman