



Engineers
Planners
Surveyors
Landscape Architects
Environmental Scientists

500 Scarborough Drive, Suite 108
Egg Harbor Township, NJ 08234
T: 609.910.4068
F: 609.390.0040
www.maserconsulting.com

December 28, 2020

VIA EMAIL AND U.S. MAIL

Dawn M. Farrell, Administrative Clerk
TOWNSHIP OF MONROE ZONING BOARD
125 Virginia Avenue, Suite 5A
Williamstown, New Jersey 08094-1768

Re: Use Variance & Minor Site Plan (1st Review)
Block 501, Lot 36
1824-1828 North Black Horse Pike
Zone: C, Commercial District
Applicant: JK United Group, LLC
Application № 20-06 & #506-SP
MC Project №: MMZ-080

Dear Ms. Farrell:

The above referenced application is a request for a use variance and minor site plan review.

1.0 Project Description

1.1 Proposal

The applicant seeks use variance and minor site plan approval to relocate the office trailer and formalize the existing truck parking area for large trucks/tractor trailers including refrigeration trailers to be parked overnight in the rear of the building. The improvements are for the continued utilization of their existing business, known as JK United Truck Repair. The business is located at 1824-1828 N. Black Horse Pike and operates as an auto and truck repair service, truck parking/storage and tire service business. The applicant was previously granted a site plan waiver in 2018 (Resolution PB-80-18).

The applicant should confirm if all the truck spaces are for vehicles waiting for service or if they are supplying vehicle storage for others. Also, the applicant should clarify the specific use of the office trailer to be relocated.

1.2 Existing Conditions

The 4.0± acre parcel is located on North Black Horse Pike and contains a truck repair and tire service business with vehicle storage in the rear. The application



indicates the existing business is served by a public well and septic. The property is zoned C, Commercial.

1.3 Surrounding Land Uses

The surrounding area is primarily commercial along Route 322. Immediately adjacent parcels include residential uses to the east (zoned R-2) and to the south and north, commercial uses, which are also zoned C, Commercial. Additionally, directly across the properties frontage along Route 322 are also commercial properties.

2.0 Materials Reviewed

We have reviewed the referenced submission, encoded by the Zoning Board as use variance #20-06 and site plan #506-SP, received on December 8, 2020, consisting of the following:

<i>Sheet</i>	<i>Title</i>	<i>Date</i>
---	Application Checklist	---
---	Use Variance Application	November 25, 2020
---	B&W Site Photos (3)	---
---	Minor Site Plan Checklist	---
---	Site Plan Application	---
---	Minor Site Plan Code Section 175-70	---
---	W-9 (not completed)	---
1 of 4	Cover Sheet	November 9, 2020
2 of 4	Information Sheet	November 9, 2020
3 of 4	Site Plan	November 9, 2020
4 of 4	Grading Plan	November 9, 2020
1 of 1	Boundary and Topographic Survey	August 6, 2020

The plans are signed and sealed by Jason T. Sciullo, P.E., P.P. of Sciullo Engineering Services, LLC (SE) and the survey was prepared by Michael R. Vargo of Vargo Associates.

3.0 Zoning Requirements

3.1 Use

1. In accordance with § 175-163B (Attachment 6), vehicle storage yards are listed as a conditional permitted use in the C, Commercial zoning district, subject to the requirements of § 175-163E.



3.2 Conditional Use

1. In accordance with § 175-163E, vehicle storage yards are a conditional use in the C, Commercial District, subject to the following requirements:
 - (1) There shall be a minimum of 2,500 square feet per vehicle. The application indicates the rear parking area is approximately 74,000 s.f. As such, 30 truck spaces would be permitted. The applicant proposes 26 spaces. As proposed, the plan complies.
 - (2) An opaque fence of a minimum height of eight feet shall enclose entirely the storage area. The plan does not conform to this requirement, having an existing 8 foot chain link fence with barbed wire. Only the rear fence portion is proposed to have screening slats. As such a 'd(3) variance is required.
 - (3) When abutting a residence zone, said fence shall be set back 25 feet from the property line. This twenty-five-foot strip shall be suitably landscaped as a visual buffer. The plan does not specifically comply with this requirement. However, the rear of the site has wetlands and wetland buffer areas which dictate where the fence can be placed, which is greater than 25' from the residential properties. There is a wooded area that will remain between the fence and the residences.
 - (4) No maintenance or servicing shall be permitted, other than normal fueling, lubrication or cleaning. The application indicates vehicle storage is for parking only. Compliance to be confirmed.
 - (5) Site plan approval shall be required under appropriate provisions of this chapter. Any use variance granted shall be conditioned upon site plan approval unless waived by the Board and a variance from the conditional use requirement is granted.

Subject of this application.

3.3 Bulk Requirements (specific to vehicle storage yards)

1. **Lot Area:** The minimum required lot area is 80,000 square feet. The plan conforms to this requirement.
2. **Lot Frontage/Width:** The minimum required lot frontage/lot width is 150 feet. The plan conforms to this requirement.



3. **Front Yard/Building Setback:** The minimum required front yard/building setback is 100 feet. The plan does not conform to this requirement, having 72.9 feet. This represents a pre-existing, non-conforming condition for the tire tech building.
4. **Side Yard Setback:** The minimum required side yard setback is 50 feet. The plan does not conform to this requirement, proposing only 8.38 feet for the relocated office trailer. As proposed, a variance is required.

It should be noted that presently the existing buildings have existing non-conforming side yards, the smallest being 29.7 feet.

5. **Rear Yard Setback:** The minimum required rear yard setback is 50 feet. The plan conforms to this requirement.
6. **Lot Coverage:** The maximum permitted lot frontage is 65%. The plan indicates conformance with this requirement, having 23.2%.
7. **Side Yard Buffers:** The minimum required side yard with landscaping is 50 feet. The plan does not conform to this requirement. The application represents this as a pre-existing, non-conforming condition. However, the application is to formalize the vehicle storage use. As such, a variance would be required.
8. **Rear Yard Buffers:** The minimum required rear yard with landscaping is 50 feet. The plan conforms to this requirement.
9. **Front Yard Buffers:** The minimum required front yard with landscaping is 50 feet. The plan does not conform to this requirement. This represents a pre-existing, non-conforming condition due to the existing tire and repair uses on site.
10. **Building Height:** The maximum permitted building height is 45 feet. The plan conforms to this requirement.
11. **Off Street Parking:** Off-Street parking is subject to the requirements of § 175-123. Compliance to be determined.

4.0 Design, Performance and Evaluation Standards

4.1 Buffers and Landscaping

Community commercial uses specifically require buffers as listed under Section 3.2, Bulk Requirements, subject to the requirements of § 175-93.



In accordance with § 175-93, buffer areas shall be developed in an aesthetic manner for the primary purposes of screening views and reducing noise perception beyond the lot. Buffer widths shall be as specified in Article XIV of this chapter and shall be measured horizontally and perpendicularly to lot and street lines. The plan conforms to this requirement. The applicant has proposed to retain the existing vegetation within the rear buffer and no plantings are proposed along the side or front buffers. The applicant shall provide testimony regarding the integrity of the existing vegetation to remain in the rear and a waiver is required for the others.

4.2 Off-Street Parking and Loading

In accordance with § 175-123, there is no specified parking requirement for vehicle storage uses. As such, parking shall be reviewed and determined by the Board.

4.3 Sidewalk

The subject property falls within Sidewalk Area 1 as defined by § 175-133. Sidewalk Area 1 includes “portions of the Township where the highest pedestrian traffic is anticipated”. There is no sidewalk along the frontage of the Black Horse Pike in the vicinity of the subject property nor any proposed along the property in question. As proposed, a waiver of sidewalk is required.

5.0 Master Plan Consistency

- 5.1 The proposed use is not specifically consistent with the goals and objectives of the Master Plan. Should the use variance be granted, site improvements and physical impacts of the use need to be addressed and mitigated.
- 5.2 As the proposed use does not conform to one or more of the conditional use standards, the Board must determine that the requested vehicle storage yard ‘d(3) variances do not impact adjacent properties or cause damage to the community as to constitute substantial detriment to the public good or will negatively impair the zone plan.

6.0 General Comments/Recommendations

- 6.1 In accordance with the New Jersey Municipal Land Use Law (N.J.S.A. 40:55D-76b), the applicant may elect to submit an application requesting approval of the use variance and a subsequent application for the approval of a site plan, if required, provided that the approval of the variance is conditioned upon the applicant obtaining all required subsequent approvals from the Zoning Board. No such subsequent approval shall be granted unless such approval can be granted without substantial detriment to the public good and without substantial impairment of the intent and purpose of the zone plan and zoning ordinance.



Consequently, any variance granted permitting the proposed use must be conditioned upon the applicant obtaining the necessary site plan approval, if deemed required, from the Zoning Board.

- 6.2 The applicant must demonstrate sufficient “special reasons” why the proposed use carries out a purpose of zoning, or how the refusal to allow the project would impose on the applicant an undue hardship. In addition, the applicant must demonstrate that the requested use variance can be granted without substantial detriment to the public good and will not substantially impair the intent and purpose of the zone plan and zoning ordinance.
- 6.3 The standard of proof of special reasons to support a ‘d(3) variance from one or more conditions imposed on a conditional use should be relevant to the nature of the deviation from the ordinance. The applicant must show that the site will accommodate the problems associated with the use even though the proposal does not comply with the conditions the ordinance established to address those problems.
- 6.4 As to the negative criteria, the Board must evaluate the impact of proposed specific deviation upon adjacent properties and determine if it will cause such damage to the character of the neighborhood as to constitute “substantial detriment to the public good”.
- 6.5 The Board must also be satisfied that the grant of the ‘d(3) conditional use variance for the specific project at the designated site is reconcilable with the municipal legislative determination that the conditions should be imposed on all conditional uses in that zoning district.
- 6.6 Testimony should be provided confirming the extent of the vehicle storage use including hours of operation, number of employees, deliveries, site access, type of vehicles and parking arrangements including if customers frequent the site.
- 6.7 Testimony should be provided if there will be any open storage of materials in the rear yard.
- 6.8 The applicant should clarify the following regarding how the site functions:
 - a) Does the truck repair also do repair work on the trailers? If not, are the trailers only being stored while the truck cabs are being repaired?
 - b) How will the truck repair circulation/building access co-mingle with the vehicle storage area?
 - c) Are the refrigeration units running while the trailers are being stored?



d) What is the purpose of the mobile office: How does it relate to the truck repair business?

6.9 Testimony should be provided regarding fire access and circulation.

6.10 Testimony should be provided regarding adequacy of fueling pump/tank position. Will it conflict with overall site circulation? How is the ground protected from spills?

6.11 What is the purpose of the trailer to remain adjacent to the fuel tank?

7.0 Fees, Contributions and Obligations

7.1 COAH Requirement

In accordance with the Statewide Non-Residential Development Fee Act (N.J.S.A. 40:55D-8.1-8.7), the applicant is required to make payment of a development fee of 2.5% of the increase in equalized assessed value of the non-residential construction into a Housing Trust Fund established by Monroe Township Council. A condition of receiving a building permit is the payment of approximately ½ of this fee, the balance being calculated and paid at the time of the request for a certificate of occupancy.

7.2 Escrow

The applicant must contact the Township's Finance Office to settle any outstanding review escrow accounts prior to any approval taking effect.

8.0 Outside Agency Approval

This minor site plan is subject to the review and approval of all outside agencies with jurisdiction, if not already received, including but not limited to the following. Evidence of these approvals must be submitted to the Zoning Board.

- Gloucester County Planning Board;
- Gloucester County Soil Conservation District;
- Monroe Township Fire Official; and
- Any others as may be required.

The above comments and/or recommendations are submitted for your review and consideration. Should you have any questions with regard to this matter or require additional information, please do not hesitate to contact our office at (609) 910-4068.



Dawn M. Farrell, Administrative Clerk
MC Project No. MMZ-080
December 28, 2020
Page 8 of 8

Regards,

MASER CONSULTING, INC.

A handwritten signature in blue ink that reads 'Pamela J. Pellegrini'. The signature is fluid and cursive, with the first and last names being more prominent.

Pamela J. Pellegrini, P.E., P.P., C.M.E.
Project Manager

PJP/rld

cc: Richard P. Coe, Esquire

201228_pjp_jk united_review 1.docx