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November 22, 2013

OUR FILE NO. -010521

Via Hand Delivery and Email

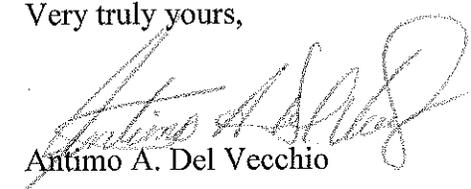
Ms. R. Lorraine Hutter, Secretary
Borough of Montvale Planning Board
12 Mercedes Drive
Montvale, New Jersey 07645

**Re: Montvale Development Associates, LLC
Application for Preliminary and Final Site Plan Approval, PUD Approval,
EIS Approval and Soil Moving Permit Approval
Block 2802, Lots 2 & 3; Block 1002, Lots 3 & 5, Montvale, New Jersey**

Dear Ms. Hutter:

I enclose a copy of the transcript prepared by Donna Lynn J. Arnold, C.C.R., for the Wednesday, November 6, 2013 meeting in connection with the above referenced matter. By copy of this letter to Robert T. Regan, Esq., I am forwarding directly to him a copy of the transcript as well. Should you have any questions regarding the enclosed, please do not hesitate to contact me.

Very truly yours,


Antimo A. Del Vecchio

ADV:ret- Enc.

c: Robert T. Regan, Esq. (via email, w/enc.)

Forty-Three Years of Service

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PLANNING BOARD
MONTVALE TOWNSHIP
COUNTY OF BERGEN

BLOCK 2802, LOTS 2 AND 3,
300 WEST GRAND AVENUE,
BLOCK 1002, LOTS 3 AND 5
159-161 SUMMIT AVENUE -

VOLUME 5

MONTVALE DEVELOPMENT ASSOCIATES,
LLC - SHOPS AT DEPIEROS application
For Preliminary and Final Site Plan
Approval, Preliminary and Final
Subdivision Approval, Planned Unit
Development and Soil Moving Permit

Wednesday, November 6, 2013
Council Chambers
12 Mercedes Drive, 2nd Floor
Montvale, New Jersey
Commencing 8:04 p.m.

B E F O R E:

- JOHN CULHANE
- JOHN DEPINTO, CHAIRMAN
- MICHAEL GHASSALI, COUNCIL MEMBER
- WILLIAM LINTNER
- FRANK STEFANELLI
- DANTE TEAGNO, Absent
- WOLFGANG VOGT
- CHET WEBBER

- ROBERT REGAN, BOARD ATTORNEY
- JEFFREY FETTE, CONSTRUCTION CODE OFFICIAL
- CRAIG HERMAN, MASER CONSULTING
- ANDREW HIPOLIT, BOROUGH ENGINEER
- KEENAN HUGHES, PHILLIPS, PREISS & GRYGIEL, LLC
- LORRAINE HUTTER, BOARD SECRETARY
- RICHARD PREISS, BOROUGH PLANNER, Absent

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	W I T N E S S	DIRECT	BOARD	PUBLIC
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3	EXHIBITS MARKED 8/6/2013		
4	A-1 Affidavit of Notice Document, Two Volumes		
5	A-2 Site Plan Drawings Prepared by I2A,		
6	A-3 42 sheets, 6/21/2013		
7	A-4 Architectural Plans by JP2, Consisting of		
8	A-5 8 sheets, 6/18/2013		
9	A-6 Wegman's Elevation Drawings, single sheet		
10	A-7 7/24/2013		
11	A-8 Floor Plans Prepared for Wegman's Building,		
12	A-9 5/14/2013		
13	A-10 Roof Plan (Wegman's) Single Sheet, 6/20/2013		
14	A-11 RTKL Master Plan Booklet		
15	B-1 Thumb Drive Containing Two Power Point		
16	B-2 Presentations		
17	B-3 Store Sample Board		
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19	B-5 Material Board, Wegman's		
20	BOARD EXHIBITS		
21	B-1 Letter, 8/5/2013, from Chief of Police,		
22	B-2 Site Plan		
23	Letter, 8/5/2013, from Chief of Police,		
24	Soil Movement		
25			

EXHIBITS MARKED 10/15/2013

- A-19 Id. Section of Porous Pavement Including the Vase Porous Pavement
- A-20 Id. Traffic Impact Analysis 6/20/2013
- A-21 Id. Traffic Impact Analysis By Maser Consulting, 3/7/2013
- A-22 Id. Technical Appendices 3/7/2013

EXHIBITS MARKED 11/06/2013

- B-1 Id. Letter, 10/25/2013, E. Timsak
- A-24 Id. L2A Concept Plan, SK-01, 10/29/2013
- A-25 Id. Site Traffic Impact
- A-26 Id. Sign Package Drawings
- A-27 Id. Cut Sheet Booklet, 7/17/2013

CHAIRMAN DePINTO: Okay. Next. We have a continued public hearing on Block 2802, Lots 2 and 3, 300 West Grand Avenue, Block 1001, Lots 3 and 5, 159-161 Summit Avenue, Montvale Development Associates LLC, Shops at DePieros.

Application for preliminary and final site plan approval, preliminary and final subdivision approval, planned development and soil moving permit.

Good evening, folks.

MR. DEL VECCHIO: Good evening, Mr.

Chairman, members of the Board. Andy Del Vecchio, member of the firm of Beattie, Padovano on behalf of the applicant this evening.

We're here on continued public hearings as you had indicated, Mr. Chairman and when we last left off, we were in the midst of cross-examination, I believe, of Ms. Dolan. We had completed a large portion of her direct testimony but not all of it. We had interrupted, in order to allow sufficient time that evening for public questioning.

We can either complete that portion of the public questioning at this point or I can proceed with completing her direct testimony. I leave it to you as to how you wish to proceed.

CHAIRMAN DePINTO: Okay. Let's start with

1 Mr. Segreto. And, I believe we left off offering Mr.
2 Segreto the opportunity to cross-examine your witness,
3 at least to the point that she had testified.

4 But, we are in receipt of a letter, and I
5 believe you received a copy of it, dated October 30,
6 from John Segreto, advising us that he was unavailable
7 for this meeting and that he respectfully requests
8 that his cross-examination of any witnesses to testify
9 on the 6th be reserved for the next meeting on this
10 application.

11 Obviously, we have a stenographer here who can
12 provide him a copy of the records as well as a tape.

13 Do you have any objection to proceeding
14 providing the allowance of Mr. Segreto to
15 cross-examine your witnesses?

16 MR. DEL VECCHIO: We will agree to bring
17 whichever witnesses testify or completed testimony
18 this evening back on the 25th which I believe is our
19 next scheduled date.

20 CHAIRMAN DEPINTO: Okay. So, therefore, I
21 believe what we should do is continue with the
22 additional direct testimony of Ms. Dolan.

23 And, I also believe that Ms. Dolan was asked to
24 look into certain items, certain questions from Board
25 Members, and should hopefully be able to provide us

1 some answers to that.

2 But, before we do that, Mr. Del Vecchio, I am in
3 receipt of a copy of a letter that was sent to you
4 from Eric Timsak dated October 25.

5 MR. REGAN: Mr. Chairman, maybe that
6 should be marked as a Board exhibit.

7 CHAIRMAN DEPINTO: Okay. What are we up
8 to on Board exhibits?

9 MR. REGAN: That would be 3.

10 CHAIRMAN DEPINTO: Okay. Basically
11 requesting a meeting with you. I'll read it into the
12 record.

13 Please be advised that the Bergen County
14 Department of Planning and Economic Development has
15 reviewed the revised plans to the above referenced
16 project and request that a meeting be held to discuss
17 same. Would you be so kind and contact us at your
18 earliest convenience to arrange a date and time for us
19 to meet that is mutually agreeable to all involved
20 parties.

21 That is signed by Eric Timsak, Principal
22 Planner.

23 I presume that he wanted to not only meet with
24 the applicant but Borough representatives as well.

25 Have you communicated with Mr. Timsak?

1 MR. DEL VECCHIO: I had spoken to Mr.
2 Timsak actually before that letter was issued and kind
3 of knew it was coming.

4 He wanted a meeting to resolve what I believe
5 were remaining comments on his prior letter to that.
6 There were only a handful of comments we got
7 from the County. I had told him that I understood it
8 was this Board's policy, particularly on applications
9 that were of concern to the Borough, that it likes its
10 representatives present. And, he had no problem with
11 that, of course.

12 And, I told him that, once we had, knew, flushed
13 out the traffic testimony here, because I think one of
14 the comments he had pertained to the traffic issues,
15 that we would then arrange for the meeting with the
16 County so that we had the full import -- excuse me,
17 input from any of the Board Members as we fleshed out
18 that issue before the Board before we met with him.

19 So, we haven't met with him and he anticipates
20 having members of the Borough present or Board or
21 professionals. And, obviously, members of the
22 applicant's representatives as well.

23 CHAIRMAN DePINTO: Okay. And, Mr.
24 Hipolit, have you communicated with Mr. Timsak with
25 respect to this letter?

1 MR. HIPOLIT: I haven't called him. We
2 have not spoken on it.

3 But, in agreement with Mr. Del Vecchio, I assume
4 we would be at the meeting. That was my
5 understanding.

6 CHAIRMAN DePINTO: Keep the Board advised
7 of this. Obviously, this is a critical element
8 associated with the application.

9 And, I'm glad to see that the County is on top
10 of it and moving it along as expeditiously as they
11 are.

12 So, keep us advised and we will determine who,
13 from the Borough, we would want, we would request be
14 present at that meeting as well.

15 MR. HIPOLIT: Okay.

16 CHAIRMAN DePINTO: Okay. And, before Mr.
17 Del Vecchio, before you reintroduce Ms. Dolan, at a
18 recent meeting we had, there was some discussions and
19 actually it was my request that someone from Wegman's
20 be brought back to give additional testimony with
21 respect to operations. And, you indicated to me that
22 you would get back to us on that.

23 Will you be presenting anyone from Wegman's or
24 do we have to rely upon the testimony that we heard
25 from that other witness?

1 MR. DEL VECCHIO: We have had Ms. Dolan
 2 flesh out the delivery routes for the vehicles. And,
 3 that's one of the supplemental areas that we need to
 4 cover this evening.
 5 I wanted to see how Ms. Dolan's additional
 6 information was acceptable or not to the Board and
 7 then I would know what was left on the potential list
 8 that a Wegman's witness would be.
 9 Quite frankly, Mr. Aken, who appeared here, is
 10 fairly high up in the Wegman's organization and
 11 probably doesn't have intimate familiarity with what a
 12 loading clerk may or may not do at a particular store.
 13 And, if that's the issue we need to deal with, we may
 14 have to look farther down within the corporate
 15 structure to find someone with the information.
 16 So, I'm waiting to see how the delivery stuff
 17 goes and then we can determine who might be the
 18 appropriate person to bring back or tell the Board
 19 that we are going to rely on Mr. Aken's testimony.
 20 But, we are waiting to have Ms. Dolan's
 21 testimony completed now before we make that
 22 determination.
 23 CHAIRMAN DEPINTO: All right. I believe
 24 that when that time comes and a resolution is
 25 prepared, that the resolution should incorporate into

1 it a number of things relative to operations of the
 2 supermarket.
 3 We do not have a supermarket of this size in
 4 town. We do not have a shopping center of this size
 5 in town either.
 6 We have had no experience in dealing with the
 7 facility or facilities of this nature or size.
 8 So, therefore, in order to keep the record clear
 9 as to what this Board is allowing or not allowing, I
 10 believe it would be in the best interests of not only
 11 the applicant but, more importantly, the Borough that
 12 we hear testimony from someone who at least knows
 13 where an A & P is located in the immediate vicinity.
 14 Not to mention all the other things that he
 15 didn't know.
 16 So, you be the judge of who you want to bring
 17 before this Board.
 18 But, this is about the 4th or 5th time I have
 19 made this request. And, I won't make it any more.
 20 We'll rely upon what you said, Mr. Del Vecchio.
 21 But, I doubt that Ms. Dolan is going to be asked, be
 22 able to answer my questions unless Ms. Dolan --
 23 Did you spend any time working in a Wegman's?
 24 MS. DOLAN: No, I did not.
 25 CHAIRMAN DEPINTO: I didn't think so. So,

1 therefore, I'm not quite sure if you're going to be
2 able to answer the questions.

3 But, please proceed, Mr. Del Vecchio.

4 CONTINUED DIRECT BY MR. DEL VECCHIO:

5 Q Ms. Dolan --

6 MR. REGAN: Just for the record, Ms. Dolan
7 is previously sworn on October 15th.

8 Q As Mr. Regan indicated, you remain under
9 oath and you were previously qualified at the last
10 meeting.

11 I believe where we had left off, before we
12 allowed public participation into your testimony, was
13 we were going to cover the area of deliveries to and
14 from the site and how the Wegman's delivery vehicles
15 would access and egress the site as you heard.

16 As you heard the Chairman indicate, the Board
17 was not comfortable relying on solely the testimony of
18 Mr. Aken who preceded you in appearing before this
19 Board.

20 You were asked, by me and the applicant, to
21 directly converse with Wegman's to answer, to
22 understand what the delivery points of origin and the
23 routes to and from the store might be.

24 Have you had an opportunity to do that?

25 A Yes, I have.

1 Q And, can you tell the Board, as it
2 pertains to that subject, what you did and the
3 information you accumulated to testify with this
4 evening?

5 A Yes. I, I consulted with Mr. Aken and I
6 also read his testimony.

7 I know someone at the last hearing in October
8 had asked me about delivery activity and I had
9 indicated I wasn't here for that testimony. So, I did
10 read Mr. Aken's testimony. I consulted with him.

11 And, I also drove the delivery route that he testified
12 to a few months ago before the Board.

13 And, as a result of my field investigation, I
14 further consulted with Mr. Aken and we talked about
15 various delivery routes that might be a little bit
16 more direct than what he testified to.

17 And, having driven the route that he testified
18 to, there were some turns, in my opinion, which were
19 very difficult for trucks to maneuver and it wasn't
20 the most direct route. So, I suggested a few routes
21 that their delivery, their being Wegman's, delivery
22 people reviewed.

23 I don't think that they, themselves, have come
24 to a complete determination as to how the trucks will
25 come from Pennsylvania to this location. They're

1 having some question with regard to weight limits and
2 so forth on various roads.

3 But, obviously, once they start routing trucks
4 there, they will hone in on it.

5 From my perspective and speaking with Mr. Aken,
6 probably the most direct route would be to -- the
7 trucks are coming from, from Pennsylvania. So,
8 they're going to be taking 78 through Pennsylvania
9 into New Jersey and coming up to 287.

10 So, from there, the most direct route to this
11 location would be to stay on the Thruway to the
12 section of the Parkway that permits trucks in New
13 York.

14 The trucks are required to exit before they come
15 into New Jersey. So, that would be Red School House
16 Road which would bring them down onto Grand Avenue.
17 If the trucks do find themselves to Route 17, I think
18 the East Allendale Road exit would be the appropriate
19 path because I have seen the trucks on that road as
20 well. And, then they can, they can find their way
21 through Chestnut Ridge, Chestnut Ridge Road to the
22 subject property.

23 So, I don't believe Wegman's has an absolute
24 answer. But, certainly through the consultation, we
25 have suggested that their delivery people further

1 evaluate the routes.

2 And, in my opinion, there are routes that are
3 much more direct and straight forward than coming
4 through Suffern and some of the more limited roadways
5 that, that were suggested in that testimony.

6 Q Ms. Dolan --

7 CHAIRMAN DEPINTO: Excuse me one second,
8 Mr. Del Vecchio.

9 So, therefore, is this Board to disregard the
10 testimony we heard from Mr. Aken relative to routes?

11 MR. DEL VECCHIO: No. What I am about to
12 ask Ms. Dolan is essentially a series of questions.

13 I think it boils down to the vehicles coming
14 into Montvale from one or two directions. And, I'm
15 going to have Ms. Dolan provide testimony on both of
16 those directions as to what, if any, impact they would
17 have to the, accessing the site from a traffic
18 standpoint.

19 So, I think we're going to cover both through
20 Ms. Dolan's testimony.

21 Q Ms. Dolan, as you understand the
22 communications with Wegman's, the route that was
23 generated for their vehicles is done through a
24 software program that they have from a logistics
25 standpoint?

1 A Yes. It's called PC Miler.
2 Q And, it has a standard program used by
3 many organizations to route their vehicles?
4 A Yes. It's my understanding, and having
5 done a little bit of research in preparation for
6 tonight, it is a truck routing, specifically a truck
7 routing program that is used to get the trucks from
8 Point A to Point B recognizing weight restrictions
9 that are posted.
10 Q And, in certain circumstances when there
11 are exceptions to those weight limitations, the
12 software may not know about it or may not apply in
13 coming out with the route?
14 A That, that's correct. It's basically a
15 GPS type of software. But, I would imagine, just like
16 Google Maps or any of the GPS, it needs to be updated.
17 Probably not all of the weight restrictions are
18 incorporated or limitations are incorporated.
19 Q And, in fact, you were advised that the
20 reason that the route was selected, as testified to by
21 Mr. Aken, was because of the weight restriction that
22 applies to one of the roadways that you mentioned as
23 being a preferred route?
24 A That's correct.
25 Q And, in fact, there's an exception to that

1 weight restriction for local deliveries within Bergen
2 County.
3 Is that correct?
4 A Yes. Again, in driving some of these
5 routes, there are weight limits posted. But, then
6 there's a supplemental panel that says that Bergen
7 County deliveries are permitted.
8 Q So, the software being imperfect and not
9 knowing the weight restrictions, came up with a
10 delivery route that Mr. Aken had provided to this
11 Board through his testimony?
12 A That's right.
13 Q And, if that were in fact the route the
14 vehicles would be entering the Borough of Montvale
15 from where?
16 A They would be -- I'll just double check my
17 notes here because I know the problems, what I had in
18 New York. Just a second.
19 Chestnut Ridge Road to Grand Avenue and then to
20 Mercedes Drive. That was the route that he testified
21 to.
22 Q Which direction would the trucks be coming
23 on Chestnut Ridge Road?
24 A Southbound on Chestnut Ridge Road, coming
25 down to Grand Avenue, turning left onto Grand and then

1 coming to the subject area. And, it was -- the, the
2 routing did send the trucks to Mercedes Drive even
3 though Wegman's agreed that they would route the
4 trucks to enter the site through Phillips Parkway.

5 Q And, that continues to be the stipulated
6 route by the applicant and Wegman's as it pertains to
7 the Wegman's delivery route testified to by Mr. Aken?

8 A Yes. And, that's based on my conversation
9 with Mr. Aken and his confirmation of that portion of
10 his testimony that Wegman's can and will direct their
11 trucks, their trucks to use Phillips Parkway.

12 Q Now the alternate routes that you had
13 indicated may be more direct if one were to consider
14 not only the weight restrictions but the exception to
15 the weight restrictions, would have the delivery
16 trucks coming essentially through Red School House
17 Road and which turns into Spring Valley Road
18 intersecting with Grand and then making the turn onto
19 Phillips?

20 A That's correct. They turn left directly
21 at Phillips and that would be their first opportunity
22 to get to the site if they came from that direction.

23 Q The other route would be coming through 17
24 and East Allendale Avenue in a northerly direction
25 alternately on Chestnut Ridge Road making a right turn

1 on to Grand Avenue?

2 A That's correct.

3 And, in that instance, they would proceed
4 through the intersection at Mercedes Drive and turn
5 right into Phillips Parkway to access the property.

6 Q So, there are at least three very viable
7 routes for truck deliveries to this site between the
8 routes you had, you had indicated were most direct and
9 the one produced by the Wegman's software?

10 A That's right.

11 Q And, in considering the traffic impact
12 from a delivery vehicle or vehicles directly from a
13 Wegman's warehouse, from a traffic standpoint, does it
14 matter to you or does it change the impacts to any
15 particular intersection if any one of those routes
16 were selected over the other?

17 A No. It wouldn't change the impacts.

18 I know Mr. Aken provided the Board with the
19 number and types of deliveries that would be coming.

20 In the modeling done by our office and also by
21 the Board's consultant Maser Consulting, heavy vehicle
22 factors have been incorporated and that would
23 certainly account for the additional occasional heavy
24 vehicle generated by the development of this property.

25 Q And, based on your area of expertise,

1 would you have a preferred route for trucks coming to
2 and from this site?

3 A As I said, the, the use of the Thruway to
4 the Parkway to Red School House seems to be the most
5 direct and I would say truck friendly.

6 Q And, based upon the routes that you have
7 testified to, were there any --

8 Do you anticipate any problems with the vehicles
9 moving through those public streets?

10 A No. I have observed trucks on those, on
11 those routes.

12 And, again, I looked at some of the prohibitions
13 in the vicinity of the, of the routes that were talked
14 about and saw that the Bergen County deliveries is
15 allowed. A panel is posted in various locations to
16 accommodate those vehicles.

17 Q And, that's based upon your actual field
18 work of driving those routes?

19 A Yes.

20 Q There were several questions that were
21 raised by Board Members last time, when you had
22 appeared, that you would take a second look at. And,
23 we had provided you with a transcript of the hearing
24 so that you did not have to rely on only your, your
25 notes.

1 And, I ask if you would just identify each issue
2 that was reflected in the transcript and indicate what
3 additional work and conclusions you reached.

4 A I think one of the biggest points had to
5 do with the distribution pattern, getting traffic to
6 this, this property particularly as related to the
7 possible use of a left turn from Grand onto Phillips
8 and sort of coming around that block particularly for
9 local people who are more familiar with the area.

10 In the analyses that had been prepared to date,
11 submit and review, and also what was done by Maser, we
12 had loaded up all the volume at the intersection of
13 Grand and Mercedes to test that worse case and make
14 sure that we built in enough capacity and that would
15 be additional lanes and improvements to accommodate
16 all of that activity.

17 But, when we rerouted and took another look at
18 this, since the last meeting, I rerouted some of the
19 volumes over to the intersection of Grand and
20 Phillips, brought them in and also sent them out that
21 way to make sure that the geometry, the geometric
22 improvements that have been identified for the Grand
23 Avenue and Phillips Parkway intersection, would still
24 be sufficient. And, I did confirm that.

25 I also looked at the design that we put forth

1 for the main site driveway intersection on Mercedes to
2 make sure that that would still function. And, again,
3 we found acceptable Levels of Service and, also, as it
4 relates to volumes along that corridor, the, the
5 movements out of the driveways from the Mercedes Benz
6 property, there's two driveways between the
7 intersection at Grand and our new signalized
8 intersection and the third Mercedes driveway, we
9 looked at those volumes and certainly if there's less
10 volume on that stretch of Mercedes Drive, then it's a
11 little easier for those folks to get out.

12 And, associated with that is an additional
13 observation as to how those driveways are operating
14 now and how they will operate in the future. And,
15 what we found is that there is more traffic coming
16 from Mercedes entering what would be the inside left
17 turn lane whereas the folks who are traveling from
18 further south and coming up Mercedes Drive are
19 gravitating towards the middle lane. There's two, two
20 left turn lanes and a right turn lane. And, so, those
21 vehicles are being processed.

22 But, we also see that, because that, those two
23 driveways are contiguous within a, within a parking
24 field, it's somewhat, I'll call, self-policing.
25 So, these vehicles turning left to go up to

1 Grand Avenue, have the opportunity to use either
2 driveway. And, when we looked at the queuing that is
3 projected for the approach to, to Grand Avenue, those
4 vehicles will have the opportunity to get in behind
5 any of those queues.

6 So, those, those driveways will interact with
7 the projections on Mercedes Drive. And, if more
8 traffic comes around the block from Phillips, that
9 means even better operation for the movements coming
10 out the Mercedes Benz driveway.

11 So, that was a few things that was taken into
12 consideration with the analysis, with the revised
13 distribution pattern and making sure that the, that
14 the whole system will, will function regardless of the
15 arrival and departure pattern.

16 So, that was one big, big chunk of the work done
17 since the last meeting.

18 There was a question about Lifetime and other
19 area development. Some from the Board and some from
20 the public.

21 When we went back, we had looked at the Maser
22 report from March and then our report which was done
23 in coordination with some of those, of Maser's
24 projections. Lifetime wasn't included.
25 So, when I went and updated these analyses that

1 I just talked about, I did include the Lifetime
2 traffic. And, it didn't change the results to any
3 significant degree.

4 So, that's been included in our latest set of
5 numbers.

6 There was specific reference to a 140,000 square
7 foot shopping center up in Chestnut Ridge on Red
8 School House and also a 300 unit residential
9 development in that area.

10 I contacted the Building Department. There was
11 a zone change for the allowance of a shopping center.
12 But, there's been no site plan applications. So,
13 that's not an approved development nor is the
14 residential development that was, what was mentioned
15 at the last hearing.

16 However, typically what happens is, when we
17 prepare a traffic study, we'll take traffic from
18 approved developments and include them in our
19 background projections. If a project is contemplated
20 but not yet approved, then when they do their traffic
21 study, they typically include the traffic from, from,
22 I'll say, in this case, our development if it's
23 approved.

24 But, recognizing that there was still that level
25 of concern about other area development, I ran some

1 numbers using ITE trip generation and some of the
2 distribution parameters that would get the traffic
3 from Chestnut Ridge down into our study area.

4 And, I found that the volumes that would be
5 projected from those developments would be taken care
6 of by the background road that was incorporated in the
7 no-build traffic projections.

8 And, clearly, theirs Trailing Ridge town homes
9 here in Montvale that's proposed on Spring Valley
10 Road. And, that's a very small generator. That's
11 less than 20 trips to and from the Grand Avenue
12 corridor. So, that's not anything that's going to
13 change, again, the results of the study.

14 Q Betsy, before we move on --

15 A Sure.

16 Q I just want to flush out a little bit more
17 of the detail on the conclusion reached.

18 You had testified, I think at the last hearing,
19 that the background growth factor, which you applied
20 in your report, was the DOT rate of 1 1/2 percent?

21 A That's correct.

22 Q And, can you explain to the Board what
23 that percent is meant to imply and capture?

24 A The, the DOT has prepared and provided
25 growth rates for different roadway classifications in

1 different counties throughout the State. And, it's
2 based on historic traffic counts. And, it's the
3 anticipated continued growth rate for the area to
4 account for developments outside of the immediate
5 area.
6 So, when we had done the counts, as I mentioned,
7 back in 2011 and 2012, in this specific area we saw no
8 growth.

9 The 1.75 percent factor, however, was included,
10 compounded over 3 years. So, our data here,
11 specifically right here in Montvale, in the study
12 area, hasn't shown any growth.

13 We used DOT's growth rate. They have now taken
14 the growth rate from this area from 1.75 down to 1
15 percent because, I know our office has seen a
16 reduction in traffic volumes in many cases or stable
17 traffic volumes.

18 So, the growth rate is intended to account for
19 on-going area development outside of the immediate
20 study location.

21 Q And, wouldn't it be true that if you were
22 to apply that growth rate and then actually also apply
23 a projected volume from the yet to be applied for, yet
24 to be approved developments, essentially you're double
25 counting traffic that hasn't occurred yet?

1 A Absolutely correct. Yes. That would be
2 an over-projection of traffic volumes.

3 Q Sorry I interrupted you. But, I did want
4 to flush that issue out.

5 A Okay. So we talked about other area
6 developments and background.

7 CHAIRMAN DEPINTO: Let me interrupt you
8 one second.

9 THE WITNESS: Sure.

10 CHAIRMAN DEPINTO: Ms. Dolan, you said
11 Trailing Ridge. Trailing Ridge is a project of 81
12 units. And, I believe you indicated 20 trips out of
13 the 81 units.

14 THE WITNESS: That would be oriented to
15 and from the Grand Avenue corridor. That was from the
16 traffic study for that development.

17 CHAIRMAN DEPINTO: So, it's 20 trips that
18 would be oriented towards Grand Avenue?

19 THE WITNESS: That is correct.

20 CHAIRMAN DEPINTO: During what, a.m. peak
21 or p.m. peak?

22 THE WITNESS: I'm sorry. During the p.m.
23 peak.

24 Most of what the focus of the study, our study
25 in particular, has been the evening peak hour because

1 that's when the offices are all letting out, people
2 are driving home, the traffic volumes are much higher
3 and our shopping center is going to generate pretty
4 good volumes during that period.

5 So, the updated analyses I've been speaking of
6 tonight are for that critical peak hour, p.m. peak
7 hour.

8 CHAIRMAN DEPINTO: And, what was the a.m.
9 peak coming out of that Trailing Ridge?

10 THE WITNESS: I think I have that. Just a
11 minute, please.

12 It looks like it would be a total of 8 vehicles,
13 that would be a two-way flow and that would be the
14 two-way flow on Spring Valley Road north of Grand
15 Avenue. It was actually 16 for the evening peak hour
16 and it's 8 for the morning peak hour.

17 Q What's the source of that information, Ms.

18 Dolan?

19 A That was a traffic impact analysis by
20 Vollmer Associates. And, I don't, I don't have -- it
21 looks like a 2006, it would be dated, a figure I have
22 with me. I'm not sure of the actual report.

23 CHAIRMAN DEPINTO: Does that sound
24 reasonable to you that out of the development of 81
25 units, that there would be such a limited number of

1 trips generated either during the a.m. or p.m. peak
2 hours?

3 THE WITNESS: That's, that's a pretty,
4 typical question. Because, the number of trips
5 doesn't necessarily correl -- it's not a one per one
6 based on number of units. We often think of, well,
7 there's two cars per unit and everybody leaves. But,
8 the fact is, not everyone leaves or arrives at their
9 home at the same time.

10 Some people may leave at 6:00 to get into the
11 City. Some people may not leave till 7:00.

12 So, what happens is, you get a smaller number of
13 trips than you might think on a two, two car per unit
14 type of approach to that.

15 So, the number is, and, again, that's just
16 what's been routed to and from the Spring Valley Road
17 section between Summit and Grand Avenue.

18 For example, excuse me, going north out of the
19 site, they had 12 exiting in the morning, 14 exiting
20 in the evening.

21 CHAIRMAN DEPINTO: And, while we're in
22 that neighborhood, have you considered, and I
23 recognize what you had said about you only take into
24 consideration approved developments but the K.
25 Hovanian project on Upper Saddle River Road which the

1 Borough has entered into a settlement agreement
2 subject to final site plan approval which I believe is
3 80 units.

4 Bob.

5 MR. REGAN: 84.

6 CHAIRMAN DEPINTO: 84 units.

7 Was that taken into consideration?

8 THE WITNESS: Again, no, those numbers
9 were not specifically added into the analysis.

10 CHAIRMAN DEPINTO: In light of the fact
11 that you're recommending that the truck deliveries
12 coming to Wegman's be routed on Red School House Road
13 to Spring Valley Road and you are going to have these
14 two major developments in Montvale, setting aside
15 Chestnut Ridge possible developments, you're finding
16 that that's still the preferred route to take with the
17 trucks in light of this new development which will be
18 coming on-line?

19 THE WITNESS: I looked at it from the
20 perspective of the truck routing recognizing that
21 there's on-going activity. But, I didn't, again, hone
22 in on the specifics of any one development.

23 I looked at, as related to the truck
24 circulation, specifically getting those trucks to and
25 from the subject area.

1 CHAIRMAN DEPINTO: Okay. I'll ask the
2 Maser people later about that but I'm concerned
3 because those are fairly large projects. And, I
4 understand if you have two vehicles per unit, all 160
5 units don't come out during the a.m. peak hour or
6 enter during the p.m. peak hour.

7 But, it seems to be a very limited number.

8 There's a question of the adequacy of that road work
9 to Spring Valley Road, particularly in between Summit
10 Avenue going up to the Thruway, the ability of that
11 road to handle that.

12 So, I question why you're recommending that
13 route versus another route for the trucks.

14 THE WITNESS: Well, in traveling the route
15 and following some of the trucks down Red School
16 House, Spring Valley, they're coming down that
17 corridor currently. So, that seemed to be an
18 existing, I'll say, truck path.

19 CHAIRMAN DEPINTO: And, did Mr. Aken --
20 you have reviewed the transcript and you have had
21 conversation with Mr. Aken.

22 Did he tell you how many trucks per day coming
23 from Pennsylvania?

24 THE WITNESS: I believe it was 5 per day
25 during the normal course of the year but that it could

1 go up to 10 or so during the holiday season.

2 CHAIRMAN DePINTO: And, did he indicate to
3 you during what hours of the day those trucks would be
4 making their deliveries?

5 THE WITNESS: I don't think so.

6 Between 6:00 a.m. and 10:00 p.m.. They would be
7 spread out throughout the course of the day.

8 CHAIRMAN DePINTO: So, therefore, some of
9 those, based on that, some of those trucks could be in
10 that general vicinity during both your a.m. and p.m.
11 peaks.

12 THE WITNESS: It could happen. They could
13 end up being midday. But, they are spread out
14 throughout the course of the day. But, it's certainly
15 a possibility.

16 CHAIRMAN DePINTO: Okay. Please continue.

17 A There was a question about potential
18 cut-through activity. People leaving the Mercedes
19 Benz offices, coming through the site and then exiting
20 directly out on to Grand Avenue.

21 And, we took a look at that from that
22 perspectives. But, these are the improvements that
23 are being made to Mercedes Drive from our signalized
24 intersection northward. There would be a series of
25 improvements and there will be three full lanes

1 widened out so that we have three lanes that are 400
2 feet in length on the approach to Grand Avenue, the
3 two left turn lanes and then the continuous right turn
4 lane.

5 And, I think we talked about it when I was here
6 last, that, often times, under exiting conditions, we
7 can't access that right turn lane because the lefts
8 are blocking it.

9 Under the proposed design, we have provided
10 significant queuing area.

11 Our office has performed a whole host of queuing
12 analyses. Maser's office has made -- I'm sorry, has
13 made initial recommendations for the 300, 400 foot
14 lanes. So, we're all in agreement that this lane
15 configuration will ensure that there's no blockage of
16 the right turn lane and that we can store the, the
17 left turning vehicles and make sure that this
18 intersection functions appropriately.

19 In addition, the latest additional improvement
20 will be the right turn movement from Mercedes Drive
21 onto Grand Avenue, the radius will be pulled back and
22 there will be widening continuously along Grand Avenue
23 from Mercedes Drive all the way along our site
24 frontage.

25 So, there won't be additional capacity by virtue

1 of widening Mercedes Road and, of course, the signal
2 operational enhancement. So, there should never have
3 been a situation where the right turn lane is blocked.
4 There will be adequate processing of all the
5 vehicles at that intersection. And, therefore, there
6 would be no reason for someone to try to, to get
7 around a traffic problem because there's no local
8 traffic problem at that intersection.

9 The other important factor to consider is that
10 the right turning volume projected from Mercedes Drive
11 to Grand Avenue is actually lower than the traffic
12 volume projected to exit the site directly to Grand
13 Avenue. So, it actually takes someone probably a
14 little bit longer to come through the site, turn left,
15 go through the parking fields, come up to the Grand
16 Avenue exit and, and process through that location
17 than the improved intersection itself at Grand Avenue.

18 Q And, ultimately, the only person or
19 persons that would even think about cutting through
20 the center would be an employee of Mercedes Benz, the
21 company?

22 A That's correct.

23 And, I should also point out that the primary
24 orientation of traffic from, from those northern
25 Mercedes Benz driveways appears to be back out towards

1 the Parkway. So, because there is, if you look at
2 existing traffic volumes, a predominant movement from
3 Mercedes Drive is that heavy left which is why the
4 double left turn lane is there and why, in the future,
5 we have to add capacity, physical widening to, to
6 further accommodate that.

7 MR. DEL VECCHIO: I have asked Dan to turn
8 on the computer.

9 We have a concept depicting what Ms. Dolan just
10 verbalized in terms of the additional improvement to
11 Mercedes Drive and the extended right turn lane and
12 the extended stacking provided to the Mercedes
13 intersection. It's been produced essentially in
14 response to the comment letter we received from your
15 engineer.

16 And, while we had initially taken the position
17 that perhaps the additional improvements were not
18 required, we are prepared to accept your consultant's
19 recommendations to make those improvements if it meets
20 with the Board's approval as well. So, we wanted to
21 produce the concept drawing for everybody to at least
22 have a visual depiction of what is, what is being
23 testified to by Ms. Dolan.

24 Dan, the next one.
25 MS. DOLAN: This is it.

1 MR. DEL VECCHIO: If you could get that
2 PDF thing off the corner.

3 MR. STEINHAGEN: Sorry.

4 Q If we can, just identify what's on the
5 screen.

6 MR. DEL VECCHIO: Dan, can you read off
7 the laptop so we can mark this as the applicant's next
8 exhibit which I, which I believe will be A-24.

9 MR. REGAN: Correct.

10 MR. STEINHAGEN: I'm going to need to
11 unplug it. It's going to disappear off the screen.

12 MR. DEL VECCHIO: Yeah. I know.

13 MR. REGAN: How are we describing that,
14 Mr. Del Vecchio.

15 MR. DEL VECCHIO: I'm going to have Mr.
16 Steinhagen do that off of the laptop because I
17 couldn't read it. There was a computer blocking the
18 title block from my vantage point.

19 MR. STEINHAGEN: I'm sorry. It is an L2A,
20 L2A concept plan No. 27.

21 And the date -- give me one second. It looks
22 like it's October 29th of 2013.

23 MR. DEL VECCHIO: And, that consists of
24 one sheet.

25 So, if you could replug that in.

1 MR. STEINHAGEN: It's labeled SK-01.

2 MR. DEL VECCHIO: Thank you.

3 Q Ms. Dolan, if you could generally
4 describe, for the Board Member, what is appearing now
5 on the screen.

6 A This concept, Concept 27 shows the, the
7 northern portion of the development. Along the left
8 side is Mercedes Drive from Grand Avenue down to the
9 main site driveway where signalization is proposed.

10 If you start at the bottom of the page. Down at
11 the bottom of the page, where the signalized driveway
12 is proposed, along with the left turn lane, that is
13 going to accommodate vehicles turning left into the
14 subject property.

15 So, from that point, this is where the widening
16 begins to basically provide that three lane section.

17 As you travel north, we're providing -- I'm
18 sorry. I can't hold steady. Here we're providing a
19 left turn slot for what I call the Driveway No. 2 for
20 Mercedes Benz. And then, as you continue north where
21 we get the two 400 feet, linear feet of stacking for
22 the two left turn lanes and then the right turn lane
23 on the approach to Grand Avenue. So, that's three
24 lanes, 400 feet in length.

25 And, then, as we turn the corner, up at the top

1 of the page the radius is enhanced so that we can then
2 widen all the way down to our right-in right-out
3 driveway along Grand Avenue.

4 Q So, Ms. Dolan, what the concept plan now
5 depicts is two 400 foot lanes providing storage,
6 stacking, queuing, whatever the word of art is for
7 the left turn off of Mercedes onto Grand Avenue.

8 A That is correct.

9 Q And, in addition, there is a separate and
10 distinct right turn lane being created to provide for
11 a free flowing right to the intersection at Grand and
12 Mercedes?

13 A Right.

14 And, this design is a little bit more
15 conventional than we had shown on the previously
16 submitted site plan.

17 We've been consulting with Maser regarding this
18 and the appropriateness of it.

19 All along we have known that the bypass of the
20 left turn was critical. This allows for a very
21 generous stacking capacity and also ensures that that
22 right turn is open and not blocked by left turning
23 vehicles.

24 Q The other change or improvement that this
25 concept drawing depicts is an extension of what was

1 the acceleration lane into the roundabout in a
2 westerly direction so as to create a full lane from
3 the turning lane on Mercedes, that we just described,
4 onto Grand, all the way to the roundabout?

5 A That's correct, as opposed to widening.

6 I think we had about a 400 foot length, call it
7 a decel into our driveway. We're now providing that
8 widening all the way from the intersection down to the
9 driveway, then past it so that the vehicles could
10 enter the curb lane a little earlier as they make
11 their approach into the driveway and hopefully provide
12 additional capacity to keep the vehicles moving and
13 also, again, to make the best use of the access on
14 Grand Avenue for those vehicles who don't want to turn
15 onto Mercedes and then use the signalized access.

16 Q Now, with these improvements to the
17 drawings, does it enhance, change or decrease the
18 likelihood of the concern of cut-through traffic
19 through the center?

20 A As I was saying earlier, I think that the
21 improvement certainly provides more capacity than they
22 would calculate a need for and that calculation, of
23 course, is based on nobody going back out to Phillips.
24 So, we've, we've got a, I believe a conservative
25 projection of the activity there.

1 And, with that projection, we have designed
2 queuing areas that are longer than the calculated
3 queues and that right turn is, is right turn lane is
4 free so that that should, in my mind, allow people
5 coming out of Mercedes Benz offices to come up to the
6 intersection, make a free flow right turn.

7 And, we will be having, subject to, of course,
8 County approval, we would propose that that right turn
9 from Mercedes to Grand continue to be signal
10 controlled but with the ability to have the right turn
11 on red so that we could keep the cars moving. But,
12 again, the volume projection for in movement is much
13 lower than the left turn volume.

14 Q And, the decel lane on Grand Avenue will
15 now far exceed the County's minimum standards for
16 decel lanes on their roadways?

17 A Yes. That is correct.

18 Q And, do you believe that if these
19 improvements are incorporated in the drawings, that
20 they can operate in a safe and efficient manner from a
21 traffic standpoint?

22 A Yes, I do.

23 Q Let's proceed with any other additional
24 items that we have.

25 A There was one question from, I believe, a

1 member of the public regarding some of the data
2 published by the Institute of Transportation Engineers
3 and the latest Trip Generation Manual.

4 At our last meeting, I had discussed how the
5 trip generation calculations were developed using the
6 ITE shopping center rates because that accounts for
7 different land uses with different peaking
8 characteristics and the methodology that our State
9 highway access management code requires. And, it is
10 how traffic engineers typically provide trip
11 projections for this type of use where there's a
12 number of different retail users and tenants.

13 The question was, if we used the ITE supermarket
14 rates, what would we calculate.

15 And, for the 140,000 square foot Wegman's, it
16 would be 13 -- 1,328 trips and 1,000 -- and, for the
17 evening peak hour -- I'm sorry. That was 1,002 --
18 1,328 trips for the evening peak hour for the Wegman's
19 which, I believe I testified to this somewhat at the
20 last meeting, those rates are based on buildings that
21 are much smaller than the Wegman's.

22 Typically a 50 to 60,000 square foot size was in
23 the, in the ITE sample data base.

24 So, when you apply rates for a much smaller
25 building to a 140,000 square feet, the numbers become

1 unrealistically high. And, in fact, when you look at
2 ITE's trip generation for a shopping center, there's
3 actually equations which show that, as the building
4 rate increases, you don't have a proportional increase
5 in trips. They start to taper off. They still
6 increase but they don't increase to the proportional
7 rate of the building area.

8 So, if we take rates from a 50 to 60,000 square
9 foot supermarket, to apply them to our Wegman's, the
10 only way to do that is with proportional increase.

11 And, as I said, it's unrealistically high and
12 inappropriate.

13 And, I also mentioned that there had been some
14 research counts done at two New Jersey Wegman's on
15 State highways. And, those data points come in much
16 lower than ITE's trip rates. So, that was the, I
17 believe the last question that I had in my notes from
18 the last meeting.

19 Q Okay. Now, one area that we hadn't
20 covered in the testimony at the last meeting was
21 obviously in connection with this development. There
22 has been a great deal of concern regarding traffic and
23 the existing traffic flows at various intersections
24 within the community.

25 The applicant has described to this point,

1 through your testimony, the improvements that it is
2 proposing the applicant will make as they directly
3 impact and directly benefit, in whole, the operation
4 of the center. Those being the traffic signal for the
5 site driveway and the additional improvements now to
6 the Mercedes Drive stacking and the extended decel
7 lane along Grand Avenue.

8 There are certain intersections that have been
9 studied in connection with the ordinance giving rise
10 to this zone that identified that this application
11 would have impact to those additional intersections.

12 Have you made yourself familiar with the study
13 that was created and identified those intersections?

14 A Yes.

15 Q And, for the Board's benefit, could you
16 just identify the intersections of study or impact for
17 the record?

18 A Certainly. The intersections include the
19 two intersections immediately contiguous to this
20 property which would be the Grand Avenue intersections
21 at Mercedes Drive and Phillips Parkway, Paragon.

22 But, in addition, the overall study area, if you
23 will, encompasses the additional intersection on Grand
24 Avenue at Spring Valley Road, at Chestnut Ridge Road
25 and also at the Parkway exit ramp to Grand Avenue and

1 then along Summit Avenue at Spring Valley Road, at
2 Paragon Drive and at Chestnut Ridge Road.

3 Q You have actually -- you have, in fact,
4 calculated now both the base volumes of traffic
5 through your work that were, that exists in the
6 community or would be projected to exist based upon
7 the growth factors you applied from the DOT and also
8 the projected volumes from a development as proposed
9 by this application.

10 Having those two numbers allows you to determine
11 a potential impact to the various intersections that
12 you identified.

13 Correct?

14 A That is correct.

15 Q And, in typical DOT fashion, you would be
16 required to determine pro rata share utilizing that
17 type of analysis?

18 A Yes.

19 Q Have you prepared a, you know, pro rata
20 impact percentage calculation that we can share with
21 the Board?

22 A I have. And for, again, the evening peak
23 hour, which is a critical hour of analysis and the
24 hour we're designing for in the future.

25 Q And, that evening peak hour would actually

1 produce the highest percentage because it is in fact
2 the busiest base volume and the busiest projected
3 volume from the application?

4 A That's right. So, the, the combination of
5 street traffic plus site traffic gives us a total that
6 we designed for. And, so, as I mentioned earlier, the
7 evening peak hour is the critical hour for analysis
8 and evaluating improvements to accommodate existing
9 and future volumes.

10 MR. DEL VECCHIO: I'm going to ask Mr.

11 Steinhausen to please find the appropriate exhibit and
12 we can mark it as A-25. There we go.

13 MR. STEINHAGEN: Do you want me to try to
14 make it bigger?

15 MR. DEL VECCHIO: Yes. The document is
16 entitled Shop at DePieros Farm, site traffic impact.

17 While it does not have a marking on it, I will
18 confirm, momentarily, that it was prepared by Ms.
19 Dolan.

20 And, it does not bear a date. I will also ask
21 her to confirm the date that it was prepared for the
22 record.

23 Q So, Ms. Dolan, if you could confirm that
24 the document that is now on the screen was prepared by
25 you or under your supervision?

1 A Yes, it was.

2 Q And, approximately when was it prepared?

3 A I'll say in the beginning of October of

4 2013 in preparation for my testimony here in Montvale.

5 Q And, can you review, with the Board,

6 exactly what that document is intended to provide,

7 from an information standpoint, to the Board?

8 A The, the exhibit lists the various

9 intersections within the study area that I just went

10 through.

11 And, for, again, the evening peak hour, we have

12 the total traffic volume projection that would be in

13 a, of existing actual counted vehicles plus the

14 background growth factor plus site generated traffic

15 so that's the total volume column.

16 The next column is site traffic. So, that's the

17 volume generated by the Shops at DePieros Farm at each

18 of the individual intersections. And, then, the third

19 column is the percentage impact based on the site

20 traffic as a component of the total intersection

21 volume.

22 Q And, that final column then depicts what

23 is the percent -- labeled percent of site traffic

24 which we see, equate that, equate that then to the pro

25 rata contribution of traffic to that intersection?

1 A Yes.

2 Q Now, in concert with or as a prelude to

3 the adoption of the ordinance, the Mayor and Council

4 have required its own professionals to undertake a

5 study, what type of improvements might be needed to

6 the impacted intersections that were identified by you

7 earlier.

8 Have you made yourself generally familiar with

9 those improvements that are being proposed through

10 that report?

11 A Yes.

12 Q And, generally speaking, would you agree

13 that you could characterize those improvements under

14 two categories, one being a general improvement to the

15 type, nature of traffic control equipment and traffic

16 control devices at various intersections and a second

17 category being physical widening of improvements to an

18 intersection?

19 A Yes. Those are the categories of

20 improvement.

21 Q Now, with reference to the equipment, I'll

22 call them the equipment upgrades and changes, can you

23 generally describe which intersections were identified

24 for those type of improvements and, generally

25 speaking, what the more specific term of art for the

1 upgrades would be?

2 A Certainly. The signalized intersections
3 along the Grand Avenue corridor have all been
4 identified as being in need of signal equipment
5 upgrades and also for upgrades to bring the
6 intersections into current ADA compliance.

7 So, the signal equipment could include new
8 signal heads, the count down pedestrian heads that
9 tell me how many seconds you have left to cross the
10 road, the provision of the ramps and crosswalks and,
11 in compliance with the current standards, video
12 detection equipment, new traffic signal controllers
13 if, if appropriate and all of that then allows for
14 coordination and optimization of the signals within
15 the area.

16 So, all of the signalized intersections within
17 the study area would qualify for that level of
18 improvement.

19 Q And, would there be an ability for, for
20 Signal A to communicate with Signal B to perform that
21 optimization?

22 A That's precisely what the goal is here, so
23 we can optimize the corridor to have the most
24 efficient operation of the signal equipment.

25 Q And, as it pertains to the second

1 category, can you identify the intersections
2 anticipated to receive physical attention and the
3 nature of that improvement?

4 A Sure. Grand Avenue and Spring Valley
5 Road, it's a pretty significant physical improvement
6 with increasing the lane configuration on the
7 southbound Spring Valley approached from currently two
8 lanes and the lanes are short so there would be a
9 provision of three separate lanes for left, left,
10 through and right turning vehicles and the lanes would
11 all be lengthened.

12 Lengthened left turn lanes on both eastbound
13 Grand Avenue and northbound Spring Valley approaches.
14 And, either -- and a two lane project, I'm sorry,
15 westbound.

16 And, again, optimization of the signal operation
17 would provide lead phases and projected left turn
18 phases so the lefts could work in advance.

19 So, those are physical improvements at Grand
20 Avenue and Spring Valley.

21 At Grand Avenue and Chestnut Ridge Road, there
22 would be an extension of left turn lane capacity,
23 again to ensure that the left turn queuing is
24 contained, it doesn't block the through moving
25 activity.

1 And, at Grand Avenue, Paragon and Phillips,
 2 there is, under existing conditions, if you come up to
 3 Grand Avenue from Phillips, there's two lanes so you
 4 can travel through in two lanes into Paragon.

5 And, what's proposed in the future is a
 6 dedicated left turn lane and then the outside lane
 7 would accommodate through and right turn movements.

8 There's not a very high through volume that requires
 9 the two lanes and then that allows the Paragon Drive
 10 approach to be modified from two, two lanes to three
 11 separate lanes.

12 And, again, signal upgrades at that location as
 13 well.

14 And, then, finally, at Summit Avenue and Spring
 15 Valley Road, again lengthening left turn lanes

16 providing a designated left turn lane eastbound and
 17 westbound. And, there were two, actually two

18 different scenarios that looked at either three lane
 19 configuration westbound or two lane configuration.

20 But, in either cases, it's physical widening of the
 21 left turn lanes to accommodate not only the existing

22 deficiencies but to make sure we can accommodate the
 23 growth and generate, site generated activity.

24 Q Assuming these improvements are undertaken
 25 or implemented, do you believe that they will improve

1 the traffic functions that will exist at these
 2 intersections if this application is built?

3 A Yes, certainly it will improve the site
 4 locations.

5 Q Are there any improvements other than
 6 those proposed that you could envision or would
 7 suggest as being needed to service, either in whole or
 8 in part, this application?

9 A No. As I said earlier, I think that these
 10 are very thorough, a very thorough series of
 11 improvements. And, based on what I would consider a,
 12 a very appropriate forecast of future traffic volumes,
 13 the higher than current growth rate factor that's been
 14 incorporated -- and, in fact, there have been
 15 different distribution patterns tested.

16 The pattern that was used to develop the future
 17 volumes and the series of improvements that we're
 18 discussing actually have less reliance on the Parkway
 19 and put more traffic on to the local roads.

20 So, again, if we have more people coming from a
 21 greater draw area and they're actually using the
 22 Parkway, that means less traffic volume to the various
 23 studied intersections.

24 But, we modeled it with the majority of traffic
 25 coming through the intersections. So, again, I think

1 that's a factor of safety that's built in.

2 And, we've got a series of substantial
3 improvements to accommodate that projection.

4 MR. DEL VECCHIO: Thank you. I have no
5 further questions of Ms. Dolan and make her available
6 to the Board for their questions.

7 CHAIRMAN DePINTO: Okay. Thank you.

8 And, before I open it up to Board Members for
9 questions, I'm first going to go to Mr. Hipolit.

10 Mr. Hipolit, you have heard the testimony this
11 evening from Ms. Dolan and more specifically with
12 regard to the routes and her recommendation as to
13 preferred route of traffic for the trucks coming from
14 Pennsylvania to the subject property.

15 What are your thoughts on the subject?

16 MR. HIPOLIT: When I look at the truck
17 route, my one concern is the area coming off -- I like
18 the idea of coming from the Thruway to the Garden
19 State Parkway extension to Red School House Road.

20 When you make a left on Red School House Road
21 and you get to the first bend, right by the horse
22 training area, you start coming around past the new
23 Metropolitan Homes development. From Metropolitan
24 Homes development to Upper Saddle River Road, we have
25 a very narrow road with a very poor sight distance

there.

Our thought is, and I haven't driven it, why not
get off at Red School House Road and make a right

turn, go up to Chestnut Ridge Road, which is not very
far, make a left and take Chestnut Ridge Road, down
Mercedes to Grand, left on Grand and right on

Phillips. We can get that one section, when it
intersects Red School House Road and Chestnut Ridge
Road, the section from there to the New York border so
long as it allows trucks from driving the road.

It's a much better sight distance. It's not
really that far out of the way. It's a little bit out
of the way but not very far.

MS. DOLAN: I think it certainly makes
sense. I haven't thoroughly evaluated that,
obviously, but I would be happy to take it back to
Wegman's as another suggestion.

MR. HIPOLIT: Okay. Just so the Board
knows, and this goes back to the Kayo (sic)
application, we have a concern that the sight distance
between the Metropolitan Homes development and Upper
Saddle River Road is very poor. And, we don't have
the right to make it wider. It's bad location.

The less traffic we can send there, especially
the 18 wheelers, the better.

1 CHAIRMAN DEPINTO: Okay. Ms. Dolan, you
2 are going to investigate that and report back to the
3 Board on that?

4 THE WITNESS: Certainly.

5 Mr. Hipolitt, any other comments with respect to
6 the testimony we have heard this evening regarding
7 traffic?

8 MR. HIPOLITT: The only thing I would just
9 like to add is, while Ms. Dolan covered a number of
10 intersections, both on Grand Avenue and Summit Avenue
11 and, I think, as the Board knows, maybe they don't
12 know, but some presentations made by Messer Consulting
13 with respect to the rezoning of the entire area, Ms.
14 Dolan correctly represented the intersections we
15 talked about.

16 We've said at Mayor and Council and say it here
17 tonight, those intersections need to be improved as
18 part of this project.

19 So, that's something we recommend, we recommend
20 in our report which was, which was the rezoning report
21 not specifically for this development. But, they need
22 improvement and you will have the recommendation.

23 CHAIRMAN DEPINTO: John, do you have
24 anything else?

25 MR. JAHR: No, for now.

1 CHAIRMAN DEPINTO: I'm sorry. What?

2 MR. JAHR: For now.

3 CHAIRMAN DEPINTO: For now.

4 MR. REGAN: John, were you previously

5 sworn?

6 MR. JAHR: No.

7 MR. REGAN: Do you swear or affirm that
8 the testimony you give in this proceeding will be the
9 truth?

10 MR. JAHR: I do.

11 MR. REGAN: For the record, state your
12 name and spell your last.

13 MR. JAHR: John Jähr, J A H R.

14 MR. REGAN: Thank you.

15 CHAIRMAN DEPINTO: Okay. Let's go to
16 Board Members for questions, starting with Mr.
17 Stefanelli.

18 MR. STEFANELLI: Thank you, Mr. Chairman.
19 My first question would be to either engineer,
20 who would be providing the engineering for the
21 intersection of improvements?

22 MR. HIPOLITT: I can answer that. The
23 Borough would be. The Borough would be. All the
24 intersections effected are County intersections.

25 MR. STEFANELLI: You're saying it's

1 Borough dollars that will be paying for the
2 engineering on this?

3 MR. HIPOLIT: The improvements, the cost
4 of the improvements, whether it be engineering, design
5 or inspection will be provided by the applicant.

6 MR. STEFANELLI: Okay.

7 MR. HIPOLIT: The physical designs of it
8 will be done by the Borough in conjunction with the
9 County and implemented and installed by the Borough
10 and the County.

11 MR. STEFANELLI: Andy, I guess your report
12 mentions the Garden State Parkway ramps. It, it
13 mentions that communication about those improvements.

14 Has any communication, by this Borough, been
15 made to the Garden State Parkway or Turnpike
16 Authority?

17 MR. HIPOLIT: Yes.

18 MR. STEFANELLI: I would like to see
19 something on the record that we have made
20 communication and have --

21 And, have you had a response?

22 MR. HIPOLIT: The short answer is not a
23 written response. The Garden State Parkway, when you
24 look to improve, add an on-ramp or off-ramp or make
25 any improvements to the Garden State Parkway, the

1 first thing is, do you have full control of the
2 property and is it able to be designed free of
3 environmental restrictions and all the engineering
4 items.

5 If you do, then they're sit down and talk to you
6 and evaluate whether they're going to expend dollars
7 towards it and start looking at traffic volumes and
8 what they want to put in.

9 The Garden State Parkway, it's totally their
10 control. The Borough, the County, nobody, even the
11 State has no control over the Parkway. The Parkway is
12 a separate entity.

13 We have contacted them. We have talked to them.
14 They are very, they are at least interested in it.
15 They want us to have control of the property first.
16 They want the County involved in it. It's very
17 positive.

18 I think the Borough is working on amassing that
19 front as part of this project which would be the first
20 testimony which is positive. It meets the overall
21 traffic study that was performed by the Borough. I
22 think it's over 10 years ago, knew of adding a
23 northbound ramp to the Parkway.

24 MR. STEFANELLI: All right. So, I would
25 think that there's going to be some movement towards,

1 towards this in the future because my next question
2 would be, Mrs. Dolan, how did you get here?

3 THE WITNESS: I'm sorry. How did I get
4 here?

5 MR. STEFANELLI: How did you get here?

6 THE WITNESS: I took the Parkway to Exit

7 172.

8 MR. STEFANELLI: That's, exactly.

9 And, I feel there's a lot of traffic that

10 this -- if you say Wegman's is going to be here, I

11 believe that a good portion, and I'm not sure, could

12 anybody tell me what portion is going to be coming off

13 the Garden State Parkway to this development?

14 MR. HIPOLIT: We have a number for that.

15 MR. JAHR: Yeah. I have a number for

16 that.

17 MR. STEFANELLI: So, what is coming on --

18 CHAIRMAN DEPINTO: I think that's a valid

19 question. I prefer that Ms. Dolan answer the

20 question.

21 THE WITNESS: If you're looking for the

22 volume or percentage.

23 MR. STEFANELLI: I would say percentage of

24 what you think is going to be coming off the Garden

25 State Parkway to this development.

1 THE WITNESS: And, that sort of goes back
2 to a lot of initial work that was done between our

3 office and Maser because the initial distribution
4 patterns we developed, reviewed by Maser and, by them,

5 they prepared a pretty in depth, what's called a

6 gravity model. And, that's used to assign --and, I'm

7 sorry. I'm just looking for the right figure. And, I

8 will give you that percentage.

9 This would be figure 6 from the Maser report.

10 It actually shows a 1 percent arrival for

11 primary distribution. So, that would be specifically

12 coming off the Parkway and then turning right to

13 access the site. That was the distribution used in

14 the, as I said, the testing of the overall on-tract

15 locations.

16 MR. HIPOLIT: Frank, there's one thing

17 I'll add to this.

18 Miss Dolan is doing this as part of the

19 application. But, as part of the rezoning, because

20 all these intersections are county roads, when, when

21 we looked at our distribution which could be the same

22 as hers, I believe is when we looked at our

23 distribution, we conferred with the County. We made

24 our recommendation. The County made their

25 recommendation. Ultimately their recommendation and

1 requirements were applied. And, that's how we came to
2 those numbers.

3 MR. STEFANELLI: Okay. My only next
4 question would be, is that you mentioned truck travel
5 and all this other stuff that, I guess my question
6 would be, and how do you enforce 5 trucks or 10 trucks
7 to, to make a, to follow your pattern whether you come
8 off from School House Road unless we have the police
9 department.

10 And, I know they have an abundance of resources.
11 We have a police officer sitting on Spring Valley Road
12 ticketing a truck that he pulls over.

13 MR. WEBBER: That would be a New York
14 right-of-way.

15 MR. STEFANELLI: Instead of making a right
16 hand turn going up to the Parkway, somebody tell me
17 how we, we, as far as that --

18 MR. HIPOLIT: You do a weight limit
19 restriction which is the easiest way to do it or
20 establish truck routes except for school buses.

21 MR. WEBBER: I'm not sure you can do that
22 because they have the car dealership or car storage
23 place right on School House Road.

24 MR. HIPOLIT: You can do it in the
25 Borough. You can't enforce or apply any regulations

1 in New York but, once they come to New Jersey, you
2 can.

3 MR. VOGT: What would they do once they
4 get down to the State line? They can't turnaround,
5 they can't -- you would have to post it on the New
6 York side.

7 MR. HIPOLIT: You would post -- what would
8 you post is, you would post at the off ramp at the
9 Parkway, Thruway. You would post there, Montvale, New
10 Jersey, no trucks over 60 tons. You would have to
11 post that there.

12 But, again, again, enforcement is difficult,
13 Frank, as we all know. But, it brings us back to
14 operations.

15 And, we need the cooperation of Wegman's, if
16 they are the ones that are responsible for the bulk of
17 the truck traffic that will be traveling to the site,
18 we have to hear testimony from them giving us the
19 specifics of the routes and their commitment to have
20 their drivers make their deliveries in accordance with
21 the routes that were approved by the Board.

22 Now will all of the drivers adhere to it? Of
23 course not.

24 MR. STEFANELLI: But, in due respect,
25 you're talking about 10 vehicles that come into

1 Montvale. I don't give a crap about the 10 trucks.
2 Guess what, I know, I used to drive a truck for
3 my father. My father owns a trucking company.
4 I'm more concerned about the cars getting up to
5 the Parkway and getting off that and getting on
6 southbound. It's backed up every night, all the way
7 down to the nursery. It is brutal.
8 I don't see any suggestions on how we're going
9 to fix that. I'm, I'm really -- I have a concern
10 about the project based on, until we have the, fix the
11 Garden State Parkway and totally have that resolved, I
12 don't see how.
13 I have a real concern. I don't care about the
14 truck.
15 CHAIRMAN DEPINTO: I think it's a valid
16 concern.
17 Anything else, Frank?
18 MR. STEFANELLI: That's it.
19 CHAIRMAN DEPINTO: Okay. Thank you.
20 Mr. Vogt.
21 MR. VOGT: Thank you, Mr. Chairman.
22 EXAMINATION BY MR. VOGT:
23 Q Ms. Dolan, you talked about tractor
24 trailers coming from Pennsylvania and elsewhere, from
25 different directions.

1 Are they all originating at the warehouse in
2 Rochester?
3 A It was my understanding, from Mr. Aken,
4 that the majority of the Wegman's trucks for this site
5 are likely to originate at the warehouse they have in
6 Pennsylvania.
7 Q Okay. So, they're, there is away --
8 A In Pennsylvania, yes.
9 Q I see. The, the loading docks in the rear
10 of Wegman's, in the rear of the building, and I'm not
11 sure if this is really your, your jurisdiction as far
12 as traffic, so there is like six loading docks in, in
13 the rear of Wegman's where these tractor trailers can
14 unload.
15 Where do the box trucks or vans go to unload?
16 You know, they are not just coming at midnight.
17 They're coming probably all day long.
18 Where do they go?
19 A If I understand it correctly, I believe
20 they go between those, throughout the course, loading
21 docks.
22 Q What do you mean between those?
23 A There, there are three --
24 Q There's enough room?
25 A -- three loading docks on the north side

1 of the building and then four loading docks on the
 2 south side of the building. One is for dry goods and
 3 one is for perishables -- I'm sorry. One side, so one
 4 set of loading docks is for perishables, the other set
 5 is for dry goods.

6 But, then there's a space in between those
 7 northern and southern loading docks where, I believe,
 8 there's another door for the smaller trucks to park.
 9 I'm not a hundred percent certain of that. But, I
 10 believe that's what.

11 Q So, they're not coming in through the
 12 front door?

13 A No. They wouldn't be.

14 Q They would be all taking place in the
 15 rear?

16 A That's my understanding.

17 MR. VOGT: Okay. I think that's all I
 18 have, Mr. Chairman, right now.

19 Thank you, Ms. Dolan.

20 THE WITNESS: Thank you.

21 CHAIRMAN DEPINTO: Thank you, Mr. Webber.

22 EXAMINATION BY MR. WEBBER:

23 Q Following along that same line, Mr. Aken
 24 had mentioned or proposed that there would be between
 25 20 and 40 vendor trucks a day.

1 A Yes. I read that in his transcript.

2 Q And, he said predominantly they would be
 3 delivering between 8:00 and 5:00.

4 A I also read that. Yes.

5 Q All right. One of the town residents, a
 6 Mrs. Linda Bongardino, I believe, had questioned that
 7 and Mr. Aken had changed his answer to 40 to 50
 8 trucks. That was mentioned, 40 to 50.

9 Are those peak -- are the 20 to 40 -- I know
 10 were going with 5 trucks a day, possibly 10 or now you
 11 said 10 or so.

12 A It was my understanding that the five
 13 throughout the course, deliveries are throughout the
 14 course of the day.

15 Q The course of the day. Right.

16 A And, those are Wegman's throughout the
 17 course.

18 Q Right.

19 A So, they would be throughout the regular
 20 course of the year and then 10 was the estimate for
 21 peak holiday Wegman's tractor trailers per day.

22 Q You said 10 or so.

23 A Well, I have in my notes 10 tractor
 24 trailers per day holidays.

25 Q Okay. It's just, I'm seeing there's going

1 to be potentially a tremendous amount of trucks in
2 that back area, of the loading docks, of a 50 foot
3 loading dock with one, I believe it's a 5 foot door, a
4 3 to a 5 foot door.

5 How are all of these trucks going to fit back
6 there, deliver their goods and leave the site?

7 They're going to be having potentially either 2
8 to 4 or 4 to 5 per hour of vendor trucks plus the 18
9 wheelers maneuvering themselves in that area.

10 A Probably a little bit more an operations
11 question.

12 The 5 tractor trailers per day, for example, I
13 don't know if they're dropping them or leaving them.

14 But, certainly if it's, if it's 5 per day, they're not
15 all maneuvering, coming at once. They're getting in.

16 Q Right. They're not all going to be there.

17 A Right. And, then the occasional -- now we
18 talked about the Pepsi guy, Frito Lay guy, those are
19 coming and also visiting various other locations
20 within the general area.

21 Q That's not an occasional, that's 20 to 40
22 or 40 to 50 trucks between 9:00 to 5:00?

23 A I have 20 to 40 from 8:00 a.m. to 5:00
24 p.m. based on reading the transcript.

25 Q Somebody had mentioned and I have it in my

1 notes as being 40 to 50.

2 A Well, I don't have 40 to 50. I have 20 to
3 40 based on my reading of the transcript.

4 So, if you have a couple per hour, that's what
5 it averages out to. And, those are typically pretty
6 quick deliveries. It's not like throughout the
7 course, delivers that take a lot to unload. These are
8 replenishing the stock and then moving on to the next
9 store on their route.

10 Q Okay.

11 A So, I don't think there's going to be a
12 whole host of these vendor trucks there at one time.
13 If you had two at once, it would probably be the
14 most.

15 Q Okay. I'm just, you know, concerned that
16 you're going to start getting some backups of when a
17 truck is go coming to the site and when it's going to
18 be leaving the site.

19 And, you know, is that going to impact the
20 traffic flow through the site itself? How they come
21 in?

22 One has to come in from the middle level to go
23 back into the, into the north docks and another one
24 has to come in to the southern docks.

25 A I, I would think from, from an operations

1 perspective, that Wegman's is putting in enough docks
2 and space so that they're not going to have an impact
3 to their customer area out front.

4 And, with the southern docks plus the other area
5 back there, it looks to be a generous design from my
6 perspective. But, I think some of your answers may be
7 more operational.

8 Q More operational.

9 And, on the truck route coming down the 81 to --
10 I'm sorry, 78 to the Thruway and then making that left
11 on Red School House Road, that's a tough turn for a
12 truck.

13 A I saw them do it. And, I drove that a few
14 times.

15 But, I think Mr. Hipolit has asked us to look at
16 some other movements and I will do that.

17 Q Yeah. As Andy said, it may behoove you to
18 make the right at that corner and head up to Chestnut
19 Ridge Road that way to come in.

20 A We'll certainly take a look at that and
21 discuss it with Wegman's as well.

22 MR. WEBBER: Okay. That's all I have
23 right now.

24 Thank you.

25 CHAIRMAN DePINTO: Thank you.

1 Mr. Lintner.

2 EXAMINATION BY MR. LINTNER:

3 Q Yeah. Just one question, one comment.

4 With Spring Valley Road being a combination of
5 residential and also having two schools on it between
6 Grand Avenue and Summit, I just was wondering if you
7 gave any consideration to having the traffic turn on
8 Summit and then turn again on Paragon and go directly
9 into the site in that direction as opposed to taking
10 Spring Valley all the way to Grand and making a right.

11 A We're talking about trucks, again?

12 Q We're talking about anything.

13 Because, obviously, the Summit/Spring Valley
14 intersection needs considerable upgrade.

15 A Yes.

16 Q And, we have known that for probably 30

17 years. It's needed upgrade ever since somebody burned
18 Jerry's down at the time.

19 But, I was wondering if that's, there was an
20 advantage from a traffic point of view to get the
21 traffic, even trucks and vehicles, to get them off of
22 Spring Valley as soon as you can so that they're not
23 coming down in front of schools and in front of
24 residences as opposed to going through an office
25 complex.

1 A Yeah. I -- it looks like the traffic has
2 been distributed, I'll say, somewhat evenly through
3 that pattern you're describing. So, really that
4 credit goes to Maser and a lot of their assignment
5 patterns, more of our study has focused on these
6 immediate access needs, the improvements on Mercedes.
7 But, I think that some of that had been taken into
8 account.
9 And, I know they're going to speak later and
10 comment on that issue a little bit more.
11 Q You are the one who brought up now --
12 A The trucks.
13 Q Trucks come from that direction?
14 A With regard to trucks, I'll certainly be
15 taking another look at it.
16 MR. LINTNER: Okay. Thank you.
17 No other questions.
18 CHAIRMAN DEPINTO: Thank you.
19 Councilman Ghassali.
20 COUNCILMAN GHASSALI: Thank you, Mr.
21 Chairman.
22 EXAMINATION BY COUNCILMAN GHASSALI:
23 Q My questions, Ms. Dolan, my questions are
24 all for the trucks.
25 And, let me just preface by saying I have a

1 company called U. S. Shelf. It's a logistics company.
2 We work with trucking and warehouses.
3 And, so, my questions and my concentration will
4 be on the trucks because I have major concern about
5 the number of 5 trucks per day.
6 Is that one-way or is that two-way to come in,
7 drop off and then leave?
8 A That's correct. So, it would be 5
9 vehicles entering and then 5 vehicles exiting.
10 Q So, 10 trucks?
11 A 10 trips, 10 trips, yes.
12 Q So, 10 trucks per day?
13 A Yes.
14 Q Not five?
15 A Well, it's 5 vehicles, 5 trucks that come
16 in and those 5 trucks that come out. So, it would be
17 10 trips but it's made by 5 trucks.
18 Q Okay. Now, there's a number of trucks
19 that are coming in, refrigerated, the grocery, the
20 produce, the hygiene. That can be mixed with the
21 produce and then there is the direct store deliveries.
22 COUNCILMAN GHASSALI: And, I have a study
23 here, Mr. Chairman. I don't know if I can or through
24 you. It's a study made by -- it's a bench mark for
25 the trade. They use it as a bench mark for the number

1 of trips, trips based on science, to the warehouse.

2 It was done by the University of Washington in
3 Seattle, in conjunction with the Grocery Manufacturers
4 of America which Wegman's is part of and the Food
5 Marketing Institute.

6 CHAIRMAN DePINTO: Mr. Regan, how can

7 we --

8 MR. REGAN: If this is going to be
9 provided, it should be provided not only to the Board
10 but to the applicant.

11 COUNCILMAN GHASSALI: Sure.

12 MR. REGAN: And to the objector and there
13 can be a discussion.

14 I think you should maybe provide 5 copies of it.
15 CHAIRMAN DePINTO: Forward it to Lorraine
16 and she will make copies.

17 COUNCILMAN GHASSALI: And, some of what
18 this says, they looked at 7 stores, the Safeway's,
19 Albertson's. And, the sizes range from 23,000 square
20 feet. The biggest is 53,000 square feet.

21 And, the number of trips to fill those stores,
22 based on what they have -- and, I think most of them
23 look like a Wegman's style, the Safeway's,
24 Albertson's. And, the biggest one in the study is
25 53,000 square feet.

1 And, they, they have an average of 15 to 20
2 trucks per day, one-way.

3 In addition to that, the direct store
4 deliveries, which would be sodas, newspapers, the
5 specialty products.

6 So, for the 53,000 square feet warehouse, they
7 average truckloads, big ones and small ones, per day
8 for the 140,000 square feet. You can do the math, I
9 guess.

10 But, I just want to rely on the study because
11 that's the benchmark used by the trade. And, that's
12 what we use also.

13 And, I have a copy also of the truck software
14 because that's what we use also.

15 And, the route that they use, based on the
16 mileage per truck, based on the prices and they take
17 the route --

18 And, I did drive the trip. And, you're right,
19 they come in from School House Road and then make a
20 left, come down to Grand.

21 There's also the cardboard, the cardboard
22 recycling trucks, at least one truck a day for that
23 size warehouse.

24 So, I, I am not sworn as an expert. But,
25 anyway, to do this for a client for, for this size

1 warehouse, I would conservatively put it at 50 to 60
2 trucks per day just between the full trucks and the
3 truckloads, the specialty trucks, soda trucks,
4 newspapers, recycling.

5 So, the 5 truck is unacceptable, in my
6 experience with this stuff. That's my --

7 CHAIRMAN DEPINTO: Mike, you're saying 50
8 to 60 per day.

9 COUNCILMAN GHASSALI: 140,000 square feet.
10 CHAIRMAN DEPINTO: Based on 140,000 square

11 feet?
12 COUNCILMAN GHASSALI: Yes, sir.

13 CHAIRMAN DEPINTO: So, you did not do the
14 math on the entire center?

15 COUNCILMAN GHASSALI: No. I just took
16 what they have in the study which I'll forward to
17 everyone.

18 And, the biggest one which they have is an
19 average supermarket size of 53,000 square feet. They
20 average 15 to 20 trucks plus the direct store
21 deliveries which would be the sodas and newspapers.

22 So, I challenge this.
23 CHAIRMAN DEPINTO: Are you questioning

24 the, the adequacy of the proposed loading and
25 unloading of this facility?

1 COUNCILMAN GHASSALI: I'm questioning and
2 challenging the 5 trucks per day which is actually 10
3 trucks per day. And, the 50 trucks here is actually
4 100 trucks back and forth.

5 That's what I am challenging.
6 I want to put that on the record.

7 And, I don't know how we fix this..
8 CHAIRMAN DEPINTO: Okay. Got it.

9 COUNCILMAN GHASSALI: Okay. Thank you.
10 CHAIRMAN DEPINTO: Mr. Culhane.

11 MR. CULHANE: Thank you Mr. Chairman.
12 EXAMINATION BY MR. CULHANE:

13 Q No. 1, the report that's been provided by
14 the applicant is dated June 30th. Ms. Dolan has
15 provided quite a bit of testimony, in my judgment,
16 tonight.

17 Can I expect that the report of June 30th is
18 going to be revised to incorporate basically the
19 various information provided tonight?

20 A We can certainly provide an updated
21 report.

22 I haven't, and I haven't written one to date but
23 I can provide it.

24 Q One of the questions, for example, I would
25 like to ask is, in there you said that the ITR data

1 basically for a supermarket is in the 50,000 square
 2 foot and it's not straight interpolation to get to the
 3 Wegman's 140. You indicated there are formula which
 4 will indicate what would be the appropriate growth to
 5 go from 50 to 140. And, I think we would like to see
 6 that kind of a calculation.

7 What is the projected growth?

8 A I can certainly provide it with the ITE
 9 shopping center equations, the ITE rates for a
 10 supermarket and also the rates that we collected at
 11 Wegman's at two New Jersey locations.

12 Q I hear the comments by the other Board
 13 Members about -- I think it reinforces what the
 14 Chairman is saying. We need somebody from Wegman's to
 15 come in and testify, somebody who is knowledgeable of
 16 their operations.

17 For example, you have heard questions on how
 18 many trucks actually are coming to the site and
 19 leaving the site. What is the --

20 What comprises the various activities?

21 Is it going to be garbage collection?

22 Is it going to be food deliveries, newspapers,
 23 magazines?

24 Is it going to be armored trucks picking up
 25 whatever?

1 Seeing how Wegman's, this is not the only store
 2 which we all know Wegman's has, they have others of
 3 similar size, I think Wegman's would be in the best
 4 position to tell us how the other stores operate, what
 5 are the actual number of trucks, the types of trucks,
 6 the adequacy of the platform.

7 That's all I think within Wegman's purview to
 8 provide us that information.

9 A Certainly I can reiterate Mr. Aken's
 10 testimony. But, where those numbers come from, of
 11 course, is up to Wegman's to provide that information.

12 Q Now, as far as the Wegman trucks, I
 13 believe they're coming from Pottstown, Pennsylvania?

14 A I believe that's correct.

15 MR. WEBBER: Pottsville.

16 MR. CULHANE: Pottsville.

17 Q The trucks, when they leave Pennsylvania,
 18 Pottsville, their drivers are given instructions where
 19 they're going. They got their route. And, I assume
 20 they're probably using the computer system within the
 21 truck for their directions to get there.

22 I would believe the Wegman management should be
 23 able to direct the driver and also program the
 24 information into the unit so that they have to take
 25 the right turn onto School House Road, take the left,

1 turn onto Chestnut Ridge.

2 A Yes. Mr. Aken said they would direct
3 their trucks as to the required or preferred path.

4 Q One other question.

5 On the chart you provided towards the end of
6 your presentation, you indicated there was a ramp from
7 the Parkway but you didn't indicate which direction
8 that ramp was.

9 A That would be the northbound off ramp.

10 Q Is that a combination of both north and
11 south?

12 A It's the ramp coming from northbound.

13 Q It said Grand Avenue and Parkway ramp.

14 So, we got one ramp coming off the northbound and one
15 ramp leading on to the southbound.

16 So, my question is, which ramp?

17 A Which one?

18 Q Do you have that in your table?

19 A The one in the table is the northbound off
20 ramp at Grand Avenue.

21 Q I believe the question has been raised

22 about concerns about the southbound ramp. Should we

23 add the southbound ramp to that calculation also as

24 you'll have exiting traffic out of Wegman's, possibly
25 heading south on the Parkway?

1 A The reason it was isolated is because it
2 was specifically looking at the, the T or actually
3 four leg intersection at that location and the
4 combination of volume right at that location.

5 We could certainly provide the volume
6 contribution to the on-ramp but, because there's no
7 specific improvement targeted for the on-ramp, it
8 wasn't included in our table.

9 Q I thought it would be helpful information.

10 A Certainly.

11 Q One other comment that was made last week,
12 Mr. Teagno and myself, I believe, we both indicated
13 the possibility of using the site as a short cut to
14 get to Grand Avenue, especially those coming out of
15 Mercedes.

16 Did you have any opinion on that?

17 A Yes. I testified a little bit about this
18 earlier, that because of the significant improvements
19 that are going to be made on Mercedes Drive, there,
20 there really should be no reason for someone to bypass
21 that.

22 Also, the volume turning right from Mercedes
23 onto Grand is lower than the site traffic volume
24 exiting the proposed driveway directly to Grand
25 Avenue. So, there would be a little bit more delay

1 for someone cutting through than there would if they
2 just went up to the signal with all the improvements
3 that would be essentially a free flowing right turn
4 movement.

5 MR. CULHANE: No other comments at this
6 time, Mr. Chairman.

7 CHAIRMAN DEPINTO: Thank you.

8 Mr. Fette.

9 MR. FETTE: No comments, Mr. Chairman.

10 CHAIRMAN DEPINTO: Okay. Thank you.

11 Well, I have said all along my concerns with
12 regard to the truck traffic to and from the site.

13 And, I, too, am concerned, as other Board
14 Members are, including Councilman Ghassali, with not
15 only the Wegman trailers that will be coming and
16 leaving the site but the vendor vehicles as well.

17 And, I, too, am concerned about the adequacy of
18 that area, Ms. Dolan, that you have labeled in between
19 the northbound or the northern and southern bays, the
20 four to the south of the property and three to the
21 north and the adequacy of that area to handle the
22 anticipated vendor trucks.

23 It seems to me that if there is not an area,
24 those trucks will wind up using other parts of the
25 shopping center that we do not want them to use such

1 as unloading in front of the stores. And, that's
2 about the worse thing I think that I think could
3 happen.

4 Because, I think the site design that was
5 created by Mr. Dipple called for the unobstructed
6 passageway of vehicles parked in front of the store
7 and not to have to negotiate around vendors' trucks,
8 be they Coca Cola trucks or French trucks or whatever
9 it might be.

10 I think, as I indicated before, I would like to
11 hear some testimony from operations.

12 And I believe, Ms. Dolan, you had agreed with
13 that thought, that some of the questions that were
14 asked of you were better asked of operations.

15 And, I'm going to ask Mr. Hipolit, Mr. Hipolit,
16 I know that you have some familiarity with other
17 Wegman's facilities in the State.

18 Is that correct?

19 MR. HIPOLIT: That's correct.

20 CHAIRMAN DEPINTO: Do you have the
21 resources, in your company, where you could assign
22 people to observe the operation on a 24 hour period of
23 time, the trucks, the trailers that would be making
24 deliveries and leaving the site as well as vendor
25 vehicles both in front of the store as well as behind

1 the store?
 2 MR. HIPOLIT: We do.
 3 What could happen is, we could have one or two
 4 observers at a store, probably close to, and see how
 5 they operate.
 6 CHAIRMAN DEPINTO: Okay. To the
 7 alternative, Mr. Del Vecchio, I'll give you first, as
 8 the applicant, that opportunity to provide that
 9 information for the Board. And, if you care not to or
 10 do not have the resources to do so, Mr. Hipolit has
 11 indicated that Maser does.
 12 MR. DEL VECCHIO: If it's something the
 13 Board would like to have done.
 14 CHAIRMAN DEPINTO: Let me poll the Board.
 15 Mr. Stefanelli.
 16 MR. STEFANELLI: Mr. Chairman.
 17 CHAIRMAN DEPINTO: Do you want those
 18 counts?
 19 MR. STEFANELLI: I want the counts.
 20 But, I also, I think we're focusing on the
 21 specific tenant. We're not really focusing on the
 22 entire forest.
 23 CHAIRMAN DEPINTO: I don't think we have
 24 reached the forest. We're still by the trees.
 25 MR. STEFANELLI: But, I guess my question

1 now is, we talked about truck traffic. We're only
 2 talking about one store. We still have a whole bunch
 3 of stores that are going in there. I would like to
 4 get a whole concept on how much truck traffic is going
 5 to be for the whole development and not just one
 6 store.
 7 MR. HIPOLIT: One of the reasons I
 8 mentioned the Bridgewater site is because the
 9 Bridgewater site is operated not just by Wegman's,
 10 it's operated by more stores, more square footage than
 11 proposed here. So, it would be a very good equivalent
 12 source. It would be in excess of what's here.
 13 MR. STEFANELLI: That's fine for me, Andy.
 14 I don't want to focus just on Wegman's. I want
 15 to focus on the whole development.
 16 MR. HIPOLIT: I agree.
 17 CHAIRMAN DEPINTO: That's valid.
 18 MR. STEFANELLI: Yes. I would like to see
 19 either more testimony or observation.
 20 CHAIRMAN DEPINTO: Okay. Mr. Vogt.
 21 MR. VOGT: The answer is yes, Mr.
 22 Chairman.
 23 CHAIRMAN DEPINTO: Okay. Thank you.
 24 Mr. Webber.
 25 MR. WEBBER: I think we have to. Yes.

1 Definitely.

2 CHAIRMAN DePINTO: Thank you.

3 Mr. Lintner.

4 MR. LINTNER: Yes.

5 CHAIRMAN DePINTO: Thank you.
6 Councilman.

7 COUNCILMAN GHASSALI: Mr. Chairman, the
8 warehouse has a logbook that logs all the trucks that
9 come in, the vans and all the deliveries. Everyone
10 has to sign in. It could be much easier than having
11 someone stand there and look, and count the trucks.
12 They have that information from all their warehouses
13 and maybe they can pick more than one.

14 All they have to do is call the warehouse and
15 get the copy of that log for a few days maybe.

16 CHAIRMAN DePINTO: I think, going back to
17 what Mr. Stefanelli said, that may be a source of
18 information regarding Wegman's.

19 But, obviously, the shopping center is much
20 larger.

21 COUNCILMAN GHASSALI: I agree.

22 CHAIRMAN DePINTO: Mr. Culhane.

23 MR. CULHANE: Yes.

24 CHAIRMAN DePINTO: And, Mr. Fette.

25 MR. FETTE: What Mr. Hipolit said, the

1 Bridgewater store, also has a Home Depot there along
2 with a lot of other smaller stores alongside of it.

3 But, I agree, we are talking so much trucks, I'm
4 sure Mr. Ghassali has got some legitimate reports and
5 Wegman's got theirs. We got to come up with a number.

6 I mean, it's not that difficult to come up with.
7 They come in, they go out. We get a count just to
8 satisfy everybody.

9 So, I would agree Mr. Chairman.

10 CHAIRMAN DePINTO: Okay. Good.

11 Okay. With that said, I think now I would like
12 to open the meeting to the public.

13 MR. DEL VECCHIO: Mr. Chairman, if I can,
14 I just -- I never finished responding to your
15 question. If I may.

16 What I was about to say, if the Board wishes us
17 to do it, we could undertake that.

18 I would just want some input from your engineer
19 or your traffic consultants as to an agreed upon

20 location, time, kind of set the scope so we don't come
21 back and perform counts and find out, well, you have
22 counted this day versus that day or this hour versus
23 this hour. So, if we could have that input and

24 guidance, then we can undertake those counts.

25 I just want to make sure I get you what you ask

1 for and get it all at one time rather than find out
2 you wanted something other than we anticipated.

3 CHAIRMAN DEPINTO: Well, yeah. With so
4 much of Ms. Dolan's testimony relying upon the Maser
5 report, quite frankly, I think I would prefer to have
6 those counts done by Maser.

7 And, unless anyone from the Board disagrees --

8 MR. DEL VECCHIO: Mr. Chairman, there's no
9 reason we can't provide those, those observations.

10 CHAIRMAN DEPINTO: In addition to Maser, I
11 have no problem with that. Then we'll have two sets
12 of reports.

13 And, I'll have Mr. Hipolit share with you the
14 criteria that he's recommending that be followed and
15 you follow that criteria.

16 And, then we have two sets of reports to compare
17 and, hopefully, we'll get some cooperation from, from
18 Wegman's with regard to the logbooks that Councilman
19 Ghassali has referred to.

20 There's no problem. We'll do double the work.

21 Okay. The Chair will entertain a motion to open
22 the meeting to the public.

23 MR. STEFANELLI: So move.

24 MR. CULHANE: Second.

25 CHAIRMAN DEPINTO: Mr. Stefanelli,

1 seconded Councilman Ghassali.

2 All in favor. (Aye)

3 Anyone from the public have any questions with
4 respect to the testimony that they have heard this
5 evening? Questions of either Ms. Dolan or any of the
6 Board professionals.

7 Yes, ma'am, kindly step forward, give us your
8 name and address.

9 MS. SOLOMON: Kari Solomon, 16 Pine

10 Street.

11 EXAMINATION BY MS. SOLOMON:

12 Q I guess I have a question in regards to,
13 to the traffic flow and it was alluded to earlier in
14 regards to Field Stone Middle School, that's the
15 preferred truck route, is being routed past.

16 And, I guess what other considerations have been
17 made in terms of identifying noise pollution, air
18 pollution, sidewalk safety.

19 Because, the peak hours that you're referring to
20 also coincide with the times of day that the kids are
21 getting all their activities, walking home from
22 school. You know, 11 year old boys and girls tend to
23 walk side-by-side, you know.

24 And, you know, what are the safety precautions
25 that are being considered.

1 A I don't think that our -- I know our study
2 has not gone into that level of detail.

3 My, my charge recently has been to evaluate
4 alternative routes against what had been testified to
5 as the original truck routing.

6 But, as to the specific land uses along these
7 various optional routes, we have not taken that type
8 of inventory.

9 And, here, tonight, there had been suggestions
10 that we further evaluate the routes to come up with
11 what would be the ultimate preferred route.

12 So, we still have some homework to do on that.

13 MS. SOLOMON: Thank you.

14 CHAIRMAN DePINTO: Thank you.

15 Anyone else?

16 Mr. Lavis.

17 MR. LAVIS: Mr. Chairman, Arthur Lavis, 20
18 Hilton Place, Montvale.

19 EXAMINATION BY MR. LAVIS:

20 Q In your June 10th report, you seem to
21 attribute the voracity to the 9th Edition of the Trip
22 Generation Manual by the ITE.

23 Is that correct?

24 A Yes.

25 Q And yet, later on in the report, that,

1 notwithstanding that objective trip generation tables
2 of the ITE, you don't use them because of the fact
3 that Wegman's is larger than the average supermarket
4 because it's only --

5 Because it's 140,000 square feet, you couldn't
6 use the supermarket trip generation report. And, you
7 said that it's only liable for up to 60,000 square
8 feet. And, we have seen 60 and 140.

9 You suggest that it will be a differential trip
10 generation for which there is no table. But, you
11 still don't use a --

12 You opt out and use only supermarket -- I mean,
13 only the retail traffic center report.

14 And, I don't see any -- I don't understand why
15 you accept that rationale that we'll, we'll just leave
16 it to the lower level of the trip generation report.

17 And, you don't do any extrapolation from the
18 60,000 to the, for the additional 80,000.

19 And, I don't think Wegman's has a profit --

20 Well, I'm giving opinion here but would not a
21 profit making organization want to optimize the
22 capital they invest in the --

23 CHAIRMAN DePINTO: Mr. Lavis, don't go

24 there. She's not qualified to answer your question.

25 MR. LAVIS: Okay. I'm trying to get the

1 point, why can't she use a supermarket factor for
2 Wegman's.

3 It seems to me a dubious rationale that she
4 used. And, I want to get to the root of that.

5 A Well, that very last specific question,
6 the reason the ITE 9th Edition supermarket rates were
7 not applied to the Wegman's portion of this

8 development are that they're not appropriate because
9 they are based on studies conducted at smaller sites.

10 We could have stopped at that, that right there.

11 But, over the past few years, as we have been working
12 on this property, we have gone out to the existing

13 Wegman's in Bridgewater that's been discussed here and
14 performed trip generation counts at that location.

15 We also went down to the one at Nassau Park.

16 They refer to it as the Windsor store. And, we
17 collected trip generation data there.

18 The two research sites were very comparable.

19 Specific Wegman's trip generation at those two sites
20 was the same. And, it was much lower than the numbers

21 we would estimate using the ITE supermarket rate. So,
22 that's one part of the answer.

23 The second part of the answer is that there's an
24 accepted methodology and a required methodology by our

25 State highway access management code. But, in the

1 traffic engineering industry, there's a recognition
2 that a shopping center, by definition, includes
3 various types of tenants and may include a
4 supermarket.

5 And, the ITE shopping center estimating
6 technique accounts for the fact that those different
7 tenants peak at different times of the day.

8 So, if we did use estimates for Wegman's -- and,
9 I wouldn't use ITE. I would use the actual Wegman's

10 research. And, then we generated trips for the
11 balance of the tenants, then we're entitled to take a
12 credit for internal activity.

13 The shopping center rates account for that.

14 So, we have followed the recommended procedure
15 from our access code and we've done what we do and our
16 colleagues do for these types of developments.

17 This is the accepted methodology.

18 Q And, whose access codes -- who recommended
19 that methodology?

20 A The State Highway Access Management Code.

21 That's the law.

22 Q State of New Jersey?

23 A Correct.

24 So if -- we're not on the State highway here but

25 if we were, we would, we would follow the methodology

1 that's set forth in my report and that's also set
2 forth in Maser's report.

3 Q Could one not suggest that there are 80
4 Wegman stores and that these stores might be atypical?
5 A Well, when we set out to collect the data,
6 we talked about finding representative locations that
7 would be comparable to this. And, quite frankly, the
8 two research sites that we looked at, while they're
9 comparable in size to this proposed Wegman's, they're
10 on State highways with significantly greater traffic
11 volumes passing by and one could argue that,
12 therefore, they may be generating more activity
13 because there's actually more traffic passing by and
14 there is what we call a pass by component of trip
15 generation. So, we did flush this issue out.

16 We discussed it at great lengths with the, with
17 the Board's consultants. And, by all accounts, in
18 working with Wegman's, we did choose sites that were
19 representative and were typical sites.

20 And, again, we were looking for something in the
21 same size range as what's proposed here.

22 Q You may or may not be aware that there's a
23 gridlock condition, I think I might have mentioned
24 that at the last hearing you attended, a gridlock
25 condition every day for many hours at Kinderkamack and

1 Grand. And, you have not, I believe, incorporated
2 that condition in your study and how it might be
3 exacerbated or effected by the Wegman's or DePieros
4 property.

5 A That's right. The studies have not gone
6 that far away from the site. The site traffic
7 diminishes the further you get away. That's not been
8 included in the site?

9 Q Did you say last week, last hearing that
10 32 percent of the traffic would be coming from the
11 east?

12 A I, no, I tripped over that, that
13 distribution so I'll go right to the number.

14 Yes, we did. It was -- we talked about 32
15 percent. And, as you go further east, it's 25 percent
16 coming through the Paragon and Phillips intersection
17 and it's 15 percent by the time you get over to Spring
18 Valley Road.

19 So, you could see, the further out you go from
20 the property, the less distribution there is along the
21 Grand Avenue corridor.

22 Q But, do you not have a figure for how much
23 of that 32 percent would be coming from Grand and
24 Kinderkamack?

25 A It would be less than 15 percent.

1 Q But, you don't have a specific figure?

2 A No, I don't.

3 Q You don't know how it might effect that
4 condition?

5 A No, that's not been studied because
6 typically the volume contribution, at that location,
7 would not be enough to change the operational
8 characteristics.

9 Q Can I ask the age of the traffic study and
10 when that was, would that be?

11 Who engaged you to do the traffic study and when
12 was that?

13 A I believe we opened our file in 2010 or
14 2011. And, it was by the applicant.

15 Q Which is who?

16 A Well, I'm actually contracted through I2A
17 for Hekemian.

18 Q And, when did you first share your
19 information with the municipality?

20 A I believe it was in 2011, 2012 were the
21 initial estimates and the, and the research studies.

22 Q And, this preceded the amendment to the
23 Master Plan?

24 A I don't believe I could comment on that.
25 MR. LAVIS: Okay. Thank you. I

1 appreciate that.

2 CHAIRMAN DEPINTO: Okay. Thank you.

3 Anyone else have questions?
4 Mr. Roe.

5 MR. ROE: Thank you.

6 Good evening, everyone. My name is Kevin Roe, I
7 Heartstone Way, Montvale, New Jersey.

8 MR. REGAN: Mr. Roe, before you start your
9 line of questioning, I just would remind you that the

10 Board, that Mr. Roe is a party plaintiff in a
11 litigation against the Board as well as against the

12 Mayor and Council in connection with his challenge and
13 A & P's challenges, parties to the litigation, party

14 plaintiff to the Master Plan amendment that was
15 adopted by the Board April of this year as well as the

16 ordinance that covers the property.

17 CHAIRMAN DEPINTO: Thank you.

18 Mr. Roe, please continue.

19 MR. ROE: Thank you.

20 First of all, I just want to thank the members
21 of the Board who I listened to tonight grab ahold of

22 what's my principal concern about this whole project
23 and which I have a couple questions of this woman
24 concerning.

25 CROSS-EXAMINATION BY MR. ROE:

1 Q First of all, you had illustrated a chart
2 up here.

3 Is there any chance of getting that chart back
4 with the percentages?

5 The percentages here, 4, 6, 16, 13, I'm not
6 going to do the math, does that add up to 100 percent
7 of that right hand column?

8 A No. It's not going to.

9 Q All right. And, I guess the question is,
10 percent site traffic, what is specifically you're
11 referring to using as percentages?

12 A For each location totaled up all of the
13 turning and through movement volumes.

14 So, the column titled Total Volume is the total
15 volume of vehicles, total number of vehicles coming
16 into the intersection during the peak hour.

17 The next column is the number of site generated
18 trips coming into the intersection that, that same
19 hour.

20 Q And, the site, you're talking the existing
21 site traffic?

22 A No. These are the projections.

23 Q This is the projected site traffic?

24 A Correct.

25 Q All right. You stated before, when you

1 were asked a question about northbound traffic on the
2 Garden State Parkway and you were asked what percent
3 of the traffic coming off the northbound Parkway did
4 you attribute to, going to or did you forecast or
5 predict, project going to the Wegman's location,
6 could, could you --

7 I'm not sure if I heard that percentage
8 correctly before.

9 What did you say?

10 A 1 percent.

11 Q What did you say?

12 A 1 percent.

13 Q 1 percent.

14 So, it's your testimony that only 1 percent of
15 the traffic coming northbound on the Garden State
16 Parkway which, obviously, reaches all the way down to
17 Cape May, will be headed towards Wegman's when it
18 opens including all of Bergen County, a lot of Passaic
19 County, Essex County, Union County, all of those
20 areas.

21 It's your forecast that only 1 percent of the
22 northbound exiting traffic will be heading towards the
23 Wegman location.

24 Is that correct?

25 A There's, there's two points to that.

1 answer.

2 No. 1, it is not my opinion that 1 percent will

3 come from the Parkway ramp northbound. That is the

4 result of a very detailed gravity model distribution

5 that was prepared by Maser Consulting. So, that was a

6 very detailed analysis that their office put together,

7 that we have been following for the purposes of

8 evaluating traffic impacts.

9 And, second, just a point of correction, it's

10 not 1 percent of the Parkway traffic. It's that 1

11 percent of site traffic was routed on that Parkway

12 ramp.

13 Q Exiting off the Garden State Parkway

14 north, it's your prediction that only 1 percent of the

15 site draw will come off of the Garden State Parkway

16 north?

17 A That's the volume that's been used in the

18 analysis.

19 And, as I said, that puts more traffic through

20 the local and County system. And, that volume is used

21 to then develop the series of improvements that are

22 proposed that have been discussed tonight.

23 CHAIRMAN DEPINTO: Excuse me one second,

24 Mr. Roe.

25 On that, on that topic, Mr. Hipolitt, Ms. Dolan

1 has referred to the gravity model and the numbers

2 coming from the gravity model.

3 Could you explain to the Board as well as the

4 public what that means, this gravity model?

5 And, and do you agree with Ms. Dolan that 1

6 percent of the traffic being generated to the site

7 will leave, will be from the result of northbound

8 Parkway traffic exiting onto Grand Avenue?

9 Would you just explain that, please.

10 MR. HIPOLITT: I will.

11 The ordinance that was introduced last year,

12 that ordinance was detailed and involved rezoning of

13 properties in the Borough of Montvale. And, to rezone

14 that ordinance, we had recommended doing a much more

15 extensive traffic model than a traffic study.

16 The traffic model incorporates numerous

17 intersections at numerous locations.

18 As I said earlier, we work with Bergen County

19 because most of it is their intersections or all of it

20 is their intersections, to come up with some

21 distribution numbers for modeling. We did a modeling

22 for the entire area.

23 I think we spoke about most of the

24 intersections. The intersections encompass all of

25 Summit from Spring Valley all the way to Chestnut

1 Ridge Road, all of Grand from Spring Valley to
2 Chestnut Ridge Road.

3 And, we actually created a life model where you
4 can look at an intersection and actually, physically,
5 watch the cars coming in a model form based on the
6 traffic projection agreed to between the County and us
7 even though the County takes the lead and has to
8 approve that model.

9 That model is significantly more extensive than
10 using the ITE manual, significantly more extensive
11 than just doing the regular ITE form of traffic
12 report. It's an actual working model that can be
13 changed and incorporated to see where the
14 intersections can possibly fail at Level of Service F.

15 So, you can add to an intersection and take it
16 and keep balances. What if we had more traffic, where
17 does it come from. And, it takes time to develop it.

18 That model is developed and is useful. The
19 applicant has it. They can use it. And, they can try
20 to balance it for the actual traffic that Wegman's
21 users have.
22 Ours was done as part of the ordinance, had more
23 specific stores.

24 CHAIRMAN DEPINTO: So, this 1 percent
25 figure and Ms. Dolan is testifying that's how, could.

1 that be based upon -- Ms. Dolan, correct me on this if
2 I'm not saying it correctly.

3 How can that be based upon the Maser report when
4 Mr. Hipolit is saying that his report was prepared for
5 the benefit of the governing body in considering the
6 rezoning of the property not, obviously, in
7 consideration for an application for site plan
8 approval?

9 I seem to be missing the two. I'm not
10 connecting them.

11 THE WITNESS: As I understand it, the
12 gravity model which certainly has a lot of input
13 material used in its development came out with a
14 routing for a retail center. And, the routing that
15 was used showed 1 percent.

16 In the preparation of our most recent study, we
17 have focused on the intersections immediately
18 contiguous and the improvements needed for this
19 development.

20 We have not gone beyond, since the Parkway ramp
21 intersection and the various other off tract
22 intersections have had improvements scoped out.

23 We have reviewed all that work and performed
24 some independent calculations to confirm the
25 appropriateness of those. But, we have not done a

1 routing of traffic that goes beyond the intersections
2 of Grand and Mercedes and Grand and Phillips, Paragon.
3 MR. HIPOLIT: Right. Let me try to go one
4 step further. If you want to stop me, you can.

5 CHAIRMAN DEPINTO: Well, now I'm not going
6 to allow you to go one step further. I'm going to
7 allow Mr. Roe to continue his line of questioning.

8 I just was somewhat confused by the testimony.
9 And, I apologize for interrupting you, Mr. Roe.
10 Please continue.

11 MR. ROE: Not at all. Because, my
12 question was more spinoffs of these.

13 Q In other words, we're hearing testimony
14 about, well, there's so many certain percentage going
15 to the store for your immediate contiguous locales or
16 intersections.

17 The point is, they all get fed from some place
18 else, other feeder routes, if you will.

19 And, the question before about what about Grand
20 Avenue and Kinderkamack Road, a notoriously congested
21 area or intersection in this town for which there has
22 been what you're telling us no consideration taken as
23 to what impact upon that intersection a draw would
24 have, from you telling me that most of the draw into
25 this Wegman's will be coming from local roads, not

1 major thoroughfares.

2 Is that your thesis before?

3 A Just to go back again, the gravity model
4 was developed for retail assessment, retail
5 development. So, we're looking at the population
6 density with an estimated travel time to get to a site
7 which would provide retail stores at this location.
8 That model was prepared by Maser Consulting.

9 The outcome of that model has been used to route
10 traffic for this specific development on to the
11 adjacent roadway system.

12 So, in traffic engineering, we study the
13 intersections where we have an impact usually 100
14 trips or more.

15 And, as you go further and further from the
16 study area where you have fewer trips and the trip
17 numbers drop off, then there's not a need to analyze.

18 So, the study area, in my opinion, consisting of
19 one, two, three, four, five, six -- eight
20 intersections is very thorough and appropriate for
21 this size and type of development.

22 Q A 140,000 square foot supermarket need
23 only deal with the immediate five or six intersections
24 within say not even a thousand feet or less of radius
25 of the supermarket?

1 A A thousand feet?
2 Well, as I said, the report encompassed the
3 Summit Avenue corridor as well as the Grand Avenue
4 corridor from Chestnut Ridge Road out to Spring Valley
5 Road.
6 Q Many of which are well under a thousand
7 feet away.
8 A Well, I think the only ones that are
9 within a thousand feet would be the two that are
10 contiguous to us. I'm not sure if that distance to
11 the Parkway ramp, certainly the Summit Avenue and the
12 Chestnut Ridge Road and the Spring Valley are in
13 excess of a thousand feet from the site.
14 Q Have you -- I think, if I understood your
15 testimony before, you had conducted certain
16 observations yourself.
17 Is that correct?
18 A Yes.
19 Q And, how many different observations did
20 you conduct?
21 A Over the past few years, I've been at the
22 site and the adjacent intersections numerous times. I
23 don't have an exact count.
24 Q There was a report that was prepared, I
25 think you had co-authored, June 20th, 2008 and 2013.

1 Is that correct?
2 A Yes. That's our traffic study.
3 Q And, you talked about various times that
4 observations were made.
5 Is that correct?
6 A We talked about the traffic counts that
7 were performed.
8 Q Okay.
9 A And observations simultaneous with those
10 counts, yes.
11 Q At certain intersections.
12 Is that correct?
13 A That is correct, yes.
14 Q At any time, in making these observations,
15 did you take a look at the backup of traffic heading
16 northbound on the Garden State Parkway at say, for
17 example, between 8:00 and 9:00 a.m.?
18 A No specific observations were made by me
19 or by my office on the Garden State Parkway itself and
20 no specific studies have been performed for the
21 morning periods because a retail center doesn't
22 generate very much activity during the morning peak.
23 Q With respect to the route you suggested
24 trucks should take, coming on the portion of the
25 Parkway which allows them up to Red School House Road,

1 did you happen to take note of the backup of traffic
2 on that artery between 8:00 a.m. and 9:00 a.m. in the
3 morning?

4 A No.

5 Again, we have done no specific Parkway studies
6 nor have we done any morning peak period assessments.

7 Q All right. However, this is the route
8 through which we've heard who knows what number of
9 trucks will be coming along that route to exit onto
10 Spring Valley Road and Chestnut Ridge.

11 Correct?

12 A Well, it's one of several routes that have
13 been discussed and we mentioned that we would be
14 assessing additional routes out of this evening's
15 suggestions.

16 Q And, have any efforts been made to look at
17 the impact on the adjoining towns, not on major
18 thoroughfares, for example, Upper Saddle River,
19 Ho-Ho-Kus or Saddle River, the bordering towns through
20 which you would be seeking, I guess, to have tractors
21 come off Route 17 and through those Boroughs?

22 A No.

23 Q Has any impact been looked at as to the
24 effect upon those municipalities?

25 A No.

1 Q The number of trucks seems to be highly in
2 dispute based upon, I guess, it was the testimony
3 offered last time from Mr. Aken and what, eventually,
4 was revealed, that 40 to 50 trucks per day.

5 Do you know where those numbers come from?

6 A The numbers that I spoke to tonight were
7 from Mr. Aken's testimony, 5 tractor trailers per day
8 during the normal course of the year. And, it was --
9 I just want to make sure I get it right now, it was,
10 according to Mr. Aken, 20 to 40 vendor deliveries per
11 day.

12 Q Which, I understand, was upped from 40 to
13 50?

14 A I don't recall that from the reading of
15 the transcript but then I don't have it in my notes.
16 I don't know where that came from.

17 Q Did you ever inquire from him where he got
18 those figures from?

19 A No, I did not.

20 Q The holidays, the 10 or so, 10 or more
21 during the holidays, we're talking about which
22 holidays?

23 A I believe the Thanksgiving Christmas
24 holidays.

25 Q What about the 4th of July?

1 What about Memorial Day or any of the other
2 number of holidays that are observed throughout the
3 course of the year, Halloween?

4 Wouldn't they qualify as holidays as well?

5 A That's beyond my area of knowledge with
6 regard to Wegman's deliveries.

7 MR. ROE: I would join in the same concern
8 expressed by many of the questions by the Board
9 Members before as to how they're coming up with these
10 numbers and traffic.

11 Without reiterating or repeating those
12 questions, I would simply join in the same inquiry.

13 Q The other question I had was raised before
14 concerning the, I think the ITE that you used, the
15 supermarket -- rather, excuse me, you used shopping
16 center versus the supermarket rate in determining
17 number of cars.

18 Is that correct?

19 A That is correct.

20 Q You did, however, acknowledge, although
21 there might be some fall off with the drastic increase
22 in size. You said there was a formula or an equation
23 of some kind which would build in a discount but
24 still, nonetheless, provide for a projection, not that
25 it would just be at a constant only shopping center

1 rate.

2 Is that right?

3 A To clarify, the ITE shopping center
4 calculation uses an equation that tapers off as the
5 building area increases.

6 The ITE supermarket data is a flat rate. There
7 is no such equation.

8 Q Was the equation which you just described
9 employed in the calculation in this case?

10 A The ITE shopping center calculation was
11 used in the, in our June 2013 report.

12 Q Strictly on shopping center basis.

13 Correct?

14 A That's correct.

15 Q Without the curve, if you will, to account
16 for the fact that you're, you are actually dealing
17 with a supermarket.

18 Correct?

19 A The curve accounts for the shopping center
20 space. The ITE equation curves off for a shopping
21 center which, by definition, can include a
22 supermarket.

23 And, I would also say that the ITE suggests that
24 their data be supplemented with local data which we
25 have done.

1 Q So, from what I'm hearing, we don't have
2 any real hard numbers as to what the forecast is going
3 to be on this, do we?

4 Is that right?

5 A You have the estimates that have been
6 prepared consistent with the requirements and
7 suggestions and recommendations of the Institute of
8 Transportation Engineers and as required and mandated
9 by the State Highway Access Management Code which we
10 use in DOT permitting. This is the, exactly the
11 methodology which has been tested with actual data
12 collected at Wegman's sites in New Jersey.

13 Q Has Wegman's provided the Borough with any
14 figures as to the traffic generations from the other
15 stores?

16 A Not that I am aware of.

17 Q You stated that the new Lifestyle Fitness
18 Center was not included in the calculation of the
19 traffic flow.

20 Is that correct?

21 A In the original calculations, that is
22 correct?

23 Q Has that ever been revised?

24 A I spoke to that at the beginning of this
25 evening, that I have performed updated analyses. The

1 Board requested that that be submitted and I will be
2 providing that calculation.

3 Q Do you have any preliminary report as to
4 whether there is or is not an impact from this
5 development which I believe houses 600 parking spaces?

6 A I don't know how many parking spaces.

7 But, my, my testimony earlier this evening was that
8 the trips associated with Lifetime have been included
9 in my updated analyses and they do not change the
10 results of the previous analyses.

11 Q Not knowing how many parking spaces or
12 even houses?

13 A I reviewed the Traffic Impact Analysis
14 that was associated with the Lifetime application and
15 I used their numbers in my updated calculations.

16 Q And, yet that's just newly opened and
17 really any count would not be representative of what
18 to ultimately expect from you.

19 Wouldn't that be fair to say?

20 A We used the projections that were included
21 in the Lifetime traffic study and we added those to
22 the existing counts and the background quotes that
23 have been incorporated into the studies.

24 Q And, you're saying, does it or does it not
25 impact the traffic flow at the Mercedes and Grand

1 Avenue intersection?

2 MR. DEL VECCHIO: Ms. Dolan can answer the
3 question but this the third time this question has
4 been asked.

5 MR. ROE: It's not been answered yet,
6 though.

7 CHAIRMAN DePINTO: Please answer the
8 question.

9 A The improvements that have been designed
10 will more than accommodate the traffic from Lifetime
11 when it's added to all the other volumes that have
12 been analyzed.

13 Q Your calculations make no allowance for
14 the 140,000 square foot shopping center and 300
15 residential housing units in Chestnut Ridge.

16 Is that correct?

17 A As I stated earlier, those developments
18 are not approved. There haven't been site plan
19 applications made on those.

20 However, I did check the trip generation
21 estimates for those levels of development and that is
22 more than accounted for for the background that's been
23 included in the traffic study.

24 Q When you say background road, in what
25 sense?

1 A As I testified to earlier, we used a 1.75
2 percent growth factor from DOT's older data base
3 compounded over a three year period to account for
4 growth immediately outside the subject area.

5 Q In fact, I believe you used a lower figure
6 of 1.0.

7 Is that correct?

8 A No. We used the 1.75 despite the fact
9 that the new growth rate for this area has been
10 reduced to 1 percent.

11 Q But, that would not take into account the
12 potential of 140,000 square foot shopping center or a
13 300 residential units.

14 Wouldn't you have to agree with that?

15 A I'll reiterate this again. I have
16 estimated activity associated with the Chestnut Ridge,
17 Village of Chestnut Ridge potential future development
18 that is not yet approved and those volumes are
19 accounted for in the background growth that has been
20 used in our calculations.

21 MR. ROE: Well, I think we certainly need
22 to hear more because I think these figures are grossly
23 understated. We need empirical data not forecasts of
24 an applicant.

25 MR. DEL VECCHIO: There is not a question

1 pending.

2 CHAIRMAN DEPINTO: Okay. Thank you, Mr.

3 Roe.

4 Anyone else from the public have any

5 questions?

6 The Chair will entertain a motion to close the

7 meeting.

8 MR. STEFANELLI: So move.

9 CHAIRMAN DEPINTO: Mr. Vogt, second, Mr.

10 Stefanelli.

11 All in favor? (Aye)

12 I think, at this time, we'll take a break. I

13 think the stenographer is entitled to one.

14 We'll take a 10 minute break and then the

15 applicant has requested --

16 Well, Mr. Del Vecchio, are you going to seek

17 additional testimony from Ms. Dolan or are you looking

18 to bring in another witness at this point?

19 MR. DEL VECCHIO: I just need to have a

20 discussion with Ms. Dolan before I can answer that.

21 And, I will report back immediately after the

22 start of the break.

23 CHAIRMAN DEPINTO: Let's take a 10 minute

24 break.

25 (A recess is taken at 10:34 p.m.)

1 CHAIRMAN DEPINTO: Okay. The meeting will

2 come to order.

3 Mr. Del Vecchio.

4 MR. DEL VECCHIO: Yes. Thank you, Mr.

5 Chairman.

6 At this point, we believe we have concluded Ms.

7 Dolan's testimony with the obvious exception of

8 addressing items that were raised during the course of

9 her presentation this evening.

10 So, we'd like to proceed with our next witness

11 at this point.

12 CHAIRMAN DEPINTO: The only difficulty I

13 have with that, the hour is late and we extended the

14 testimony and the questioning of Ms. Dolan rather

15 lengthy.

16 You're only going to have about 15 minutes or so

17 with or 20 minutes with this witness.

18 Is that adequate time to do what you're looking

19 to do?

20 MR. DEL VECCHIO: It would be an adequate

21 time to get started and, because Mr. Segreto's request

22 that no matter who we bring tonight we have to bring

23 them back anyway, I would like to get started just so

24 that the 25th becomes as productive of a date as

25 possible.

1 CHAIRMAN DePINTO: Okay. We're going to
2 curfew it sharp at the 11:00 hour. So, we can try to
3 get as much accomplished as you can between now and
4 then.

5 MR. DEL VECCHIO: Thank you.

6 MR. REGAN: Mr. Del Vecchio, let me swear
7 the witness.

8 Would you raise your right hand, please.

9 Do you swear or affirm that the testimony you
10 give at this proceeding will be the truth, so help you
11 God?

12 THE WITNESS: I do.

13 MR. REGAN: For the record, state your
14 full name, please, and spell it.

15 THE WITNESS: Frank Christian, C H R I S T
16 I A N.

17 MR. REGAN: Thank you.

18 DIRECT EXAMINATION BY MR. DEL VECCHIO:

19 Q Mr. Christian, can you tell the Board by
20 who you are employed?

21 A RTKL Associates, Washington, DC.

22 Q And, could you give the Board the benefit
23 of your educational and professional background?

24 A I am a principal of RTKL, with over 20
25 years of experience in signage and graphic design.

1 And, graphic design, I am senior design and
2 project manager within the firm, within the firm.

3 And, I am a member of the society and in
4 professional standing with the Society of
5 Environmental Graphic Designers.

6 Q And, in terms of licensing for those
7 professionals who design signage and sign fixtures for
8 a project, is there any specific State license that's
9 required in order to practice in the area?

10 A No, no, there isn't.

11 I'm -- no, there isn't. SEGD, or the Society of
12 Environmental Graphic Designers, recognizes the
13 industry or the field.

14 Q And, in the course of your employment with
15 RTKL, have you prepared sign packages for other retail
16 developments?

17 A Yes, I have. To, you know, locally shops
18 at Riverside at Hackensack, my team was part of the
19 design of those elements.

20 I wanted to point out a few regionally, Stone
21 Bridge at Potomac Town Center in Fairfax, Virginia,
22 and in Chicago, just a few examples, as well as, as
23 well as Drawbridge.

24 Q And, on those occasions where you have
25 created the design package for a center, have you

1 appeared before local boards and commissions to seek
2 approval for those packages?

3 A Yes, I have.

4 Q And, in those times when you appeared,
5 were your credentials and your testimony accepted as
6 those of an expert in the field of signage and graphic
7 design?

8 A Yes, they were.

9 MR. DEL VECCHIO: Mr. Chairman, with the
10 Board's permission, I would like to submit Mr. Frank
11 Christian as an expert in the field of signage design
12 and environmental graphics.

13 MR. REGAN: I think we can accept him.

14 CHAIRMAN DEPINTO: The Chair will accept
15 recommendation of Counsel.

16 Please continue.

17 Q Mr. Christian, you have made yourself

18 familiar with the property which is the subject of
19 this application?

20 A Yes, I have.

21 Q And, in fact, the sign package for this
22 property was prepared by you, under your supervision?

23 A Yes, it was.

24 Q And, that sign package, as I refer to it
25 is, consists of a series of 7 drawings, 7 sheets of

1 drawings prepared under the RTKL title block?

2 A Correct.

3 Q And, that plan bears the last revision
4 date of June 18, 2013?

5 A Correct.

6 MR. DEL VECCHIO: With the Board's
7 permission, I would like to mark that set of drawings
8 as A-26.

9 Q Mr. Christian, in conjunction with the
10 graphics and the accoutrements that go with the
11 graphics for this center, the design theme, we also
12 prepared a Farm cart and cut sheet booklet?

13 A Yes.

14 Q And, that booklet is under the RTKL title
15 block and bears a date of July 17, 2013?

16 A Yes.

17 MR. REGAN: What was that date again, Mr.

18 Del Vecchio?

19 MR. DEL VECCHIO: July 17, 2013.

20 MR. REGAN: What are we calling this,

21 A-27?

22 MR. DEL VECCHIO: A-27.

23 MR. REGAN: The title?

24 MR. DEL VECCHIO: It is entitled Farm
25 Cart, tractor and lantern cut sheets.

1 Q Mr. Christian, can you tell the Board how
2 you approached the project and the design of the
3 signage that is anticipated for this?

4 A I began with looking at it collaboratively
5 with the architects and the planners and trying to
6 establish the design vocabulary that compliment the
7 architecture, picked up the design queues from
8 equestrian type of event, stable, farm, what have you.
9 We, again, picked up the category of those queues
10 without being over dramatic, what I would call too
11 Disney-Esk effect.

12 Q And, the results of your work is reflected
13 now in the sign package drawings that we marked as
14 A-26.

15 Correct?

16 A Correct.

17 Q Can you just -- I'll let you go through it
18 as you choose but my suggestion would be, would you
19 walk the Board through the sign elements, through this
20 project that, perhaps start with all the free-standing
21 signs, off the way signs, wall signs.

22 Take one of those topics through conclusion and
23 pick up with the next.

24 A Okay. For example -- can I use the --

25 Q You sure can. There you go.

1 A So, if I were to start with what we have
2 identified as elements, the elements identified, what
3 we like to do is create a hierarchy of sign elements
4 working with the campus of the site, of a project.
5 The elements in gray, here, which are primary and
6 secondary monument signs, one being located at the
7 intersection of Mercedes and Grand and the other being
8 located at Grand and Phillips Parkway, is to establish
9 iconic or identity for the project.

10 Therefore, you will notice when we move to the
11 following drawings, that, in addition to our sign
12 element, we have complimented that with some type of
13 farm equipment or some type of element.

14 We, once that is established and we created an
15 identity not only in terms of size, illumination and
16 its iconic nature, we tend to, we would like to move
17 into what we would call a, second tier sign elements
18 which are generally used to highlight points of
19 entrance into a project.

20 We have, for example, one here, located at the
21 other side at the roundabout and one down off of
22 Phillips, in this area.

23 Again, you'll see, when we move to the following
24 sheets, not only in size but stature of each element
25 as a part of that hierarchy of development.

1 We have shown on our plans, we have, also were
2 provided sheets from the fine folks at Wegman to
3 include in our package to demonstrate the proposed
4 sign, the proposed signage for their store.

5 And, we also have, we're looking at bringing in
6 smaller tenant identities which you see we allow, by
7 the ordinance, front and rear on our, what I would
8 call your smaller and boutique shops. In addition to
9 those shops and this component here, which is much
10 greater square footage and we would then follow that
11 up to help your shopper or your visitor work their way
12 through the site, we have created areas where we have
13 pedestrian way finding, smaller scaled elements for,
14 to operate, to move those on foot throughout the site,
15 to find their way to the numerous stores.

16 Though we don't show it, we have made provisions
17 for it. We don't show that on the plan.

18 We also looked at the possibility in adding a,
19 what we call a blade sign, almost perpendicular to the
20 store frontage. And, again, that sign element would
21 occur along the shop fronts of those tenancies.

22 Q Now, Mr. Christian, obviously, other than
23 the Wegman's, there are no selected tenants for the
24 site yet. So, the signage that you are proposing in
25 particular for the wall signs are meant to be thematic

1 in terms of showing the type of signs that could be
2 used by a tenant and then applied for approval to the
3 Borough, assuming that it complies with the Code and
4 your design theme.

5 A Exactly. Exactly. Leasing is not
6 finalized yet but it sure is illustrating, by code, by
7 the locale necessarily what is allowed for those,
8 those, that quadrant and right in there.

9 Q All right. Perhaps we can start at the
10 top of the ladder, that you've established through
11 your testimony, and work our way through as a way of
12 getting through the drawings.

13 If we can turn to Sheet 2 of A-26 and display
14 that on the screen then.

15 Thank you.

16 A What you see up at the top, two
17 illustrations reflect what we are looking, what we
18 propose for an identity element at the intersection of
19 Mercedes and Grand.

20 It all -- what you see was all bound by the
21 guidelines and limitations, guidelines outlined in the
22 ordinance in terms of height, height above cut and
23 height above grade materiality and so forth, what we
24 can do, as you see, to implement or integrate some
25 type of farm like element on the drawings.

1 Those are illustrative, by know means a
2 recommendation. But, just illustrative to indicate
3 what could occur in terms, for that element.

4 Q Let's just tie that down just a little
5 further if we can, Mr. Christian.

6 The wagon and the tractor pieces are the
7 elements that you just were making reference to.

8 Correct?

9 A Correct.

10 Q And, in fact, the cut sheet booklet that
11 we marked as A-27, shows the various types of
12 equipment. They are meant to be not reproduction in
13 terms of being constructed as a side element but
14 purchased out in the marketplace as the type of wagon
15 and tractor that could be used in conjunction with the
16 sign and displayed as indicated on your sign drawing?

17 A Correct. Correct.

18 Q So, while these drawings, as, on the
19 sheet, on the screen in front of us are illustrative,
20 when that's tied with the cut sheets, that's meant to
21 provide the Board with a definitive look of what the
22 proposed sign would be?

23 A Yes. Correct.

24 Q Is that correct?

25 A That is correct.

1 Q Okay.

2 A That is the, the element proposed.

3 Again, the one beneath it, Detail 3, is what
4 we're looking to propose at the intersection of
5 Phillips and Grand.

6 Again, what we have here is, we are bringing in
7 some type of feature element here with landscaping and
8 signage. The sign area itself, that all, again,
9 complies with the local codes and ordinances.

10 The photographs to the right are simply a tool
11 to demonstrate the feel that we're looking for, the
12 elements to carry to, in terms of materiality and
13 finish. Again, it's rustic. It's not overly
14 thematic. And, again, it was to compliment the design
15 of the architect.

16 Q Now, one of the intentions, as it applies
17 to the signage that is depicted here, is the need to
18 relocate the graphic or the text that appears on the
19 proposed wagon.

20 A Correct.

21 Q And to relocate on to the physical
22 structure of the sign itself.

23 Is that correct?

24 A That is correct.

25 Q And, you will be producing a supplemental

1 drawing for when you reappear on the 25th that will
2 actually depict that?

3 A Yes, we will.

4 Q And, the reason that that is proposed is
5 that the ordinance that governs this actually does not
6 allow for graphics or text to appear on the farm
7 equipment that may be part of or comprise a sign?

8 A Correct. That's correct.

9 Q So, that will be done so as to allow the
10 signage to remain code compliant?

11 A Correct.

12 Q Okay. Please continue.

13 A We, if we were to move to, again, thinking
14 of a hierarchy here, if we will move to the next
15 drawing.

16 Q This would be Sheet 3 of A-26?

17 A Sheet 3.

18 In the interests of looking at the elements
19 themselves, we definitely see a size and scale of
20 features and so forth. We're looking at bringing in
21 elements, what we're, we call the orange identity, the
22 orange location pieces on the very first location
23 plan.

24 We have interest monument signs for Mercedes
25 Drive, Mercedes Drive here, one for Phillips Parkway

1 and then the one here, again, off of Grand Avenue at
2 the roundabout. And then, again, sort of elevation,
3 scale to give an indication of scale, the
4 circumference, again the circumference. A sign at
5 Grand and again another iconic element similar to what
6 was done up at Mercedes and Grand but another iconic
7 element at that roundabout.

8 Q Just tying back for both the signs on this
9 sheet and the prior sheet, can you just briefly
10 describe the type of material which those signage are
11 intended to be constructed of?

12 A Glad to, glad to. It was a way to -- we
13 were looking to tie all the components, all of the,
14 all the features, patterns and material and colors
15 throughout the site and to the signs. So, what we
16 have, what we're proposing here is stone pillars or,
17 as a back drop to a sign. There is a stone that would
18 be identical to the stones used in the masonry walls
19 and other masonry features within the site.

20 We have timber which picks up on some of the
21 timber detail within the shops and store fronts
22 themselves. We wanted to begin a pattern that's
23 generally found in the fencing, gates, equestrian
24 gates and jumps, with that timber. And then, lastly

25 --

1 Well, we have a light fixture which we can move
2 into later called Philadelphia style fixture.

3 And, lastly, procure the windmill or farm
4 element finish.

5 Q In terms of the letter material or the
6 materials that form the letters, what is that
7 proposed?

8 A The goal is to have the, it's more than
9 likely it will be a metal or aluminum, I'm, I guess
10 aluminum or stainless steel. But, it more likely
11 would be finished black with wrought iron type texture
12 applied to it.

13 Q And, how, if at all, will those signs be
14 lit?

15 A They're illuminated completely.

16 Q Can you just elaborate on that?

17 A Rather than signs themselves go or -- and
18 you see on the next sheet different types of
19 illumination, rather than face glowing or what is
20 called halo illumination around the back of the sign,
21 there will be remote spots concealed, to give a wash
22 of light over the entire panel itself.

23 MR. DEL VECCHIO: If we can switch sheets.

24 A Though they are not indicated on the
25 location plan, again, it's based on leasing

1 agreements. But, what we are looking to do, again,
2 this is what I referred to as the blade sign earlier
3 which is perpendicular to the shop front, to the
4 walkway, as you make your way along the sidewalks
5 along the side of the building. All, again, the size,
6 all complies with height, materiality and illumination
7 or lack of illumination as I should say.

8 What we have here are the directional,
9 pedestrian directional that would be placed right, we
10 currently show on the site. I believe five are
11 allowed, pedestrian directional key points or decision
12 making points on the site to direct those shoppers or
13 those visitors to their primary tenancies.

14 Q And, you can, again, describe the material
15 that form each of the those signs and whether or not
16 they're illuminated.

17 I know you answered as to the blade sign or the
18 way finding sign.

19 A Glad to. We're looking at, again, steel,
20 timber. And, in here is, the goal is to having
21 weathered timber, a painted metal or custom finish
22 metal, paint it, painted metal frame same.

23 And, the same applies with the directional
24 signs. We have timber or steel. Again, all finished
25 to match wrought iron type finish timber post. And,

1 that's done basically to, and that would tie back to
2 the I don't mean monument signs but other wall
3 features and things, retaining walls and things on the
4 site.

5 Q Are there any illumination proposed for
6 the way finding signs?

7 A No.

8 Q And, there's no illumination to the blade
9 sign?

10 A No illumination for the blade sign either.
11 MR. DEL VECCHIO: If we can go to the
12 sheet here.

13 A On this drawing, on this drawing, I should
14 say, we start to look at the types of illumination,
15 the sign types that should be used to identify the
16 tenants.

17 We, we are looking at four techniques, range of
18 illumination. But, it's consistent. And, I'll start
19 with the top left here.

20 The actual area itself is individual letter or
21 return of the letter is illuminated. The face is not.

22 This is what I mentioned earlier which is called
23 halo letter, slightly pinned off the wall. The light
24 source is concealed but it flows and beyond.

25 And, this here is external, externally

1 illuminated. Again, some type of remote spot or
2 fixture.

3 Q Goose neck?
4 A Goose neck, exactly. And, it's sort of
5 illustrated here and there. I'm sorry. But, it's
6 behind.

7 Q It's Whole Foods. Maybe we could use the
8 name that's reflected on the drawing so that we could
9 identify it for the record as well.

10 A The Whole Food sign is more traditional
11 channel letter with acrylic against and, again,
12 concealing, internal illumination.

13 Q Now, these are the sign graphics that you
14 have indicated would be appropriate for this type of
15 center in light of the theme that is proposed here.

16 Is that correct?

17 A Correct. That's correct.

18 Q And, do you believe that any one should
19 predominate within the entire center or should these
20 be used at random?

21 A We, we take the standard which should
22 initially be used at random, diversity of different
23 types of illumination that would just add to the, to
24 the ambience of the mall for the shopping center
25 itself so, no, no one over the other.

1 Q Now, obviously, I indicated we're going to
2 refer to some of the signs and the graphics in order
3 to identify them by names. But, these are not the
4 names of actual tenants. But, these are actually
5 samples that you selected for the drawings?

6 A They're simply referencing material.

7 Q And, each of the proposed wall signs that
8 is intended for the center are intended to comply with
9 the dimensional requirements contained in the code?

10 A Yes, they do.

11 Q And, they would comply with the locational
12 requirements that govern them within the Code?

13 A Yes. They will.

14 MR. DEL VECCHIO: If we could switch

15 sheets.

16 Q The next drawing has depicted the Wegman's
17 signage.

18 Can you review that with the Board?

19 A Yes.

20 What we have here are the Wegman identity. They
21 follow the Wegman brand which is their national brand
22 used consistently throughout the markets. They comply
23 with code in terms of allowable square footages. They
24 comply with illumination. They meet the guidelines.

25 Q And, in terms of number of signs for the

1 wall mounted anchor retail --

2 A Yes.

3 Q -- this complies?

4 A This complies.

5 Q The location of each of the signs complies
6 with the Code?

7 A Based on information provided, as I
8 understand it, they comply.

9 Q Now, from an illumination, these are
10 essentially cut channel letters which are illuminated
11 internally?

12 A Yes, they are. Yes, they are. We will
13 have a bronze return and trim cap. They will be
14 light, they will be on a timer as with, I would
15 imagine all are on a timer, to turn on and off based
16 on standards.

17 MR. DEL VECCHIO: With that said, Mr.

18 Chairman, and to honor your request, I will conclude
19 Mr. Christian's testimony at this point.

20 CHAIRMAN DEPINTO: Once I start with my
21 questions alone, this we could be here until about
22 4:00.

23 MR. DEL VECCHIO: We know how much you
24 like signage. So, I make a judicious exit.

25 CHAIRMAN DEPINTO: I'll spare everybody

1 the grief.

2 Thank you very much for coming.

3 Members of the public that are here, that may
4 have an interest in this application, please be
5 advised that this meeting will be carried until a

6 special meeting that has been scheduled for November
7 25th. No further notice will be provided to you other
8 than this announcement.

9 We look forward to seeing you at that meeting.

10 MR. DEL VECCHIO: Mr. Chairman, what is

11 the start time?

12 CHAIRMAN DEPINTO: Sorry. What?

13 MR. DEL VECCHIO: The start time of that
14 meeting.

15 CHAIRMAN DEPINTO: 7:30 I believe -- 8:00.

16 And, it will also be posted on the Borough web site as
17 well.

18 Okay. Thank you and have a good evening.

19 (The hearing adjourns at 11:00 p.m.)

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C E R T I F I C A T E

1
2 I CERTIFY that the foregoing is a true and
3 accurate transcript of the testimony and proceedings
4 as reported stenographically by me at the time, place
5 and on the date herein before set forth.

6 I DO FURTHER CERTIFY that I am neither a
7 relative nor employee nor attorney or counsel of any
8 of the parties to this action, and that I am neither a
9 relative nor employee of such attorney or counsel, and
10 that I am not financially interested in this action.

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