

**In Re: SHG Montvale, LLC- Preliminary and Final Site Plan Approval
Hearing on 07/05/2022**

1 COUNTY OF BERGEN
2 BOROUGH OF MONTVALE
3 PLANNING BOARD
4 COUNCIL CHAMBERS
5 12 DePIERO DRIVE
6 TUESDAY, JULY 5, 2022
7 COMMENCING 7:30 p.m.

8 BLOCK 3201, LOT 6 :
9 SHG Montvale MB, LLC :
10 Preliminary and Final Site :
11 Plan Approval, Amended PUD :
12 Approval; Soil Movement :
13 Approval :
14 -----X
15 B E F O R E, BOROUGH OF MONTVALE,
16 PLANNING BOARD, THERE BEING PRESENT

17 JOHN DePINTO, CHAIRMAN
18 FRANK STEFANELLI, VICE CHAIRMAN
19 DIETER KOELLING, COUNCIL LIAISON (RECUSED)
20 JOHN RYAN, MAYOR'S DESIGNEE (RECUSED)
21 JOHN CULHANE, MEMBER
22 WILLIAM LINTNER, MEMBER
23 DANTE TEAGNO, MEMBER
24 ROBERT ZITELLI, MEMBER
25 JAVID HUSEYNOV, FIRST ALTERNATE MEMBER (ABSENT)

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101 HUSEBY GLOBAL LITIGATION
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<p>1 A P P E A R A N C E:</p> <p>2 ROBERT T. REGAN BOARD ATTORNEY</p> <p>3 345 Kinderkamack Road #G</p> <p>4 Westwood, New Jersey 07675</p> <p>5 Counsel to the Board</p> <p>6</p> <p>7 BEATTIE PADOVANO, LLP</p> <p>8 BY: ANTIMO A. DEL VECCHIO, ESQUIRE</p> <p>9 50 Chestnut Ridge Road</p> <p>10 Suite 208</p> <p>11 Montvale, New Jersey 07645</p> <p>12 Counsel to the applicant</p> <p>13</p> <p>14 A L S O P R E S E N T:</p> <p>15</p> <p>16 ANDREW HIPOLIT, BOROUGH ENGINEER</p> <p>17 CHRIS GRUBER, CONSTRUCTION CODE OFFICIAL (ABSENT)</p> <p>18 DARLENE GREEN, BOARD PLANNER (ABSENT)</p> <p>19 LORRAINE HUTTER, BOARD SECRETARY</p> <p>20 MAURICE RACHED, BOARD TRAFFIC ENGINEER</p> <p>21 CHIEF GEOFFREY GIBBONS, FIRE CHIEF (ABSENT)</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p>1 CHAIRMAN DePINTO: The next item on the</p> <p>2 agenda is the continued public hearing on Block 3201,</p> <p>3 Lot 6, SHG Montvale MB, LLC, Preliminary and Final</p> <p>4 Site Plan Approval, Amended PUD Approval; Soil</p> <p>5 Movement Approval and variances.</p> <p>6 And with that said, this is a special</p> <p>7 meeting.</p> <p>8 MR. REGAN: Mr. Chairman, I am sorry to</p> <p>9 interrupt you.</p> <p>10 CHAIRMAN DePINTO: Sure.</p> <p>11 MR. REGAN: Just for the record, since</p> <p>12 D variance relief is implicated, Mr. Ryan, as a</p> <p>13 Class 1 representative, is leaving the dais.</p> <p>14 A Class 1 representative cannot --</p> <p>15 CHAIRMAN DePINTO: Okay, very good.</p> <p>16 MR. REGAN: We have a full complement.</p> <p>17 CHAIRMAN DePINTO: Okay, John, thank</p> <p>18 you for attending. Have a good evening.</p> <p>19 (Whereupon, Mr. Ryan recuses himself</p> <p>20 and steps off the dais.)</p> <p>21 CHAIRMAN DePINTO: Okay. Question: Do</p> <p>22 we have enough eligible members?</p> <p>23 MR. REGAN: We have six. I believe</p> <p>24 everyone's eligible.</p> <p>25 MR. LININER: Yes, they all are.</p>
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<p>1 I N D E X</p> <p>2 W I T N E S S E S SWORN PAGE</p> <p>3 MAURICE RACHED, PE 6 6,</p> <p>4 52</p> <p>5 ANDREW HIPOLIT, PE 6 9</p> <p>6 CHARLES OLIVO, PE, PTOE 12</p> <p>7 Direct Examination by Mr. DelVecchio 24</p> <p>8 Board Questions</p> <p>9 Chairman DePinto 14</p> <p>10 Mr. Hipolit 34</p> <p>11 Mr. Rached 35</p> <p>12 Mr. Zitelli 37, 72</p> <p>13 Mr. Lintner 40</p> <p>14 Mr. Teagno 44, 69</p> <p>15 Mr. Culhane 53, 80</p> <p>16 Vice Chairman Stefanelli 55</p> <p>17 Public Questions</p> <p>18 Cheryl Kelly 92 92</p> <p>19 138 Green Way</p> <p>20</p> <p>21 TRINI RODRIGUEZ, AICP, PLA 114</p> <p>22 Direct Examination by Mr. DelVecchio 115</p> <p>23 Board Questions</p> <p>24 Vice Chairman Stefanelli 122</p> <p>25</p> <p>1 E X H I B I T S</p> <p>2 No. Description Ident./Evid</p> <p>3 (No Exhibits Marked)</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p>1 CHAIRMAN DePINTO: Everyone is</p> <p>2 eligible.</p> <p>3 MR. REGAN: If there is a vote tonight,</p> <p>4 you would need five affirmative votes.</p> <p>5 CHAIRMAN DePINTO: Okay, very good.</p> <p>6 Mr. DelVecchio, before we get started,</p> <p>7 any further presentation?</p> <p>8 As of our last meeting we asked the</p> <p>9 traffic expert employed by the borough to do some</p> <p>10 homework with respect to getting answers on different</p> <p>11 questions that he had in dealing with, I guess, both</p> <p>12 the county and the Turnpike Authority.</p> <p>13 And he has indicated to us prior to the</p> <p>14 meeting that he had information he wanted to share</p> <p>15 with the board members, as well as the applicant and</p> <p>16 the public.</p> <p>17 And with that said, I am going to ask</p> <p>18 Maurice, it's all yours.</p> <p>19 MR. REGAN: For the record, Mr. Rached</p> <p>20 was previously sworn --</p> <p>21 CHAIRMAN DePINTO: Yes.</p> <p>22 MR. REGAN: -- at the last meeting, as</p> <p>23 has Mr. Hipolit.</p> <p>24 CHAIRMAN DePINTO: Yes.</p> <p>25</p>

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<p>1 A N D R E W H I P O L I T, PE 2 331 Newman Springs Road, Suite 203, Red Bank, 3 New Jersey, having been previously sworn, 4 continues to testify as follows: 5 M A U R I C E R A C H E D, PE, PTOE 6 331 Newman Springs Road, Suite 203, Red Bank, 7 New Jersey, having been previously sworn, 8 continues to testify as follows: 9 MR. RACHED: Good evening, 10 Mr. Chairman, Members of the Board, so I did reach 11 out to the Turnpike and then I realized that this is 12 a county road which means the county would have to 13 make the request. 14 So I reached out to Mr. Timsak and we 15 had an in-depth conversation about the issues. 16 And he shared with me information that 17 I thought the board would be happy to hear. He said 18 that the county is looking to lower the speed limit 19 on West Grand Avenue -- 20 MS. HUTTER: John, can you just hand 21 him this microphone so we make sure we get it. 22 MR. RACHED: I thought I was loud 23 enough. 24 MS. HUTTER: No. 25 MR. RACHED: Thank you.</p>	<p>1 and if the board ends up requesting that change from 2 the Turnpike. 3 So I was really very pleased. I think 4 this would add another layer of safety to the whole 5 area, not just to this left turn. 6 Then I reached out to the previous 7 police chief, Gerry Abrams, and I discussed with him 8 what's transpiring. And he told me that he does not 9 recall any issue with the right-turn movement when 10 the driveway was open. 11 I'm referring to the proposed driveway 12 on West Grand Avenue. He did say that he remembers 13 that the left-turn out was an issue at some point, 14 which in this case it is not being proposed. 15 And then I asked him if he remembers 16 any accident involving the right turn and he said no. 17 So I wanted to bring the board up to 18 speed with that information, and if the board is 19 inclined to have me pursue any of these, you know, 20 avenues, I will be more than happy to do so. 21 CHAIRMAN DePINTO: Okay. Thank you. 22 Mr. Hipolit, I believe the board asked 23 you to communicate with Chief Joe Sanfilippo with 24 respect to his opinion of changing the yield sign off 25 of the Parkway exit onto Grant Avenue to a full stop</p>
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<p>1 So Mr. Timsak shared with me that the 2 county is looking to lower the speed limit on West 3 Grand Avenue, which I felt would be welcome news by 4 the board and by the community. 5 The speed limit today is 45 miles an 6 hour and it would serve all of us to lower it. 7 So I had a conversation with him about 8 the method, about my involvement. 9 I asked Mr. Timsak that I would like to 10 be involved in reviewing the data to make sure that 11 that reduction happens. He agreed. 12 I also proposed to him that if there is 13 anything we could do to help the process, such as 14 doing a certification to comply with Title 39 and 15 national standards, that I'll be willing to do that. 16 So we left it in that he is going to 17 keep me in the loop, share with me the data, and 18 we're going to collaborate together on lowering the 19 speed limit. 20 Then we talked about changing the yield 21 sign to a stop sign. He expressed to me that the 22 county would be in favor of such a request, and he 23 said we'll either do a request or you could do it and 24 copy us and refer to this conversation. 25 So we need to figure this out if we --</p>	<p>1 sign. And also with respect to putting in a counter 2 on that right-hand lane on Grand Avenue. 3 Did you have an opportunity to 4 communicate with him? 5 MR. HIPOLIT: I did. 6 I talked to him. 7 As far as a counter, with doing counts, 8 they could provide both traffic counts and/or speed 9 counts as the board did discuss speed. 10 And then as far as the stop sign, they 11 would be in favor of the stop sign change. 12 I haven't talked to him about the 13 reduction in speed yet and I haven't talked to him 14 about the accident history. 15 I was going to ask him about the 16 accident history of that driveway literally almost 17 20 years ago, so the total history on that driveway 18 -- see what the accidents were as a baseline. 19 CHAIRMAN DePINTO: Okay. And, 20 Mr. Regan, I believe that it was said if that yield 21 sign were to be changed to a stop sign, the Montvale 22 governing body would have to approve it as well. 23 MR. REGAN: Right. 24 They would have to make the formal 25 request of the Turnpike Authority.</p>

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<p>1 MR. HIPOLIT: Correct.</p> <p>2 It would come from the Mayor and</p> <p>3 Council.</p> <p>4 CHAIRMAN DePINTO: And though I did not</p> <p>5 communicate with the whole governing body, I did</p> <p>6 speak with Mayor Ghassali and shared with him the</p> <p>7 board's discussion with the applicant and its</p> <p>8 professionals relative to the conversion of that</p> <p>9 yield sign to a full stop sign.</p> <p>10 He felt that the governing body would</p> <p>11 be very supportive of that, so I don't anticipate we</p> <p>12 would have any difficulty in moving in that</p> <p>13 direction.</p> <p>14 With respect to the gaps, Maurice, with</p> <p>15 a lowering of the speed limits along Grand Avenue,</p> <p>16 what effect that would that have on the gap studies</p> <p>17 that were performed by Dolan and Dean?</p> <p>18 MR. RACHED: It really shouldn't have</p> <p>19 much of an effect, Mr. Chair.</p> <p>20 As I explained last week, the gap study</p> <p>21 is based on the acceptable gap, which is normally</p> <p>22 six-and-a-half seconds or so.</p> <p>23 By lowering the speed, the gaps should</p> <p>24 remain the same and there should be -- there could be</p> <p>25 actually more opportunities for drivers to enter the</p>	<p>1 have made arrangements to have another engineer who</p> <p>2 is a traffic expert attend the meeting to discuss</p> <p>3 with us that report.</p> <p>4 Is that correct?</p> <p>5 MR. DelVECCHIO: That is correct,</p> <p>6 Mr. Chairman.</p> <p>7 CHAIRMAN DePINTO: Why don't we</p> <p>8 introduce him and have him qualified.</p> <p>9 MR. DelVECCHIO: Okay.</p> <p>10 For those of you who may remember,</p> <p>11 Mr. Olivo has appeared before this board before.</p> <p>12 This is Mr. Chuck Olivo from Stonefield Engineering.</p> <p>13 Chuck, if you could please state your</p> <p>14 name and spell it.</p> <p>15 MR. REGAN: He's previously been</p> <p>16 qualified in the field of civil engineering and</p> <p>17 traffic engineering.</p> <p>18 Do you swear or affirm that the</p> <p>19 testimony you're about to give shall be the truth, so</p> <p>20 help you God?</p> <p>21 MR. OLIVO: I do.</p> <p>22 C H A R L E S O L I V O, PE, PTOE</p> <p>23 92 Park Avenue, Rutherford, New Jersey, having</p> <p>24 been duly sworn, testifies as follows:</p> <p>25 MR. REGAN: For the record, state your</p>
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<p>1 gap because the speed is lower.</p> <p>2 Just to refresh the board in terms of</p> <p>3 the numbers, I believe that the gap analysis revealed</p> <p>4 that there were between 400 and 500 gaps an hour,</p> <p>5 which is a number that far exceeds the need. I</p> <p>6 believe the need was more in the range of about 50</p> <p>7 turning movements. So the number of gaps is almost</p> <p>8 ten times as much, which is an extremely comfortable</p> <p>9 range.</p> <p>10 CHAIRMAN DePINTO: Okay, very good.</p> <p>11 I think, Mr. DelVecchio, we had</p> <p>12 requested of you to have the author of the traffic</p> <p>13 report, Betsy Dolan, here this evening, and I</p> <p>14 understand that because of a medical emergency she is</p> <p>15 unable to attend.</p> <p>16 Is that correct?</p> <p>17 MR. DelVECCHIO: That is correct. We</p> <p>18 were -- we learned somewhere around 5, 6:00 this</p> <p>19 evening via a text from a relative that she was not</p> <p>20 -- well, that she was in a medical emergency and</p> <p>21 that's all we know.</p> <p>22 We have tried to communicate back, find</p> <p>23 out hopefully that she's doing okay, but we have no</p> <p>24 word at this point at all.</p> <p>25 CHAIRMAN DePINTO: And I understand you</p>	<p>1 full name, please, and spell your last name.</p> <p>2 MR. OLIVO: Certainly.</p> <p>3 Good evening, Mr. Chairman, nice to be</p> <p>4 here this evening.</p> <p>5 Good evening, Members of the Board,</p> <p>6 Members of the Public, my name is Charles Olivo, and</p> <p>7 the spelling of the last name is O-L-I, V as in</p> <p>8 Victor, O.</p> <p>9 I am from the firm Stonefield</p> <p>10 Engineering and Design, as project counsel has</p> <p>11 mentioned.</p> <p>12 I have a Bachelor of Science in the</p> <p>13 field of civil engineering from the University of</p> <p>14 Notre Dame.</p> <p>15 I'm a licensed professional engineer in</p> <p>16 the State of New Jersey.</p> <p>17 I am also a certified professional</p> <p>18 traffic operations engineer, certified by the</p> <p>19 Institute of Transportation Engineers.</p> <p>20 I've testified before over 300</p> <p>21 municipalities in the State of New Jersey as an</p> <p>22 expert in the field of traffic engineering.</p> <p>23 I also teach traffic engineering at</p> <p>24 Stevens.</p> <p>25 And I have been before this board and</p>

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<p>1 accepted.</p> <p>2 MR. REGAN: I think, Mr. Chairman, he</p> <p>3 can be accepted based on his credentials in the field</p> <p>4 of traffic engineering. And I think he was</p> <p>5 previously qualified in that field before the board.</p> <p>6 CHAIRMAN DePINTO: And the Chair will</p> <p>7 accept the recommendation of counsel, no questions</p> <p>8 from the board.</p> <p>9 And I believe this has been marked into</p> <p>10 evidence.</p> <p>11 MR. REGAN: Not yet.</p> <p>12 This is the revised plan, Mr. Chairman,</p> <p>13 the original one was --</p> <p>14 CHAIRMAN DePINTO: Yeah, I'm looking at</p> <p>15 the one revised to June 22.</p> <p>16 MR. DelVECCHIO: Yes.</p> <p>17 MS. HUTTER: Yes, it was marked as</p> <p>18 A-18.</p> <p>19 MR. DelVECCHIO: Yes, A-18.</p> <p>20 CHAIRMAN DePINTO: A-18, okay.</p> <p>21 MR. REGAN: I have the other one.</p> <p>22 CHAIRMAN DePINTO: And, Mr. Olivo, have</p> <p>23 you had an opportunity to review the plan prepared by</p> <p>24 Dolan and Dean last revised June 22 of this year?</p> <p>25 MR. OLIVO: I have had the opportunity</p>	<p>1 had a lot of traffic engineering eyes on this</p> <p>2 driveway, in addition to the board's eyes.</p> <p>3 I think everybody probably within the</p> <p>4 last week has checked their speed going into or out</p> <p>5 of some of these turning movements.</p> <p>6 And I think in a lot of ways that the</p> <p>7 beauty of traffic engineering is we all do it and we</p> <p>8 all have an opinion about it and what works and what</p> <p>9 doesn't necessarily work.</p> <p>10 I know that there is some history with</p> <p>11 regard to a driveway in this general location. And I</p> <p>12 have researched some of the accident history; the</p> <p>13 location, you can see on old aerial imagery, so it is</p> <p>14 interesting to see that there was a driveway here,</p> <p>15 and then that driveway was either blockaded or gated</p> <p>16 and it was not permissible to be used.</p> <p>17 And I will say that practicing about</p> <p>18 20 years working on many land use applications, you</p> <p>19 don't see that very often. You don't see many</p> <p>20 driveways that are open and then closed.</p> <p>21 But what I will say and I think it's</p> <p>22 somewhat reassuring is that with all the eyes on this</p> <p>23 proposed driveway, you have had a county and county</p> <p>24 professionals that have seen the history of a</p> <p>25 driveway in this location and have been attuned to</p>
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<p>1 to review the Traffic Impact Study that was last</p> <p>2 revised June 22nd of this year, both the contents of</p> <p>3 the report and the complete technical appendices that</p> <p>4 are included with that report.</p> <p>5 CHAIRMAN DePINTO: The board was paying</p> <p>6 particular attention to the access point along Grand</p> <p>7 Avenue, which I am sure your client brought to your</p> <p>8 attention.</p> <p>9 Is that correct?</p> <p>10 MR. OLIVO: Yes, I am aware of this.</p> <p>11 CHAIRMAN DePINTO: And I further</p> <p>12 understand, did you have an opportunity to listen to</p> <p>13 the tapes or any other recording relative to the</p> <p>14 discussion that we had with the traffic experts from</p> <p>15 Colliers?</p> <p>16 MR. OLIVO: I read the transcript in</p> <p>17 full.</p> <p>18 CHAIRMAN DePINTO: And did you</p> <p>19 communicate directly with Maurice?</p> <p>20 MR. OLIVO: I did, yes.</p> <p>21 CHAIRMAN DePINTO: Okay. Why don't you</p> <p>22 give us your opinion and your analysis of that</p> <p>23 proposed drive and the accesses that are set forth.</p> <p>24 MR. OLIVO: Absolutely, Mr. Chairman.</p> <p>25 Well, I would say at this point you've</p>	<p>1 that and have reviewed it and scrutinized it over the</p> <p>2 years, and you now have -- many of that personnel is</p> <p>3 very similar to what it was 10 or 15 years ago.</p> <p>4 And so here we are proposing a driveway</p> <p>5 in that location, but I do think it's important to</p> <p>6 note that there are significant changes to what is</p> <p>7 being proposed.</p> <p>8 A full-movement access point is very</p> <p>9 different than what is being proposed now, which is</p> <p>10 an entrance only driveway.</p> <p>11 A left-turn movement out of this</p> <p>12 proposed driveway on Grand Avenue I do not believe is</p> <p>13 something that I would be in front of this board</p> <p>14 supporting. You're along the horizontal curb; you're</p> <p>15 on the inside of that curb which makes sight distance</p> <p>16 challenging when you're coming out of a private site.</p> <p>17 And to make a left-turn out across a</p> <p>18 right-turn lane, two through lanes, a gore area and</p> <p>19 an additional two lanes in the opposite direction is</p> <p>20 a very challenging movement coming from a location</p> <p>21 here.</p> <p>22 What we're speaking about is entrance</p> <p>23 only. Looking at the many commercial and retail</p> <p>24 driveways over the last 20 years, the</p> <p>25 right-turn-ingress movement tends to be your safest</p>

<p style="text-align: right;">Page 18</p> <p>1 movement across any driveway in any location, because</p> <p>2 there really is no conflict to that right-turn in.</p> <p>3 It's called diverging conflict in traffic engineering</p> <p>4 parlance because vehicles aren't approaching one</p> <p>5 another, they're actually moving away.</p> <p>6 But you do decelerate into that turn,</p> <p>7 which does create a little bit of friction.</p> <p>8 But that right-turn movement in,</p> <p>9 generally, a very save movement into an access point.</p> <p>10 Now, the left-turn movement in. One of</p> <p>11 the things that I look at most closely when</p> <p>12 determining whether a driveway can operate safely and</p> <p>13 effectively, which is really our charge as traffic</p> <p>14 engineers, when we're looking at the operation of an</p> <p>15 intersection and also at the operation of a driveway,</p> <p>16 can it operate safely being paramount, and</p> <p>17 effectively or functionally as you heard from</p> <p>18 Maurice.</p> <p>19 And reading through the transcript,</p> <p>20 very much in keeping with the very logical</p> <p>21 progression he made, I would agree, he ended with</p> <p>22 safety and I will start with safety.</p> <p>23 When I'm looking at the operation of a</p> <p>24 driveway and whether or not it can operate safely,</p> <p>25 one of the first things I look at is sight distance.</p> <p style="text-align: right;">Page 19</p> <p>1 There has to be enough sight distance for a driver,</p> <p>2 for someone who is traveling in their vehicle, to</p> <p>3 take in everything happening within the driving</p> <p>4 ecosystem, see an oncoming vehicle and make a turn.</p> <p>5 And truth be told, I sat in the gore</p> <p>6 area today for about a minute with my hazards on.</p> <p>7 There is an existing gore area hatched in the middle,</p> <p>8 in the median of the road where the driveway is. And</p> <p>9 I waited and I watched.</p> <p>10 I could see about what I measured on a</p> <p>11 Google aerial about 900 feet towards the Parkway,</p> <p>12 past the first bridge abutment, through the guide</p> <p>13 rail section; more than enough sight distance to</p> <p>14 adequately see vehicles coming towards me and make a</p> <p>15 turn into the lane.</p> <p>16 Now, within that, what I'll call gore</p> <p>17 area, this diagonally striped area that's there today</p> <p>18 is where we plan to put the left-turn bay. There's</p> <p>19 adequate width there, there was nobody honking their</p> <p>20 horn, what's this guy doing in the middle of the road</p> <p>21 here. There is adequate width to be able to</p> <p>22 accommodate a vehicle that stops, looks for that gap</p> <p>23 in traffic and then makes the left turn into the site</p> <p>24 driveway.</p> <p>25 Sight distance is more than adequate</p>	<p style="text-align: right;">Page 20</p> <p>1 turning in for that left-turn movement and from a</p> <p>2 safety perspective, we also then look at are there</p> <p>3 enough gaps in traffic?</p> <p>4 And as you've heard from Maurice, there</p> <p>5 are more than adequate, during the peak hours, gaps</p> <p>6 in traffic.</p> <p>7 I watched the videos of the various</p> <p>8 peak hours that have been studied. What you'll see</p> <p>9 is that generally as cars come off the Parkway or are</p> <p>10 coming from the west/east through this intersection</p> <p>11 or this area, that they effectively line up in the</p> <p>12 proper lanes as to where they're looking to go.</p> <p>13 So if they're looking to make the right</p> <p>14 turn to come down DePiero Drive, they line up in the</p> <p>15 right-turn lane, which is marked as a</p> <p>16 right-turn-deceleration lane. And if they're</p> <p>17 continuing through, they're in those two through</p> <p>18 lanes that are then removed from that right-most</p> <p>19 lane.</p> <p>20 I actually think in terms of</p> <p>21 infrastructure and having been through that</p> <p>22 intersection many times coming to this borough hall</p> <p>23 many times, living in Bergen County for the last</p> <p>24 20 years and having been through the intersection a</p> <p>25 number of times, I would actually say that you have</p> <p style="text-align: right;">Page 21</p> <p>1 great traffic infrastructure right now to accommodate</p> <p>2 the driveway movements that we're talking about.</p> <p>3 One of the goals of driveway design is</p> <p>4 that we're not violating what I call driver</p> <p>5 expectation. When we start to create new movements</p> <p>6 that are not in keeping with the typical vocabulary</p> <p>7 of traffic improvements along a roadway is where we</p> <p>8 start to see driver hesitation, and driver hesitation</p> <p>9 many times is what leads to traffic accidents and</p> <p>10 incidents.</p> <p>11 And I think, because you have</p> <p>12 established pavement markings, lane markings within</p> <p>13 your right-of-way that have been well-traveled for</p> <p>14 many years here and people are acclimated to that.</p> <p>15 I noticed in the transcript a lot of</p> <p>16 discussion, and I like this kind of discussion, of</p> <p>17 who is accelerating, who's decelerating, who's not,</p> <p>18 who is.</p> <p>19 And again, I think probably over the</p> <p>20 last week we have all been attune to that a little</p> <p>21 bit more.</p> <p>22 Now, the industry standards tell you</p> <p>23 that a turning movement occurs at anywhere on average</p> <p>24 between about 15 miles per hour and 18 miles per</p> <p>25 hour.</p>
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<p>1 I think everybody in this room,</p> <p>2 including myself, can make that turn from Grand to</p> <p>3 DePiero at about 20 to 22 miles per hour. If you</p> <p>4 really are trying hard to go faster, you probably</p> <p>5 could get to about 25 miles per hour.</p> <p>6 But the bottom line is these movements</p> <p>7 are occurring at reduced travel speeds from your</p> <p>8 through traffic. This is what happens when you make</p> <p>9 a turn. Left turn traffic is stopped in that bay as</p> <p>10 it makes the turn into the site, so those travel</p> <p>11 speeds, as the vehicle is turning across lanes, much</p> <p>12 lower than that, we'll call it 15 to 25 mile an hour</p> <p>13 span of right turning movement.</p> <p>14 If we were adding a new right-turn lane</p> <p>15 into this site, I might be concerned.</p> <p>16 As I mentioned earlier, if we were</p> <p>17 allowing a left-turn-exit movement, I don't think I'd</p> <p>18 be able to support that.</p> <p>19 But you have entrance only movements,</p> <p>20 generally the safest of travel movements into a site,</p> <p>21 in a well-established section of road that is in</p> <p>22 keeping with driver expectation.</p> <p>23 And as a traffic engineer practicing</p> <p>24 about 20 years now, that hits all the marks for me</p> <p>25 when I'm looking at the safety of a driveway.</p>	<p>1 Thank you.</p> <p>2 DIRECT EXAMINATION</p> <p>3 BY MR. DELVECCHIO:</p> <p>4 Q. Mr. Olivo, one of the concerns that you</p> <p>5 alluded to and I'd like to just highlight and get</p> <p>6 your opinion on is we have a yield movement coming</p> <p>7 off the Garden State Parkway ramp allowing a vehicle</p> <p>8 to make a right turn at that location onto Grand</p> <p>9 Avenue, and then we have the potential of a</p> <p>10 right-turn movement into the site from either a</p> <p>11 vehicle that did not originate from the Garden State</p> <p>12 Parkway, or did, that may cause a momentary slowdown</p> <p>13 to allow that right-turn movement to occur.</p> <p>14 Do you have an opinion or have you</p> <p>15 given any thought as to, can that right-turn movement</p> <p>16 off of a decel lane at this location operate in a</p> <p>17 safe manner?</p> <p>18 A. I have looked at that and that's</p> <p>19 exactly where I would want the right-turn movement to</p> <p>20 operate from is that already established</p> <p>21 right-turn-decel lane because vehicles, although</p> <p>22 those traveling to DePiero Drive may not yet be</p> <p>23 decelerating or braking to turn right onto that</p> <p>24 roadway, it is accepted and understood that that</p> <p>25 right-most lane is the slowest of all travel lanes as</p>
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<p>1 Now, I will say this: The county has</p> <p>2 reviewed and approved this driveway. I suspect the</p> <p>3 County reviewed and approved the driveway some time</p> <p>4 ago in this location and later, at the behest perhaps</p> <p>5 of an earlier police chief or board members or</p> <p>6 members of the community relooked at that driveway.</p> <p>7 You have your consultant on record,</p> <p>8 myself, you have another excellent traffic engineer</p> <p>9 in Betsy Dolan who has worked on hundreds, if not</p> <p>10 thousands, of traffic studies in commercial driveway</p> <p>11 projects.</p> <p>12 I would say to you that should this</p> <p>13 driveway -- I don't believe that it would have</p> <p>14 operational concerns, there is an immediate open line</p> <p>15 of communication with the county which operates</p> <p>16 jurisdiction over this roadway and over this driveway</p> <p>17 to discuss the operation of the driveway and whether</p> <p>18 or not anything would need to change.</p> <p>19 My opinion is that this driveway could</p> <p>20 operate safely and effectively in the location based</p> <p>21 on the design parameters that are before the board.</p> <p>22 CHAIRMAN DePINTO: Very good.</p> <p>23 Mr. DelVecchio, do you have anything</p> <p>24 else of Mr. Olivo?</p> <p>25 MR. DELVECCHIO: Yes, Mr. Chairman.</p>	<p>1 you're moving in an easterly direction from the</p> <p>2 Parkway towards the project.</p> <p>3 So it is my opinion, understanding that</p> <p>4 you have travel coming -- vehicles coming from both</p> <p>5 the Parkway ramp and straight through on Grand Avenue</p> <p>6 coming to that juncture, that that right-turn</p> <p>7 movement can decelerate into the site with excellent</p> <p>8 visibility.</p> <p>9 Again, as I pointed out with regard to</p> <p>10 safety, when you can't see that car well is when you</p> <p>11 run into challenges. And from all perspectives, you</p> <p>12 can clearly see a car in front of you decelerating to</p> <p>13 make that turn momentarily as it comes into the site.</p> <p>14 And I would say, recall also that when</p> <p>15 we're talking about decelerating to make a turn at an</p> <p>16 intersection it's similar to making a turn within a</p> <p>17 commercial driveway, slightly slower.</p> <p>18 So you're traveling and turning at</p> <p>19 speed. Same thing that you would expect downstream</p> <p>20 at the signal as you come into DePiero Drive.</p> <p>21 So I do believe that driveway can</p> <p>22 operate safely, understanding those dynamics of</p> <p>23 traffic flow there.</p> <p>24 Q. If you were to have undertaken the</p> <p>25 initial review of the layout of this site,</p>

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<p style="text-align: right;">Page 26</p> <p>1 understanding the traffic information that you have 2 now viewed, would you have any hesitancy or issue or 3 concern relative to locating that driveway at that 4 particular location from a traffic engineering 5 standpoint?</p> <p>6 A. No, I wouldn't.</p> <p>7 In fact, I looked at the whole project 8 and being familiar with the way the site is designed 9 and operates now, you can see a very clear, what I 10 call an access management plan.</p> <p>11 Access management plan is really a 12 fancy way of saying how we organize the driveways to 13 get into and out of a private site. And we have come 14 a long way in the traffic engineering industry in 15 terms of how we look at access management and how we 16 design sites properly.</p> <p>17 If you think about projects of old, 18 whether they're gas stations, retail sites or office, 19 they tended to put as many driveways as they could 20 along the frontage, which created a lot of friction 21 within our roadway system.</p> <p>22 What you see as part of this project is 23 a very cohesive organization of driveways. I think 24 in a way to not have a driveway along Grand Avenue to 25 this project, going back to what I was speaking</p>	<p style="text-align: right;">Page 28</p> <p>1 Now, as you come further south, we're 2 all familiar with the four-leg intersections that you 3 come to both centrally located on the project and 4 then to the south.</p> <p>5 And those intersections tell a little 6 bit of a different story, because now we have 7 textured crosswalks, we have slightly raised pavement 8 area and we have different coloring, which, as a 9 traffic engineer, tells me a little bit more about 10 what's expected here, which is not just motor vehicle 11 traffic but pedestrian, potentially bicycle traffic 12 as well.</p> <p>13 To pull vehicles off of Grand Avenue, a 14 major corridor, and pull them into driveways and 15 intersections that we have designed with intent to 16 carry multi-modal traffic, I do not think is in 17 keeping with the access management principles that we 18 would seek to design at a site like this.</p> <p>19 We have mobility along Grand Avenue for 20 motor vehicles. Let's allow for motor vehicle 21 traffic, safely, of course, in that area.</p> <p>22 And as you come further down and south 23 into DePiero, where you have public plazas that are 24 on either side -- you have a beautifully designed 25 project, which I would generally argue is operating</p>
<p style="text-align: right;">Page 27</p> <p>1 about, would violate driver expectation. You have 2 about 600 feet of frontage of this site on Grand 3 Avenue.</p> <p>4 And it's my opinion that a driver 5 coming down the roadway looking to enter into the 6 site would expect that there would be a driveway 7 somewhere along 600 feet, 60 feet, perhaps not.</p> <p>8 But in terms of being able to maneuver 9 properly into a site, travel into a site in a safe 10 manner, this driveway that we are proposing along 11 Grand Avenue is in an acceptable location from an 12 access management perspective, and is in a logical 13 location as it relates to drivers of passenger cars 14 coming to and from the site location.</p> <p>15 Now, as you come around the corner onto 16 DePiero Drive, you encounter a right-in/right-out 17 access point. Excellent access management; limited, 18 curbs, and you actually, along the median of the 19 road, you have a physical curbed median, so you 20 cannot make a left in or a left out. Excellent 21 practice. Eliminates certain types of traffic 22 movements out of the site and into the site, 23 particularly when we're about 75 feet from a major 24 signalized intersection. So we're limiting the 25 access movements there.</p>	<p style="text-align: right;">Page 29</p> <p>1 extremely well from a passive recreation standpoint 2 and also encouraging people to walk from an office 3 building across the street into an excellent center. 4 Excellent project and design.</p> <p>5 And I think what we're talking about 6 for this northern piece, from an access management 7 perspective, it reads with the same vocabulary that 8 we want across this project.</p> <p>9 So I think from an access perspective 10 it's important that we have an access point where we 11 have shown along Grand Avenue in the manner that it's 12 designed.</p> <p>13 Q. Mr. Olivo, if the left turn from Grand 14 Avenue into the site were not available, traffic 15 would then have to make a left onto DePiero Drive, 16 continue to the intersection that you described as 17 being multi-modality --</p> <p>18 A. Multi-modal.</p> <p>19 MR. REGAN: Multi-modal.</p> <p>20 THE WITNESS: Multi-modal. That's 21 good, that's close.</p> <p>22 BY MR. DELVECCHIO:</p> <p>23 Q. -- enter the site, and then navigate 24 back in a northerly direction through what 25 essentially is another area where pedestrians,</p>

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<p>1 vehicles and site traffic would be anticipated to</p> <p>2 occur in order to get to that northernmost building</p> <p>3 that is now being proposed to be constructed.</p> <p>4 From an access management standpoint,</p> <p>5 is that a preferred route of travel as compared to</p> <p>6 the left turn occurring at the location proposed?</p> <p>7 A. It is not a preferred route of travel.</p> <p>8 I would also contend that it is -- it struggles in my</p> <p>9 mind with function as well to ask a driver, somewhere</p> <p>10 around 200 feet upstream of the intersection, to</p> <p>11 recognize that at the signal, before they can even</p> <p>12 see the building in great detail, that they would</p> <p>13 make a turning movement at that signal, then come</p> <p>14 down into the site and then navigate back north to</p> <p>15 travel into the area of the site where they would</p> <p>16 park.</p> <p>17 And the challenge there is, I know it</p> <p>18 doesn't sound like a whole lot in what's driving</p> <p>19 through a parking lot, we do it every day.</p> <p>20 But, again, we come back to driver</p> <p>21 expectation and that is not something that you would</p> <p>22 see in many projects across the state, or across</p> <p>23 anywhere for that matter, to ask a driver to make</p> <p>24 that many upstream decisions to travel to a site that</p> <p>25 they wouldn't be able to recognize.</p>	<p>1 that we can use in an efficient and functional manner</p> <p>2 and that is our charge as engineers to do so in a</p> <p>3 safe and responsible way.</p> <p>4 So I do not think the alternative to</p> <p>5 that would be recommended from a traffic engineering</p> <p>6 perspective, from my perspective.</p> <p>7 Q. One final question from my end.</p> <p>8 Based upon your review of the plan, the</p> <p>9 traffic report, the review of the testimony at the</p> <p>10 last meeting, do you believe that the proposed access</p> <p>11 point, both its right and left-turn movement into the</p> <p>12 site, comply with all applicable standards, codes or</p> <p>13 ordinances that might govern or control that</p> <p>14 particular movement?</p> <p>15 A. I do.</p> <p>16 And I have reviewed the traffic study</p> <p>17 in detail. This is the rare case where, with a</p> <p>18 development project of this magnitude and the scale,</p> <p>19 you have traffic counts over the course of about ten</p> <p>20 years, which is excellent, and it's quite rare.</p> <p>21 I would guess that the county doesn't</p> <p>22 even have that much data for this corridor for this</p> <p>23 area.</p> <p>24 But by virtue of the fact of studying</p> <p>25 this project as intently as you have and requested of</p>
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<p>1 Now, repeat customers, of course they</p> <p>2 would recognize that.</p> <p>3 But we can accommodate a more than</p> <p>4 sufficient left-turn lane in a median. What I would</p> <p>5 say is if the left turn was occurring from an active</p> <p>6 through lane, I would not support that left turn.</p> <p>7 I have seen that in communities in</p> <p>8 Bergen County and throughout New Jersey where you</p> <p>9 have drivers waiting in an active through lane to</p> <p>10 make a left turn into a driveway.</p> <p>11 We have great median here that we can</p> <p>12 restripe, stage a vehicle, wait, turn into a site.</p> <p>13 That is ideal.</p> <p>14 From a traffic engineering perspective,</p> <p>15 that is what we look for.</p> <p>16 So, again, if the conditions were</p> <p>17 different, I'm not sure that I would recommend a left</p> <p>18 turn here.</p> <p>19 But because of the conditions that we</p> <p>20 have, not to mention that this is a corridor of road</p> <p>21 that has left-turn lanes within it. We know it.</p> <p>22 There's a vocabulary that continues down the roadway.</p> <p>23 Again, if we didn't have that I would</p> <p>24 be concerned about violating driver expectation.</p> <p>25 But we have these elements of the road</p>	<p>1 the applicant and your own traffic engineer, you have</p> <p>2 a significant amount of data.</p> <p>3 I have looked at the findings of the</p> <p>4 report, the trip generation analysis, the shared</p> <p>5 parking analysis, the internal capture, the level of</p> <p>6 service analyses; everything has been done in keeping</p> <p>7 with an extremely high level of standard and care</p> <p>8 with regard to traffic engineering.</p> <p>9 I think this is an extremely well</p> <p>10 studied project. I think that you have a number of</p> <p>11 what I like to think are authoritative traffic</p> <p>12 engineering opinions both from the public and private</p> <p>13 perspective. And I do believe that the traffic study</p> <p>14 indicates safe and effective movements throughout all</p> <p>15 areas of the site, both internal and external, but</p> <p>16 particularly I know we're focused on the driveway on</p> <p>17 Grand Avenue, but particularly that driveway, my</p> <p>18 opinion, having reviewed it, is that it would operate</p> <p>19 safely and effectively.</p> <p>20 MR. DELVECCHIO: Thank you, Mr. Olivo.</p> <p>21 I make Mr. Olivo available to the board</p> <p>22 and your professionals for additional questions.</p> <p>23 CHAIRMAN DePINTO: Thank you.</p> <p>24 I am going to start with our</p> <p>25 professionals first.</p>

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<p>1 Mr. Hipolit, do you have any questions 2 or comments based upon the testimony you heard from 3 Mr. Olivo?</p> <p>4 MR. HIPOLIT: I have one question. 5 The -- so you had your car parked in 6 the gore stripe area.</p> <p>7 THE WITNESS: I did.</p> <p>8 MR. HIPOLIT: You were looking 9 westbound on Grand Avenue.</p> <p>10 THE WITNESS: I was.</p> <p>11 MR. HIPOLIT: And you said you could 12 see 900 feet.</p> <p>13 THE WITNESS: Yes.</p> <p>14 MR. HIPOLIT: Can you tell me where 15 900 feet was about?</p> <p>16 THE WITNESS: It is -- it's past the 17 first bridge abutment, the northbound Parkway 18 traffic, and there is a -- I think it was by design, 19 there's a pretty rusty section of guide rail and it's 20 to the end and then beyond that section of guide 21 rail.</p> <p>22 MR. HIPOLIT: How did you come up with 23 900 feet?</p> <p>24 THE WITNESS: After I saw that and 25 drove through it, I stopped down at CVS, then I swung</p>	<p>1 borough engineer and the county who has jurisdiction 2 over the roadway is agreeable to that, I think that 3 my understanding and having proposed and certainly 4 driven through rumble strips is that now we're 5 starting to engage the sense of touch, right?</p> <p>6 A lot of what we do when we drive is we 7 use our eyes. We also use our ears. And now we're 8 starting to engage tactile senses, or touch, which, 9 in every case when we use rumble strips, is to slow 10 vehicles down and make drivers more alert.</p> <p>11 That, combined with speed limit 12 reductions potentially in the area, I think what that 13 does is it improves driver alertness and acuity, and 14 I certainly think that it could be something that I 15 could get behind as a recommendation to further 16 improve what's happening here.</p> <p>17 And I think that it could have the 18 added benefit of, once again, just further signaling 19 to drivers that this is the rightmost deceleration 20 lane, whether it's for DePiero or the driveway, and 21 what we're looking for vehicles to do within this 22 lane is slow down.</p> <p>23 MR. RACHED: Thank you. That's all I 24 have, Mr. Chairman.</p> <p>25 CHAIRMAN DePINTO: Okay. Thank you.</p>
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<p>1 back around, I measured it on a Google aerial map.</p> <p>2 MR. HIPOLIT: Okay. I have no other 3 questions.</p> <p>4 CHAIRMAN DePINTO: Okay, thank you.</p> <p>5 And, Mr. Rached.</p> <p>6 MR. RACHED: Good evening, Chuck. 7 Thank you for your testimony.</p> <p>8 We had a discussion earlier today and I 9 indicated to you that board members were very 10 concerned about this driveway, mostly the right-turn 11 movement. And you and I discussed the operation of 12 that right-turn movement.</p> <p>13 And then I put my thinking hat on and 14 asked myself what else can we do to further improve 15 that movement, and I discussed with Mr. Hipolit 16 earlier today the benefit of installing rumble strips 17 in that area between the end of the ramp where the 18 yield signs are and the driveway itself. In other 19 words, in front of the vacant wooded lot.</p> <p>20 What is your opinion on putting rumble 21 strips and what would be your opinion if we combined 22 that with the lowering of the speed limit and the 23 other things we discussed tonight?</p> <p>24 THE WITNESS: Well, I think the purpose 25 of rumble strips, and as long as yourself and the</p>	<p>1 Board Members, and I guess I'll start 2 with Mr. Zitelli.</p> <p>3 MR. ZITELLI: Really? Okay.</p> <p>4 That's fine, Mr. Chairman.</p> <p>5 So, Mr. Olivo, I do appreciate your 6 credentials and your research on this. I am going to 7 question the ten years of data that we are looking at 8 here because we're looking at a much different site.</p> <p>9 So I'll accept that there are ten years 10 worth of data, but it's based on a whole different 11 environment there. We had a farm there and we had 12 the Mercedes property.</p> <p>13 We've now developed this thing where 14 we've got Wegmans, we're putting in several other 15 businesses. You've got -- you know, the whole thing 16 has changed.</p> <p>17 THE WITNESS: I do.</p> <p>18 MR. ZITELLI: So as far as I'm 19 concerned, the ten years worth of data is fine. It's 20 nice to start with. It's not worth anything to me in 21 the future.</p> <p>22 So I appreciate what you've done, but 23 I'm going to say -- I'm going to disagree with you. 24 You're entitled to your opinion and I'm entitled to 25 mine. I do not want a left turn in there.</p>

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<p>1 I would consider a left turn in the</p> <p>2 future after we have some -- maybe after a couple of</p> <p>3 years and we can see how this goes and we have data</p> <p>4 based on the site that is based on the environment</p> <p>5 that we have there.</p> <p>6 But right now, that ten years worth of</p> <p>7 data doesn't mean anything to me. I think -- if this</p> <p>8 were a scientific thing, if we were to bring this in</p> <p>9 front of, you know, a physics or a chemistry board or</p> <p>10 something like this and we said, we have all this</p> <p>11 data and it's based on a different set of environment</p> <p>12 here, they'd just throw us out. And so I appreciate</p> <p>13 it, but -- okay.</p> <p>14 So my opinion is what I would like to</p> <p>15 see you do is perhaps to the east of the site, have</p> <p>16 some signs there that would point out that we've got</p> <p>17 Valley Medical and the other things that are going to</p> <p>18 be in there to alert drivers in advance that they can</p> <p>19 make that left in on DePiero Drive, I would want them</p> <p>20 to do that, and then you could have signage within</p> <p>21 the site there so people know how to navigate it to</p> <p>22 get over to that other building. That is what I</p> <p>23 would prefer.</p> <p>24 THE WITNESS: If I may ask,</p> <p>25 Mr. Zitelli, what -- and I agree with you. The ten</p>	<p>1 know. And traffic is going to change over the years.</p> <p>2 The number of residences that are being put into our</p> <p>3 town here is continuing to -- we're getting more and</p> <p>4 more residents in town. Things are going to change.</p> <p>5 Our business flow has changed here. We used to have</p> <p>6 a lot of corporations. Some of them have moved out</p> <p>7 here.</p> <p>8 Things are changing. So, you know, we</p> <p>9 can't use -- we can look at the past, but the past is</p> <p>10 not a guarantee of what the future is going to be.</p> <p>11 THE WITNESS: Well, the past --</p> <p>12 MR. ZITELLI: I don't want to debate</p> <p>13 this with you.</p> <p>14 THE WITNESS: No, of course. Of</p> <p>15 course.</p> <p>16 MR. ZITELLI: You heard my opinion. My</p> <p>17 opinion is I don't want a left turn there.</p> <p>18 And that's it, Mr. Chairman. That's my</p> <p>19 two cents here.</p> <p>20 THE WITNESS: Understood.</p> <p>21 CHAIRMAN DePINTO: Okay, very well.</p> <p>22 Let's move on.</p> <p>23 Mr. Lintner?</p> <p>24 MR. LININER: Thank you, Mr. Chairman.</p> <p>25 Mr. Olivo, thank you for that</p>
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<p>1 years of data does not necessarily help us understand</p> <p>2 whether or not the left-turn lane will work.</p> <p>3 In fact, I don't know that it helps us</p> <p>4 at all.</p> <p>5 But what it does help us understand is</p> <p>6 have traffic volumes have changed over the course of</p> <p>7 ten years. That's a different analysis. That has to</p> <p>8 do with traffic impact and things like that.</p> <p>9 But if I may ask, what is the concern</p> <p>10 about the left turn in at this location?</p> <p>11 MR. ZITELLI: Safety.</p> <p>12 THE WITNESS: And how so --</p> <p>13 MR. ZITELLI: There's a lot of</p> <p>14 accidents that happen there.</p> <p>15 THE WITNESS: Is there something about</p> <p>16 the left turn, where it's being made from, that</p> <p>17 concerns you with regard to safety?</p> <p>18 MR. ZITELLI: Yes, right -- making that</p> <p>19 left turn into that new driveway that we're -- and I</p> <p>20 know it was an existing driveway at one point, but</p> <p>21 making that across several lanes of traffic, I just</p> <p>22 don't see it. Okay?</p> <p>23 So again, it's an opinion. Right? And</p> <p>24 none of us -- I mean, we're all making judgments</p> <p>25 based on what we've seen so far and, you know, we</p>	<p>1 presentation, it was actually very enlightening. I</p> <p>2 was -- some of the things you mentioned about, you</p> <p>3 know, not having an active lane, making a left turn</p> <p>4 there I thought was very interesting and didn't --</p> <p>5 didn't think about it initially myself.</p> <p>6 If we were to go ahead and allow these</p> <p>7 turns, what happens if it doesn't work? What happens</p> <p>8 if we have issues? What's the next step we would do?</p> <p>9 THE WITNESS: What I've seen is that</p> <p>10 board engineers and board professionals immediately</p> <p>11 go back to -- in some cases you don't have very</p> <p>12 responsive -- I've worked all over the state, and I</p> <p>13 am sure Maurice can attest to this, you don't always</p> <p>14 have responsive jurisdictional agencies.</p> <p>15 And if this were the Port Authority, no</p> <p>16 offense, Port Authority, it would take a while and</p> <p>17 you would have to go through many levels of</p> <p>18 bureaucracy to get an answer. You can -- Andy or</p> <p>19 Maurice could pick up the phone and call the county</p> <p>20 engineer tomorrow if there is a concern here.</p> <p>21 And I'll just say this, I respect</p> <p>22 Mr. Zitelli's opinion completely and I -- I won't</p> <p>23 challenge it because I understand where it comes</p> <p>24 from.</p> <p>25 But I will say this, what we have seen</p>

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<p>1 in the past doesn't necessarily tell us about what is 2 coming in the future, but as a traffic engineer my 3 charge is to remove the emotion out of it and to 4 study how a site and a driveway could potentially 5 operate using the whole toolbox and checklist of what 6 we do to tell us whether or not something can operate 7 safely.</p> <p>8 Maurice has the same charge. Betsy has 9 the same charge. Eric Timsak and his staff have the 10 same charge. Because nobody has a crystal ball. 11 What you would do is you would immediately call the 12 county and you would even potentially look to 13 temporarily close that driveway if it was a safety 14 issue. And that could happen overnight.</p> <p>15 MR. LININER: Thank you.</p> <p>16 MR. HIPOLIT: Can I just --</p> <p>17 CHAIRMAN DePINTO: Go ahead.</p> <p>18 MR. HIPOLIT: Mr. Lintner, to kind of 19 help with your question a little bit, we had a 20 situation about a little less than a year ago for a 21 left-turn lane coming west on Grand Avenue at the 22 light with Mercedes Drive --</p> <p>23 MR. LININER: Right.</p> <p>24 MR. HIPOLIT: -- we had three serious 25 accidents there.</p>	<p>1 within like two days that was the two and three, and 2 then they just said we're going to protect the lane 3 and it was protected. It's their decision to make, 4 the borough really has no control over it.</p> <p>5 MR. LININER: Okay, thank you.</p> <p>6 Nothing further, Mr. Chairman.</p> <p>7 CHAIRMAN DePINTO: Thank you.</p> <p>8 Mr. Teagno.</p> <p>9 MR. TEAGNO: Yes. Thank you,</p> <p>10 Mr. Chairman.</p> <p>11 When you started I swore you had read 12 my notes. That's exactly what I wanted to talk 13 about.</p> <p>14 I don't know how to display this. I 15 don't think we have (indicating) --</p> <p>16 THE WITNESS: Maybe I'll try to narrate 17 it.</p> <p>18 MR. TEAGNO: Well, I'm going to narrate 19 it.</p> <p>20 THE WITNESS: Okay.</p> <p>21 MR. TEAGNO: But I don't know how 22 everybody else is going to see it.</p> <p>23 But this is Sheet L1.00 from the 24 landscape, it's the biggest one we got in the 25 package.</p>
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<p>1 On the first serious accident we 2 notified the county there was a problem. The county 3 came out and did some traffic counts.</p> <p>4 On the second serious accident the 5 county came out and changed the timing.</p> <p>6 On the third serious accident, the 7 county came out and changed the timing to have a 8 protected left lane, we've had no problems since.</p> <p>9 To answer your question, it's not our 10 road.</p> <p>11 MR. LININER: Right.</p> <p>12 MR. HIPOLIT: If there's an accident -- 13 if we -- if there's a left-turn or a right-turn lane 14 something created and causes an accident problem, 15 it's not the borough's problem to solve.</p> <p>16 The county doesn't get any good PR with 17 accidents and deaths on the road. None. They don't 18 get any.</p> <p>19 So they will react pretty quickly to 20 three accidents at the intersection probably were two 21 too many, but making a drastic change to a signal 22 could potentially cause it -- this is what they told 23 me, it could cause even more problems so they want to 24 make sure they got it right.</p> <p>25 Unfortunately there was two accidents</p>	<p>1 I'd like --</p> <p>2 CHAIRMAN DePINTO: I'm sorry. Dante, 3 what sheet are you looking at?</p> <p>4 MR. TEAGNO: L1.00. That's it. It's 5 just this enlargement.</p> <p>6 So I'd just like to --</p> <p>7 THE WITNESS: Go ahead, I'm sorry.</p> <p>8 MR. TEAGNO: I'm sorry.</p> <p>9 So, basically, what we have is exactly 10 what you expressed.</p> <p>11 THE WITNESS: Yes.</p> <p>12 MR. TEAGNO: And I just took -- made 13 some notes on it, because I have some concerns, I 14 think this is probably the best solution to the 15 configuration of this roadway and adding turns in and 16 out of the property.</p> <p>17 THE WITNESS: Okay.</p> <p>18 MR. TEAGNO: But I do have some 19 concerns. And they're safety concerns.</p> <p>20 First of all, can we agree that these 21 roads, as was testified to before, right now have a 22 45 mile an hour speed limit on them?</p> <p>23 THE WITNESS: In this section, yes.</p> <p>24 MR. TEAGNO: Okay. So you would 25 imagine that people are going to go -- hopefully, not</p>

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<p>1 exceed 45 miles an hour, but my experience is they 2 come out from under that overpass like (indicating). 3 So anyway, they're going to be going up 4 to 45 miles an hour, I'll say 40. 5 If you're coming off the Parkway, 6 you're accelerating from the yield sign to that. And 7 just a few feet further, if you wanted to make a 8 turn, you're decelerating. 9 So what you're doing is you're merging 10 into a lane that people behind you are going to be 11 accelerating and you're going to be decelerating with 12 no warning. Except maybe a right-turn signal, but I 13 don't know. 14 The other two lanes there, because it's 15 three lanes wide, people are going up to 45 miles an 16 hour. And if this person decided they couldn't stop 17 in time, they might try to go in the other lane. So 18 I accept that it creates an area for potentially 19 difficult situations. Okay? 20 THE WITNESS: I see. 21 MR. TEAGNO: The second thing is this 22 -- I like the area this -- where you were parked with 23 your blinkers and everything and there's a left-hand 24 turn lane here, and I know there is all kinds of 25 controls that are going to be implemented hopefully</p>	<p>1 MR. TEAGNO: Three lanes, 40 miles an 2 hour. 3 THE WITNESS: And so the way that we, 4 when we review whether or not those movements, and 5 the county likely uses a similar system, the DOT as 6 well, whether those movement can be safely accepted 7 by sight, is by looking at the exact same parameters 8 that you have. 9 When you're crossing additional lanes 10 of traffic, you think of a conventional left turn you 11 cross one lane. Now you're crossing a second and 12 you're crossing what we sometimes call an exit lane 13 or a deceleration lane. Now, if you watch the video 14 out there, you'll see the large majority of traffic 15 is using those two through lanes. 16 MR. TEAGNO: Yes, but the third lane, 17 which is the turn lane, that person could also be 18 going straight. 19 THE WITNESS: They can if they're -- 20 MR. TEAGNO: So that's another person 21 going 45 miles an hour. 22 THE WITNESS: Right. 23 MR. TEAGNO: So that's three lanes, 24 45 miles an hour. 25 THE WITNESS: So what we do is for</p>
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<p>1 with this. My concern is that you've got a stopped 2 vehicle here, you've got two lanes at least of people 3 going up to 45 miles an hour, and this person who is 4 going from a stop to make the left-hand turn has to 5 cross three lanes of traffic. I don't think that's 6 -- I think that's a dangerous situations as well. 7 So I guess my concern is, I think they 8 have done a good job in presenting this and 9 presenting a solution to the existing conditions, but 10 I see two things that I don't know how to solve 11 because I'm not an expert, but I think they're 12 potentially dangerous situations that could cause 13 problems in the future and cause bodily injury to the 14 people involved in the cars in that area. 15 THE WITNESS: So if I understand, 16 Mr. Teagno, it's the right-turn movement going into 17 the site because it's decelerating there between the 18 Parkway ramp and between DePiero -- 19 MR. TEAGNO: Well, accelerating from 20 the parking -- 21 THE WITNESS: And then decelerating -- 22 MR. TEAGNO: -- and then decelerating, 23 the guy behind you, when you go up to the next exit. 24 THE WITNESS: Right. And then the left 25 turn because of the crossing of the lanes.</p>	<p>1 every lane, we add more time to the gap. 2 So we look at a base gap to say if it 3 were just one lane, you would only require a gap of 4 about five seconds in terms of a vehicle and a 5 successive vehicle. 6 So for every lane of traffic, you add 7 another half a second. So here we have added those 8 additional times, one full second, which I know 9 doesn't seem like much, but you and I both know, 10 driving cars, that's a lot of time when you're 11 driving a car at speed. And then we look to see if 12 there's enough gaps in traffic. 13 And what I could tell you at 6:00 at 14 night during the evening peak hour, there were 15 periods of time where I was -- and I was sitting in 16 there momentarily, there were gaps of ten seconds in 17 that lane. 18 I understand the concern about safety 19 and this location, but we have to look at the numbers 20 of cars, the numbers of gaps and what we're 21 proposing. That's what we have to do as engineers. 22 And I respect the opinion of you and 23 other members of this board and I understand the 24 concern. 25 We are the ones that have to ultimately</p>

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<p>1 decide whether or not this can operate safely and we 2 have to stand by it.</p> <p>3 And I appreciate you sharing your 4 opinion and that is simply mine with regard to 5 whether or not this driveway can operate safely.</p> <p>6 MR. TEAGNO: Now, piggybacking on 7 Mr. Zitelli's comments, whatever data you have and 8 whatever gaps you see are based on today's traffic 9 situations and traffic counts and all that other 10 stuff, and we know that in this immediate area 11 there's probably both sides of the highway and the 12 surrounding area, there's a couple thousand new 13 residences that are going in, which will add an awful 14 lot of traffic to that area because it's a main 15 thoroughfare, plus the -- I love Wegmans and I love 16 this whole thing, the development is very well 17 planned, but that is going to attract people. It 18 already does.</p> <p>19 So this -- the traffic volume is going 20 to continue to increase, and I am not sure that this 21 problem that I have just described is not going to 22 get worse.</p> <p>23 THE WITNESS: Well -- 24 MR. TEAGNO: That's my opinion. 25 THE WITNESS: -- Dolan and Dean did</p>	<p>1 MR. TEAGNO: So I guess in closing then 2 I could say that I think between the speed of the 3 vehicles, the amount of vehicles and the turning 4 potentials for an accident of some sort, I still see 5 these two things I've outlined as potentially 6 dangerous situation in each case that, hopefully, is 7 taken care of, but if not, we're in trouble.</p> <p>8 Okay? Thank you.</p> <p>9 MR. RACHED: May I make a comment, 10 Mr. Chairman?</p> <p>11 CHAIRMAN DePINTO: Yes.</p> <p>12 MR. RACHED: Okay. I just want to 13 clarify to the board a couple things. In terms of 14 the traffic increase, if you look at the 2011, 2012, 15 2018 and 2022, there hasn't been any significant 16 difference on West Grand. And in this direction, the 17 traffic has been always between 900 and 1100, going 18 back and forth, depending on the year and the day. 19 So I just wanted the board to be aware of that.</p> <p>20 The other issue that the board should 21 also consider as you're deliberating and in view of 22 your comment, Mr. -- is it Teagno?</p> <p>23 MR. TEAGNO: Teagno.</p> <p>24 MR. RACHED: Teagno, Mr. Teagno -- if 25 the gaps were close to the demand, I'd be worried and</p>
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<p>1 model those volumes. KPMG, Horn Rock, other 2 development projects in the area then grew on top of 3 that, taking 2022 volumes from earlier this year.</p> <p>4 So besides using a crystal ball, which 5 we all recognize is not the authoritative and 6 technical way to do it. We've taken every bit of 7 info, present day, not 2011 info. We've taken 2022, 8 with growth, with all the projects that we're talking 9 about. And then we deliver you the results of the 10 future study. And we've done all of that in accord 11 with industry standards.</p> <p>12 MR. TEAGNO: Okay.</p> <p>13 MR. HIPOLIT: Do you know what growth 14 factor you used.</p> <p>15 THE WITNESS: I believe that the county 16 required is 1.5 here; .5 was used, along with all of 17 the site-specific development projects.</p> <p>18 There's hundreds of additional vehicles 19 added into this corridor as a result of what was done 20 in the study.</p> <p>21 CHAIRMAN DePINTO: I'm sorry. 22 Mr. Cohen, did you want to say 23 something?</p> <p>24 MR. COHEN: No, I am just peaking 25 around.</p>	<p>1 I would say, well, what if traffic was up by ten 2 percent, by 20 percent. But the gaps are ten times 3 the demand. So keep that in your minds as you're 4 evaluating this request, okay? That's all.</p> <p>5 CHAIRMAN DePINTO: Thank you.</p> <p>6 Mr. Teagno, anything else?</p> <p>7 MR. TEAGNO: No, that's it.</p> <p>8 CHAIRMAN DePINTO: Thank you.</p> <p>9 Mr. Culhane?</p> <p>10 MR. CULHANE: Yeah, last week I made a 11 statement so I'll make it again concerning the gaps. 12 I believe most of the gaps identified in this study 13 occur when the eastbound traffic on Grand Avenue has 14 a red light to allow the Parkway exiting going 15 westbound on Grand.</p> <p>16 So I believe most of those gaps occur 17 during that interval of time. So the only conflict 18 with the left turn then would be the exits heading 19 eastbound on Grand. And if I remember the counts on 20 an hourly basis on the peak, I believe it's 240 cars 21 coming off the Parkway heading east, or four per 22 minute.</p> <p>23 Last week we were told that the 24 distance from the point where you complete the right 25 turn, I'll say, to the driveway is about 320 feet.</p>

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<p>1 And if you use an average speed of about 30 miles an 2 hour, assuming it's a yield sign, that's about a 3 seven minute travel distance.</p> <p>4 MALE VOICE: Seven seconds.</p> <p>5 MR. CULHANE: Seven second, sorry, 6 seven second travel distance.</p> <p>7 So my question is, if we put a stop 8 sign there, would that improve the gap time available 9 for left turns.</p> <p>10 The other aspect, too, is if the speed 11 limit, again, this is now dealing with the Parkway 12 eastbound, is reduced to, say, 40 miles an hour, 13 would that also improve the gap situation?</p> <p>14 THE WITNESS: The stop sign that you 15 refer to at the exit --</p> <p>16 MR. CULHANE: The proposed stop sign.</p> <p>17 THE WITNESS: The proposed stop sign at 18 the exit of the ramp? Yes. Combined with what 19 you've spoken about, the reduced speed, would improve 20 the quality of these gaps, yes.</p> <p>21 MR. CULHANE: I have another question 22 which doesn't deal with this, it deals with the state 23 and what Mr. Regan said earlier. I want to make 24 sure. You said the Mayor and Council have to apply 25 directly to the --</p>	<p>1 where we had modeled, you know, the car movements on 2 Grand Avenue, and I am wondering if we should have 3 that same model done showing the various improvements 4 in the existing and with the new turn in showing this 5 gap analysis. And I think seeing the visual of when 6 we had that traffic thing would probably --</p> <p>7 MR. REGAN: The synchronization.</p> <p>8 VICE CHAIRMAN STEFANELLI: Yes, yes. 9 That whole thing. I thought that was pretty 10 interesting and I think it convinced a lot of people. 11 You know, seeing is -- it's better seeing something 12 than talking about it, so I thought that that would 13 help resolve, I think, showing the gaps and all that. 14 So I would propose that.</p> <p>15 I am seeing, you know, with the -- I'm 16 leaning that I would -- I would look at, you know, 17 passing the left-turn lane going in if there were 18 certain conditions and I see, you know, the stop sign 19 and the other things.</p> <p>20 One of the things I have is -- I'm 21 still getting my hands around is how do we come up 22 with 40 -- what's the traffic on the site? I'd like 23 to hear that. I'd like to hear with how we came up 24 with 40 cars per hour coming there.</p> <p>25 Because here's my analysis. We had</p>
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<p>1 MR. REGAN: A letter request from the 2 Mayor and Council.</p> <p>3 MR. CULHANE: Do they have to do that 4 with the equivalent of the county, seeing how it's a 5 county road.</p> <p>6 MR. REGAN: I think that would add more 7 weight to the application, but I don't think they 8 would necessarily need the county to send a letter.</p> <p>9 MR. HIPOLIT: You should get 10 concurrence with the county. It's a county road, we 11 want concurrence from the county.</p> <p>12 MR. CULHANE: That's what I am trying 13 to get clarified. You have the Mayor and Council 14 just do it themselves or they do it in conjunction --</p> <p>15 MR. REGAN: It would be better to have 16 a joint application or a joint request. That would 17 add a lot more weight, I think.</p> <p>18 MR. CULHANE: No other question at this 19 time, Mr. Chairman.</p> <p>20 CHAIRMAN DePINTO: Thank you.</p> <p>21 Mr. Stefanelli.</p> <p>22 VICE CHAIRMAN STEFANELLI: Good 23 evening. I heard everybody's thing so I don't have 24 too many questions, but I guess I am proposing when 25 we originally had this site we did a traffic model</p>	<p>1 improvement on Craig Road. We put in a townhouse 2 development and we also put in a -- we put in a, what 3 was it, a KinderCare.</p> <p>4 MR. ZITELLI: Yes.</p> <p>5 VICE CHAIRMAN STEFANELLI: And we had 6 more traffic cutting across, making a left-hand turn 7 cutting across, which I saw almost on an hourly 8 basis. I bet you it was 40 cars sometimes.</p> <p>9 But, you know, how do we know it's 10 going to be 40 cars? What happens if it's -- was it 11 designed for Building 3? Was it designed for the new 12 building? What about a further phase, which I still 13 have an issue with?</p> <p>14 But I don't see -- what happens if you 15 put a Chick-fil-A there? I could see 40 cars in ten 16 minutes hanging there.</p> <p>17 MR. RACHED: Well, let me first 18 clarify. Excuse me, Chuck.</p> <p>19 THE WITNESS: Yes.</p> <p>20 MR. RACHED: I testified briefly to the 21 numbers last week. I don't have the study in front 22 of me now, but I do -- I think I remember that the 23 right-turn in, in the traffic study was 51 in the 24 a.m. peak and 53 in the p.m. peak, again --</p> <p>25 VICE CHAIRMAN STEFANELLI: Regardless</p>

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Page 58	<p>1 of that --</p> <p>2 MR. RACHED: My recollection. But that</p> <p>3 is --</p> <p>4 VICE CHAIRMAN STEFANELLI: -- how do</p> <p>5 you come up with 50 cars.</p> <p>6 MR. RACHED: I'm getting to your</p> <p>7 answer.</p> <p>8 But then you have the left turn in</p> <p>9 which is another number; similar number, by the way.</p> <p>10 So let's assume the left turn in is</p> <p>11 also 50, so now you have 100. So the way you come up</p> <p>12 with this number, there are national standards and</p> <p>13 they're published by the Institute of Transportation</p> <p>14 Engineers. We all use them all over the county.</p> <p>15 VICE CHAIRMAN STEFANELLI: I don't</p> <p>16 disagree with that. I've heard that 100 times.</p> <p>17 MR. RACHED: Okay, all right.</p> <p>18 VICE CHAIRMAN STEFANELLI: Show me --</p> <p>19 MR. RACHED: I'll let Chuck do -- you</p> <p>20 know, I got the difficult part, so I'll leave it for</p> <p>21 Chuck.</p> <p>22 VICE CHAIRMAN STEFANELLI: You gave me</p> <p>23 the difficult part. I want to know --</p> <p>24 THE WITNESS: Mr. Stefanelli, what I'll</p> <p>25 say --</p>
Page 60	<p>1 then release that amount of vehicular traffic.</p> <p>2 That's the goal.</p> <p>3 VICE CHAIRMAN STEFANELLI: So I guess</p> <p>4 the question I have, and still I see -- I see Valley</p> <p>5 being very popular. We have a lot of seniors coming</p> <p>6 in there. You know, you're telling me 51 cars,</p> <p>7 whatever number of cars, that's what you're</p> <p>8 predicting based on your distributed -- distribution</p> <p>9 on the site.</p> <p>10 But I could see if it's mainly for this</p> <p>11 building, people going westbound are going to want to</p> <p>12 make that left-hand turn in, and I just want to make</p> <p>13 sure that if you tell me it's 51 cars, but now tell</p> <p>14 me what is the maximum that you think could handle in</p> <p>15 the busiest hour. Is it 100 cars? Is it 30 cars?</p> <p>16 Because I'd like to know now before we</p> <p>17 make a decision on what's going to go in there on</p> <p>18 what the maximum based on the gap analysis. And</p> <p>19 that's why I'd rather see the model and see what's</p> <p>20 going to prevail there.</p> <p>21 THE WITNESS: The maximum is about ten</p> <p>22 times that 50. That's --</p> <p>23 VICE CHAIRMAN STEFANELLI: Well, you</p> <p>24 say that, but I want to see it on the report. I want</p> <p>25 to see it because I want to make sure that, you know,</p>
Page 59	<p>1 VICE CHAIRMAN STEFANELLI: -- 1100 cars</p> <p>2 --</p> <p>3 THE WITNESS: It's many more than 40</p> <p>4 cars. And I think what Maurice was getting at is</p> <p>5 that it's many more than 40 cars.</p> <p>6 VICE CHAIRMAN STEFANELLI: Not in his</p> <p>7 traffic.</p> <p>8 THE WITNESS: In the traffic for this</p> <p>9 project, if you look at the trip generation tables,</p> <p>10 it's -- in the p.m. peak hour, which is the highest</p> <p>11 peak hour, what's projected is about just over 500</p> <p>12 peak hour trips. That's what the real numbers are.</p> <p>13 Now, when you have multiple driveway</p> <p>14 access points, you have to distribute the traffic, is</p> <p>15 it going to use the southerly driveway, the one</p> <p>16 closer to Grand, or the one that we're proposing on</p> <p>17 Grand? That's how you come up with the amount of 40</p> <p>18 or 50 that you and Maurice have talked about.</p> <p>19 So you're right, it is many more than</p> <p>20 40. But the site is much bigger than one driveway.</p> <p>21 The site has multiple parking fields.</p> <p>22 And so those vehicles are then</p> <p>23 distributed across those driveways. What we have to</p> <p>24 look at is can all of the intersections, all of the</p> <p>25 parking fields, everything operate and accept and</p>
Page 61	<p>1 I agree with some of the board members is that we</p> <p>2 looked at ten years, and you mentioned ten years and</p> <p>3 you just mentioned -- but we just went through COVID.</p> <p>4 There's been nobody on the road for two years.</p> <p>5 THE WITNESS: Correct.</p> <p>6 VICE CHAIRMAN STEFANELLI: And you're</p> <p>7 saying, well, that was '17/'18, but again, you know,</p> <p>8 and I -- 1.5 percent increase or whatever the</p> <p>9 increase was that I thought I heard, I'm just</p> <p>10 concerned about future. And I think that we should</p> <p>11 know what it is currently per planning, what's the</p> <p>12 maximum, what that gap analysis is. And I think</p> <p>13 having a model and seeing that for the whole board</p> <p>14 could convince me that a left-hand turn is</p> <p>15 acceptable.</p> <p>16 MR. RACHED: If I may clarify for the</p> <p>17 board, so we don't leave here with the wrong idea</p> <p>18 about traffic growth, so the trip generation</p> <p>19 theoretically will not change in one, two, three, ten</p> <p>20 years.</p> <p>21 Of course, if the use changes then the</p> <p>22 trip generation will change.</p> <p>23 But what I'm trying to say, if you put</p> <p>24 a housing development and we say it's going to</p> <p>25 generate 100 trips, that's the case more or less next</p>

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<p>1 year or the year afterward, year after. The trips on 2 West Grand may increase because of other 3 developments.</p> <p>4 And that's why I wanted to remind the 5 board that between 2011 and 2022 there hasn't been 6 much of an increase, it's been pretty steady over all 7 these years.</p> <p>8 So I wanted to make sure that the board 9 understands that so there is no confusion as to what 10 is the increase.</p> <p>11 And I'll tell you again, being that the 12 gaps are ten times what we need, even if we have an 13 increase on West Grand for ten percent, 20 percent, 14 30 percent, it's still insignificant given the number 15 of gaps we have.</p> <p>16 VICE CHAIRMAN STEFANELLI: And I see 17 lowering the speed limit and I agree, but nobody has 18 told me what people are driving on that road. You 19 say it's 45, but I think they're doing 50 coming down 20 the ramp, you know. They're trying to beat one light 21 to the next light. 'Cause they don't want to stop at 22 Mercedes.</p> <p>23 MR. RACHED: I could tell you they are 24 not driving 50 down the ramp because I -- today I did 25 it, I tried to go fast. You cannot.</p>	<p>1 MR. DELVECCHIO: I think the model 2 resides in Colliers archives, because if my memory 3 serves me correct --</p> <p>4 MR. HIPOLIT: We have it.</p> <p>5 MR. DELVECCHIO: -- Maurice and his 6 team put together the model utilizing the data 7 collected by the applicant.</p> <p>8 MR. HIPOLIT: That was around 9 2013/2014.</p> <p>10 MR. RACHED: Yes.</p> <p>11 CHAIRMAN DePINTO: So now the model is 12 the property of Colliers?</p> <p>13 MR. RACHED: We have it, Mr. Chairman. 14 It's an old model. It has to be redone. It's not a 15 big deal. I am not sure if Betsy has an updated 16 model, she may.</p> <p>17 MR. HIPOLIT: We shared it with her, 18 she had a copy of it.</p> <p>19 MR. RACHED: Say that again.</p> <p>20 MR. HIPOLIT: We shared the model with 21 Betsy when they were doing --</p> <p>22 CHAIRMAN DePINTO: When did you share 23 that with Betsy?</p> <p>24 MR. HIPOLIT: Probably a few years 25 after -- when they came in for Phase II of Phase I,</p>
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<p>1 VICE CHAIRMAN STEFANELLI: No, I said 2 Grand, I meant really underneath the overpass.</p> <p>3 MR. RACHED: Okay. I got it.</p> <p>4 VICE CHAIRMAN STEFANELLI: You know. 5 Because, like you said, you could see -- you come in 6 view and see the light at Mercedes and they're going 7 to try to beat that light.</p> <p>8 MR. RACHED: And again, regardless of 9 the growth on West Grand, you still have the traffic 10 signal that stops the traffic by the Parkway and 11 gives you a gap. Even if the number doubles, you're 12 still going to have gaps.</p> <p>13 But then, like other board members 14 said, we still have to deal with the traffic coming 15 off the ramp. But that's a low number, so it's not a 16 significant number.</p> <p>17 VICE CHAIRMAN STEFANELLI: Listen, I am 18 fairly convinced that I would look in favor if we did 19 the model and it shows board members, I would be -- I 20 would consider the left-hand turn.</p> <p>21 CHAIRMAN DePINTO: Okay, thank you.</p> <p>22 With respect to that model, what would 23 be required in order to produce a model addressing 24 the concerns that were expressed by Mr. Stefanelli 25 and others?</p>	<p>1 I/II, whatever that was called, that phase, Betsy 2 updated her model, if you remember there was 3 discrepancy with the board on whether the traffic 4 counts were -- the projections were good or bad. 5 Betsy had done more counts and at that time she had 6 said their projection of traffic in the future of 7 what they thought it would be after opening was not 8 even close to it.</p> <p>9 CHAIRMAN DePINTO: Here --</p> <p>10 MR. HIPOLIT: So she took the model and 11 ran with it.</p> <p>12 CHAIRMAN DePINTO: Here's my read on 13 this. We have a real challenge with Betsy not being 14 here. We received from Maurice this evening, I 15 think, some promising information with respect to 16 lowering the speed limits along Grand Avenue, the 17 possibility of getting a stop sign to replace the 18 yield sign coming off of the Parkway.</p> <p>19 I think we heard some positive things 20 based upon the inquiries that he made during the past 21 week.</p> <p>22 I think other things that came to light 23 last week was this synchronizing of the lights, the 24 proficiency of the new synchronization relying on GPS 25 versus mechanical methods. I think putting this all</p>

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<p>1 together, speed limit, stop sign, synchronization of 2 the lights, the projection of growth, I don't know if 3 Betsy's report included the residential development 4 occurring in Park Ridge right now.</p> <p>5 THE WITNESS: It did, it did.</p> <p>6 CHAIRMAN DePINTO: It did? I think 7 that, too, has to be put in.</p> <p>8 Plugging this all in on the model, I 9 don't think, based upon what I heard, there's no one 10 sitting here saying hell no, it's terrible, scrap it.</p> <p>11 But I think they need a little bit more 12 convincing that all of this information has been 13 taken into consideration by all of those that are 14 experts in the field.</p> <p>15 Am I correct, Frank?</p> <p>16 VICE CHAIRMAN STEFANELLI: Yes, I 17 agree.</p> <p>18 CHAIRMAN DePINTO: And Dante on the 19 other side.</p> <p>20 MR. TEAGNO: Yes.</p> <p>21 CHAIRMAN DePINTO: So I think we need a 22 little bit more information. I think we're close, 23 but we need a little bit more information.</p> <p>24 We're not looking to hold you up. One 25 of the things that I was concerned about, let's say</p>	<p>1 The case is we know who the developer is, we know 2 what he has done and what he is proposing to do.</p> <p>3 If we were to move forward with an 4 approval and condition that approval with the 5 understanding and acceptance of the applicant that if 6 it doesn't work and we have measurable standards to 7 say it doesn't work, it gets shut down.</p> <p>8 MR. REGAN: I think you have to define 9 in the resolution, spell it all out what those 10 measurable standards are, with the help of Andy and 11 Maurice.</p> <p>12 And I think the developer would have to 13 sign onto that, it would be within a time period --</p> <p>14 CHAIRMAN DePINTO: Now --</p> <p>15 MR. REGAN: -- X number of years after 16 a CO is issued, that the driveway condition could be 17 reviewed and if it's deemed to be unacceptable to the 18 borough, to public safety officials, the police 19 department, the borough would have a right to --</p> <p>20 CHAIRMAN DePINTO: Let's go back to the 21 history of that drive. We all know that there were 22 periods of time when the drive was open and utilized 23 by Mercedes-Benz, and there were times where it was 24 chained off at the request or demand of the borough 25 for whatever the reasons might have been at that</p>
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<p>1 we approve it as shown and we are dead wrong. The 2 left turn in, the right-turn in, the projected gaps, 3 let's say all of that turns out, big mistake on our 4 part; can we, in fact, shut that down if need be?</p> <p>5 MR. REGAN: I am not as confident as 6 Mr. Hipolit is. I hate to say it.</p> <p>7 MR. HIPOLIT: Could we put a condition 8 in?</p> <p>9 MR. REGAN: We can, but keep in mind 10 when this board grants site plan approval it confers 11 upon the developer certain vested rights under the 12 Municipal Land Use Law.</p> <p>13 Okay. Now, obviously the condition of 14 approval is county requirements, county planning 15 board and so on.</p> <p>16 CHAIRMAN DePINTO: I think --</p> <p>17 MR. REGAN: I just don't think the 18 borough would be in a position to shut it down.</p> <p>19 CHAIRMAN DePINTO: No, I understand. 20 But I think --</p> <p>21 MR. HIPOLIT: It's not our road.</p> <p>22 CHAIRMAN DePINTO: I think if we were 23 dealing with a raw piece of land with no other 24 development around and dealing with a developer that 25 we've never worked with before, that is not the case.</p>	<p>1 time. We were controlling that point of access.</p> <p>2 My way of looking at this is no one is 3 saying stop the project, but everyone wants the 4 assurance that if these experts are wrong, we have 5 recourse. I don't want the applicant to say, hey, 6 you gave it to me, tough luck, Charlie. Not that I 7 think that he would. But we have to deal with our 8 concerns and we have to deal with our interest.</p> <p>9 MR. TEAGNO: Can I make one more 10 comment.</p> <p>11 CHAIRMAN DePINTO: Sure.</p> <p>12 MR. TEAGNO: I just want to make one 13 more comment.</p> <p>14 CHAIRMAN DePINTO: Sure.</p> <p>15 MR. TEAGNO: If I understand this 16 correctly, this whole -- the success of this depends 17 on those gaps that you say are going to be created so 18 that it allows timing for the traffic to flow, okay.</p> <p>19 That is something that I don't know 20 much about, but you guys are the experts. I'm just 21 saying that I don't want to approve something that I 22 see that has potentially dangerous situations, but 23 you guys are the experts, the guys that put this to 24 GPS, whatever system is going to create the gaps and 25 adjust the traffic accordingly, very smart people</p>

<p style="text-align: right;">Page 70</p> <p>1 probably put that together.</p> <p>2 But, you know, Teslas were supposed to</p> <p>3 drive themselves and a lot of smart guys put that</p> <p>4 stuff together and that's not working out. And I</p> <p>5 would hate to see something that we put the onus on</p> <p>6 this electronic or whatever the right explanation is</p> <p>7 for the term, this GPS is, that that's where we're</p> <p>8 really putting our money.</p> <p>9 MR. HIPOLIT: With the system the way</p> <p>10 it is right now today, nothing was to change, you</p> <p>11 have ten times the gaps you need, when the GPS system</p> <p>12 is installed you'll be at ten times plus some</p> <p>13 number -- remember, you have a light on both sides of</p> <p>14 the driveway.</p> <p>15 MR. TEAGNO: Like Frank said, I haven't</p> <p>16 seen that. I haven't seen one gap.</p> <p>17 MR. HIPOLIT: I think it's in the</p> <p>18 model.</p> <p>19 MR. TEAGNO: I can't see a gap. Did</p> <p>20 you see the gap.</p> <p>21 MR. HIPOLIT: No, but if you go out</p> <p>22 there and there's a light on both sides that turns</p> <p>23 red.</p> <p>24 MR. TEAGNO: You have a lot of traffic,</p> <p>25 the gap -- without this electronic control.</p>	<p style="text-align: right;">Page 72</p> <p>1 and all said oh, this is all perfect, but I am not</p> <p>2 hearing that right now. And I think it's important</p> <p>3 to update that model, look at it one more time, and</p> <p>4 even with that, get the cooperation of the applicant</p> <p>5 to say here's the what-if scenario. If we're --</p> <p>6 MR. REGAN: Mr. Chairman, I would want</p> <p>7 the applicant to sign off on the metrics for those</p> <p>8 standards that would be developed, I guess, by</p> <p>9 Maurice and Andy. It would be incorporated in the</p> <p>10 Resolution.</p> <p>11 CHAIRMAN DePINTO: So Andy DelVecchio,</p> <p>12 what do you have to say about this?</p> <p>13 MR. DELVECCHIO: I'm just listening.</p> <p>14 MR. ZITELLI: Mr. Chairman?</p> <p>15 CHAIRMAN DePINTO: Sure, sure.</p> <p>16 MR. ZITELLI: Let me add something.</p> <p>17 I am hearing this discussion about the</p> <p>18 model, all right, and typically what the model would</p> <p>19 get updated to.</p> <p>20 And one of my original things just</p> <p>21 before when I was speaking is what data we're putting</p> <p>22 into it. Putting data into it that's ten years old</p> <p>23 doesn't buy it for me, okay? Because that site is so</p> <p>24 different.</p> <p>25 So you can't put any data in there</p>
<p style="text-align: right;">Page 71</p> <p>1 MR. HIPOLIT: Exactly.</p> <p>2 MR. TEAGNO: I'm just telling you --</p> <p>3 I'm not --</p> <p>4 MR. RACHED: To answer your question,</p> <p>5 Mr. Chairman, to go back to your idea, there are</p> <p>6 metrics we can quantify we can put on paper.</p> <p>7 CHAIRMAN DePINTO: Okay.</p> <p>8 MR. RACHED: If we need to go that</p> <p>9 route.</p> <p>10 MR. REGAN: That's what we need.</p> <p>11 CHAIRMAN DePINTO: I mean, we could</p> <p>12 debate the workability of this thing forever, and</p> <p>13 that's not what we're here to do. We have our</p> <p>14 experts saying based upon the information they</p> <p>15 developed, they believe that there could be safe</p> <p>16 ingress to the property in both an eastbound and</p> <p>17 westbound direction going into the Grand Avenue</p> <p>18 drive.</p> <p>19 Okay, I buy that. It's the what-if</p> <p>20 factor. What if, in fact, it does not work? A, if</p> <p>21 you have a measurable standard, that's the point you</p> <p>22 could pull the plug and say it ain't working, the</p> <p>23 chain goes up like it went up on Mercedes-Benz, until</p> <p>24 such time as it can work.</p> <p>25 I mean, it's -- I'd rather we sat here</p>	<p style="text-align: right;">Page 73</p> <p>1 that, in my mind, is more than two or three years</p> <p>2 old, because everything has changed since then. So</p> <p>3 you don't have a history that is more than two or</p> <p>4 three years old. And it's continuing to evolve as we</p> <p>5 see because now, I just heard -- Mr. Culhane</p> <p>6 testified before that we have what, 40 people -- or</p> <p>7 40 residences have started and we've got 156 there,</p> <p>8 right? So there's going to be more. So the change</p> <p>9 is happening here.</p> <p>10 I am not opposed -- obviously I am not</p> <p>11 opposed to this development at all, I am just opposed</p> <p>12 to the left turn. That is my key thing. I am</p> <p>13 opposed to that left turn. And, you know, we're</p> <p>14 talking about things here that are speculation.</p> <p>15 We're talking about a stop sign that doesn't exist</p> <p>16 right now, a speed limit change that doesn't exist</p> <p>17 right now, synchronization that hasn't taken place</p> <p>18 right now. So all of these things we're talking</p> <p>19 about, all speculation, we don't have any of it.</p> <p>20 So I would rather go the approach,</p> <p>21 Mr. Chairman, of no left turn initially until such</p> <p>22 time as we feel it's comfortable to make that left</p> <p>23 turn and then grant it. But I would rather start out</p> <p>24 and say uh-uh, no left turn. You know, let the</p> <p>25 history show us that it's going to be a safe thing</p>

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<p>1 that we can do.</p> <p>2 CHAIRMAN DePINTO: But I think --</p> <p>3 MR. ZITELLI: That's just my opinion.</p> <p>4 CHAIRMAN DePINTO: But I think we heard</p> <p>5 last week that if we don't allow that left turn in,</p> <p>6 and let's go with that --</p> <p>7 MR. ZITELLI: Sure.</p> <p>8 CHAIRMAN DePINTO: -- that left-hand</p> <p>9 turn heading south is going to occur at the</p> <p>10 intersection of Grand and DePiero.</p> <p>11 MR. ZITELLI: Right.</p> <p>12 CHAIRMAN DePINTO: And it's going to</p> <p>13 direct all the traffic --</p> <p>14 MR. ZITELLI: Correct.</p> <p>15 CHAIRMAN DePINTO: -- down to that</p> <p>16 intersection of the two sides of the street.</p> <p>17 MR. ZITELLI: Yes.</p> <p>18 CHAIRMAN DePINTO: What's happening</p> <p>19 over by Wegmans and what's happening here.</p> <p>20 MR. ZITELLI: Right.</p> <p>21 CHAIRMAN DePINTO: And I believe what</p> <p>22 we heard from Maurice last week, you were not -- and</p> <p>23 correct me if I am wrong, Maurice, you were not</p> <p>24 comfortable with all of the traffic going to that one</p> <p>25 central point.</p>	<p>1 have that anymore.</p> <p>2 The activity of the Marriott, you don't</p> <p>3 have what you had ten years ago.</p> <p>4 So, yes, maybe we are adding more</p> <p>5 residences at the district and the Horn Run property,</p> <p>6 but we've eliminated probably in its day, between the</p> <p>7 two Mercedes buildings on Mercedes Drive, we probably</p> <p>8 had close to 2,000 people working there. And those</p> <p>9 were the old-fashioned days where people went to work</p> <p>10 five days a week.</p> <p>11 MR. ZITELLI: Yes, I understand.</p> <p>12 CHAIRMAN DePINTO: So if you really</p> <p>13 want to analyze it, you can't just analyze it from a</p> <p>14 projected growth of .5 or 1.5. I think there's a</p> <p>15 value to that ten-year analysis. Maybe those days</p> <p>16 will come back with the office buildings being</p> <p>17 occupied. I hope so.</p> <p>18 MR. RACHED: Mr. Chairman, let me</p> <p>19 clarify something.</p> <p>20 CHAIRMAN DePINTO: I think there's</p> <p>21 value in considering it.</p> <p>22 Yes, Maurice.</p> <p>23 MR. RACHED: Just to clarify to the</p> <p>24 board members, the data is fresh. Data was taken in</p> <p>25 2022, specifically January 25, 2022. Data was taken</p>
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<p>1 Is that correct?</p> <p>2 MR. RACHED: Yes, that is correct.</p> <p>3 CHAIRMAN DePINTO: Okay. So --</p> <p>4 MR. ZITELLI: No, I understand that.</p> <p>5 What I'm saying --</p> <p>6 CHAIRMAN DePINTO: What I'm fearful of</p> <p>7 is if we don't allow it, are we moving a problem</p> <p>8 further south and not have an opportunity to deal</p> <p>9 with it as easily?</p> <p>10 MR. ZITELLI: Yes, I understand that,</p> <p>11 Mr. Chairman.</p> <p>12 I am looking at it as we're not -- what</p> <p>13 we're -- we're not crossing three lanes of traffic --</p> <p>14 CHAIRMAN DePINTO: No, I got that.</p> <p>15 MR. ZITELLI: Yeah, so I'm looking at</p> <p>16 it as -- I'm not saying that one situation -- it's</p> <p>17 like the choice of which one is the worse thing.</p> <p>18 CHAIRMAN DePINTO: Here's where I</p> <p>19 disagree with you, when you're talking about data</p> <p>20 that is ten years old.</p> <p>21 As we all know, ten years ago we had</p> <p>22 more occupied office buildings in both Montvale and</p> <p>23 Park Ridge.</p> <p>24 The Grey Boulevard activity which</p> <p>25 primarily came out onto Mercedes Drive. You don't</p>	<p>1 in 2018 and prior.</p> <p>2 So to say that the applicant didn't</p> <p>3 provide fresh data, that would not be true. There is</p> <p>4 fresh data.</p> <p>5 I do want to comment on the model. I'm</p> <p>6 not sure it's going to be of any use. The model is</p> <p>7 -- we're going to look at it and it's going to look</p> <p>8 good. I think we will be wasting time having someone</p> <p>9 crank a model and come back here and display it and</p> <p>10 -- it's going to look good.</p> <p>11 I do like the Chairman's proposal is to</p> <p>12 put some metrics to protect the Borough and to</p> <p>13 protect the community and see if it works. And if it</p> <p>14 doesn't work, we have a backup plan. That is my</p> <p>15 recommendation to you as your traffic engineer.</p> <p>16 MR. ZITELLI: Mr. Chairman, who would</p> <p>17 be responsible for enforcing those metrics and</p> <p>18 verifying that they are met or not met?</p> <p>19 CHAIRMAN DePINTO: Well, if --</p> <p>20 MR. ZITELLI: Those are things we would</p> <p>21 have in our Resolution.</p> <p>22 MR. REGAN: Whoever the borough</p> <p>23 designates.</p> <p>24 MR. ZITELLI: Again, who might that be.</p> <p>25 MR. REGAN: It could be our experts.</p>

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<p style="text-align: right;">Page 78</p> <p>1 MR. HIPOLIT: It's usually us.</p> <p>2 CHAIRMAN DePINTO: Yes, it would be the</p> <p>3 borough engineer, I would believe, that would analyze</p> <p>4 it in conjunction with the police department, I am</p> <p>5 sure. And there seems to be a good line of</p> <p>6 communication between the borough engineer and the</p> <p>7 police department as it relates to traffic and</p> <p>8 traffic control.</p> <p>9 So I think we would charge both of them</p> <p>10 with respect to the enforcement.</p> <p>11 MR. RACHED: I think maybe it's time</p> <p>12 that I tell you what the metrics are because it's</p> <p>13 pretty simple and then you could see how this could</p> <p>14 be enforced.</p> <p>15 CHAIRMAN DePINTO: Sure.</p> <p>16 MR. RACHED: And I'm not inventing</p> <p>17 these metrics, they're published nationally. There</p> <p>18 is a national traffic standard booklet, it's called</p> <p>19 the Manual on Uniform Traffic Control Devices. For</p> <p>20 short, we call it the MUTCD. It is what we use in</p> <p>21 all states, including New Jersey.</p> <p>22 Title 39 requires its use when we do</p> <p>23 traffic signs and traffic control.</p> <p>24 In that manual they have a metric for</p> <p>25 the installation of a traffic signal, and I know</p>	<p style="text-align: right;">Page 80</p> <p>1 MR. CULHANE: I'm still concerned that</p> <p>2 when we're talking about the left turn, the conflict</p> <p>3 left turns are going to have is minimized because</p> <p>4 they're only going to be in conflict with Parkway</p> <p>5 exiting eastbound. That's 240 cars. The two main</p> <p>6 through lanes have a red light.</p> <p>7 MR. RACHED: Yes.</p> <p>8 MR. CULHANE: There's no traffic coming</p> <p>9 on the two main lanes for that period of that red</p> <p>10 light.</p> <p>11 So there has to be a period of time,</p> <p>12 and that's why I keep saying, the gap analysis does</p> <p>13 not apply when they occurred. I think the majority</p> <p>14 occur when there is a red light for the exiting</p> <p>15 traffic heading westbound to exit.</p> <p>16 MR. HIPOLIT: The only conflicting</p> <p>17 traffic --</p> <p>18 MR. CULHANE: And there's 240 cars, if</p> <p>19 I remember correctly, coming off the Parkway during</p> <p>20 the peak hour, that's four a minute; on average,</p> <p>21 15 second gap.</p> <p>22 So I think the concerns which we all</p> <p>23 have, I think there is a lot more safe left turn</p> <p>24 times available because there is no traffic heading</p> <p>25 eastbound for a period of time. It's only the</p>
<p style="text-align: right;">Page 79</p> <p>1 we're not putting a traffic signal but give me a</p> <p>2 moment here. And this manual says that if we have</p> <p>3 five or more crashes a year susceptible to</p> <p>4 improvement by a traffic signal, that that justifies</p> <p>5 a traffic signal.</p> <p>6 We can apply the same logic and say if</p> <p>7 we have five or more accidents a year susceptible to</p> <p>8 elimination by closing this driveway, we will use</p> <p>9 that metric. It's something that we've been using as</p> <p>10 traffic engineer for decades, it works, and enforcing</p> <p>11 it is straightforward and simple. Every year we go</p> <p>12 to the police department, we look at the traffic</p> <p>13 accidents if there are any. We look at whether or</p> <p>14 not there will be -- they would have been eliminated</p> <p>15 if that driveway wasn't there, and if we reach that</p> <p>16 threshold that's published in the MUTCD, then we will</p> <p>17 take the appropriate action.</p> <p>18 CHAIRMAN DePINTO: So there is a</p> <p>19 measurable standard that could be utilized --</p> <p>20 MR. RACHED: Yes.</p> <p>21 CHAIRMAN DePINTO: -- and not create</p> <p>22 reinventing the wheel.</p> <p>23 MR. RACHED: Yes.</p> <p>24 CHAIRMAN DePINTO: I'm sorry, John, you</p> <p>25 had something.</p>	<p style="text-align: right;">Page 81</p> <p>1 Parkway traffic exiting eastbound that it's in</p> <p>2 conflict with.</p> <p>3 CHAIRMAN DePINTO: Now, with respect to</p> <p>4 the signal, Andy, for the left-hand turn coming off</p> <p>5 of the Parkway, the timing of that signal, do we have</p> <p>6 any control over that or is that Turnpike Authority</p> <p>7 or is it the county?</p> <p>8 MR. HIPOLIT: It's the county.</p> <p>9 CHAIRMAN DePINTO: The county.</p> <p>10 So if we felt that we needed more time</p> <p>11 to hold that red light another 10 or 15 seconds,</p> <p>12 which would, as John said, help with the gap</p> <p>13 situation, we would just have to discuss it with the</p> <p>14 county.</p> <p>15 Is that correct?</p> <p>16 MR. HIPOLIT: On all county roads in</p> <p>17 Montvale and anywhere in the county, you have a -- if</p> <p>18 you want more time added to a phase, left, right,</p> <p>19 through, you ask the county and the county does one</p> <p>20 of two things: Ask you to provide a study to</p> <p>21 determine what the best method to move through that</p> <p>22 signal is and where the timing needs to be or they</p> <p>23 come out and study themselves.</p> <p>24 In a lot of cases like that, the county</p> <p>25 would say, Borough, give me a study to show if you</p>

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<p>1 changed the time, and we're going to do our own study 2 at the same time. They use the same counters at the 3 same time.</p> <p>4 Just so the board understands, we deal 5 with Bergen County all the time. Every county is a 6 little different. Bergen County doesn't take their 7 roads lightly.</p> <p>8 Bergen County doesn't take their 9 signals lightly, they don't take their accident 10 history lightly. They're very in target and have a 11 very big traffic bureau that deals with it.</p> <p>12 The county has said with no uncertainty 13 the left-turn lane is going to work. There's so many 14 gaps it's not even an issue.</p> <p>15 I've talked to Eric Timsak, he says I 16 am not sure why your Board is worried about this. 17 The -- the through traffic is stopped at the Parkway 18 and your only conflict is the right-turn lane from 19 off the Parkway. They don't have -- when I say no 20 concern, they have no concern.</p> <p>21 Because if there was a left-turn out, I 22 think Chuck said it, he said if there was a left-turn 23 out, it would change because we have a left and a 24 left going on at the same time. And we're a little 25 concerned, the sight distance may become a problem</p>	<p>1 in that lane that -- what Eric said was he said, and 2 I think Chuck aligns with it, if the car is waiting 3 at a through lane heading westbound, he said we would 4 -- the county would never approve the left turn.</p> <p>5 MR. TEAGNO: I understand.</p> <p>6 MR. HIPOLIT: The car's making a 7 protected left turn.</p> <p>8 It could stay there for 40 seconds.</p> <p>9 Who cares.</p> <p>10 CHAIRMAN DePINTO: What is the capacity 11 of that left-hand turn in, the stack capacity?</p> <p>12 MR. RACHED: Mr. Chairman, I am looking 13 at the aerial as we speak and --</p> <p>14 MR. HIPOLIT: It's going to be 15 different because they're going to have to make -- 16 it's moving.</p> <p>17 MR. RACHED: It is moving, but I would 18 measure this one and use that as an example or at 19 least as a starting point in the discussion.</p> <p>20 MR. TEAGNO: It's not moving if they're 21 waiting for the light to change.</p> <p>22 CHAIRMAN DePINTO: No, no, just it's -- 23 there's more cars.</p> <p>24 MR. RACHED: Right now, based on the 25 aerial, it shows approximately 160 feet, which is</p>
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<p>1 with that left out because of where that driver sits.</p> <p>2 He says but a one-way drive in with a 3 left and a right in, yeah, I'm not -- he doesn't 4 understand what the concern was.</p> <p>5 I've tried to convey to him your 6 concerns and he keeps coming back to me with, the 7 through traffic on Grand is stopped. It's not going, 8 it's under a red light. The only conflict is the 9 left and the Parkway traffic. And that's coming 10 down, it slows down, it speeds up. There's -- the 11 gaps are -- you keep hearing the testimony -- ten 12 times the amount of gaps needed.</p> <p>13 It's not even close. It's not like 14 we're saying there's -- you know, it's just, it's 15 close. Like, hey, guys, it's close. If it was close 16 the county would never approve this.</p> <p>17 MR. TEAGNO: So the cars making a left 18 aren't waiting for anything other than a gap.</p> <p>19 MR. HIPOLIT: That's it.</p> <p>20 MR. TEAGNO: They don't have a light.</p> <p>21 MR. HIPOLIT: No, they're waiting for a 22 gap for a Parkway car to not come off and just cut 23 across a red light. There's no -- the double through 24 traffic lanes are coming, they're not making a left 25 turn, they're going to wait. They're going to wait</p>	<p>1 approximately, let's say, 25, 20 or 25 feet per car 2 up to eight cars. It's more than what we need.</p> <p>3 MR. TEAGNO: No. A regular car is 4 about 16 feet long.</p> <p>5 MR. RACHED: I'm sorry.</p> <p>6 MR. TEAGNO: Isn't a normal car about 7 16 feet long?</p> <p>8 MR. RACHED: Right, but I am being 9 conservative.</p> <p>10 So, I mean, yes, if you stack them 11 close, you could stack more than that, but I'm saying 12 7 to 8 feet comfortably -- I mean seven to eight cars 13 comfortably.</p> <p>14 MR. TEAGNO: Oh, okay.</p> <p>15 MR. RACHED: And we do not need 16 anywhere near that kind of queue.</p> <p>17 MR. TEAGNO: Okay.</p> <p>18 THE WITNESS: The left-turn bay is 19 about 120 to 140 feet that we're proposing to go into 20 the driveway. I believe that was the Chairman's 21 question, how many can we fit in there. And I would 22 agree. You can fit somewhere around seven to eight 23 vehicles stacked.</p> <p>24 CHAIRMAN DePINTO: In your professional 25 opinion, do you believe that that is adequate</p>

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<p>1 stacking capacity given the projected counts of that 2 point of access? 3 THE WITNESS: It is more than adequate. 4 You would not anticipate more than a vehicle or two 5 in this lane waiting to make a left turn. Even if 6 those volumes, if we ran a sensitivity analysis to 7 really test it as Mr. Stefanelli asked, what if it 8 was twice as many vehicles, not 50, it was 100, what 9 it if wasn't 50, it was 150, two to three vehicles, 10 you can still accommodate seven to eight vehicles in 11 that bay out of the travel way waiting to make a left 12 turn with adequate sight distance. 13 CHAIRMAN DePINTO: Okay. Any other 14 questions? 15 MR. TEAGNO: What's the name of that -- 16 let me ask Andy this -- GPS or whatever, what's the 17 name of that system? There's got to be a name for 18 it. 19 MR. RACHED: The generic name is 20 time-based coordinator. It's a GPS-based, time-based 21 base coordinator. 22 MR. TEAGNO: There's no, like, company 23 name for that? 24 MR. RACHED: There are several 25 companies that make it. It depends on what equipment</p>	<p>1 ahead of time that, you know, this -- 2 MR. HIPOLIT: Like we do for Sloan 3 Kettering. 4 VICE CHAIRMAN STEFANELLI: Huh. 5 MR. HIPOLIT: Like we did for Sloan 6 Kettering. 7 VICE CHAIRMAN STEFANELLI: Yeah, I 8 mean, I would expect that we should have -- 9 MR. HIPOLIT: When you go up Summit and 10 you come up Spring Valley, I agree. 11 VICE CHAIRMAN STEFANELLI: -- there 12 should be signs to the east, right. 13 MR. HIPOLIT: I agree. Absolutely. 14 VICE CHAIRMAN STEFANELLI: Advising 15 that this is coming up. 16 MR. RACHED: Even to the west, that's 17 the first driveway. 18 VICE CHAIRMAN STEFANELLI: And also at 19 the west. 20 MR. HIPOLIT: Agree. 21 VICE CHAIRMAN STEFANELLI: I think we 22 should also have signs so that cars know that, hey, 23 this is a driveway here. 24 MR. HIPOLIT: I think if you look at -- 25 MR. ZITELLI: I heard what Mr. Olivo</p>
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<p>1 the county is using, we'll use something compatible. 2 MR. TEAGNO: Okay, thank you. 3 MR. RACHED: Sure. 4 VICE CHAIRMAN STEFANELLI: I just have 5 two questions. 6 CHAIRMAN DePINTO: Sure, go ahead. 7 VICE CHAIRMAN STEFANELLI: So what kind 8 of signage -- I am concerned about people coming up 9 to the site and trying to get in there, so how do we 10 coordinate people getting to the site and getting to 11 that left-turn lane, you know. 12 THE WITNESS: Well, I believe there's 13 signage proposed on the building. 14 Is there corner -- 15 MR. REGAN: There are actually monument 16 signs. 17 VICE CHAIRMAN STEFANELLI: Is there 18 going to be a monument sign on the -- 'cause I didn't 19 see that. 20 Is that in the plan? 21 MR. REGAN: I think you need some signs 22 on the roads. 23 VICE CHAIRMAN STEFANELLI: Yeah, that's 24 where I was going to go. It sounds like we should 25 have some signs on the road alerting the drivers</p>	<p>1 said that, you know, oh, you have 600 feet, but, you 2 know, you're going to be right there or going past 3 the driveway before you realize, oh, my gosh, you 4 know -- 5 MR. HIPOLIT: I think we learned a lot 6 from Sloan Kettering. So Sloan Kettering went in 7 with the three driveways and it became a problem 8 right away for them. They came back to us with this 9 way finding project which needed county approval 10 because county road, and once they did that 11 wayfinding, all the problems went away. People knew 12 which -- the deliveries went to the west driveway and 13 the other two driveways were for patient drop-off, 14 long-term parking. You need to do that here. 15 MR. ZITELLI: I'd like to see some 16 signs on the roads advising that -- 17 CHAIRMAN DePINTO: Yes, I think what we 18 had planned to do was once we got through the site 19 plan application process we would go into more detail 20 with respect to the signage. 21 Is that correct? 22 MR. DELVECCHIO: That's correct. 23 CHAIRMAN DePINTO: Okay. So, yes. And 24 I think, based on the discussions we have been 25 having, that we all agree it is imperative that there</p>

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<p>1 be directional signage --</p> <p>2 MR. ZITELLI: Yes, correct.</p> <p>3 CHAIRMAN DePINTO: -- everything else</p> <p>4 that's going to take place.</p> <p>5 VICE CHAIRMAN STEFANELLI: My last</p> <p>6 question, my last question.</p> <p>7 CHAIRMAN DePINTO: Sure.</p> <p>8 VICE CHAIRMAN STEFANELLI:</p> <p>9 Synchronization, does that include the Parkway sync.</p> <p>10 MR. HIPOLIT: Yes, so I think I was</p> <p>11 telling Dante, it was off the record but on the</p> <p>12 record, I think if you were to approve this and if</p> <p>13 your deliberations, you would include the time-based</p> <p>14 coordinator system as part of your approval.</p> <p>15 VICE CHAIRMAN STEFANELLI: Right, but I</p> <p>16 just want -- and that will be listed on the --</p> <p>17 lights, or how are we going to do that.</p> <p>18 MR. HIPOLIT: It's going to be -- right</p> <p>19 now it's proposed to be five lights. I had added in</p> <p>20 two more lights. Two more make it seven.</p> <p>21 MR. REGAN: You have 125,000 for --</p> <p>22 MR. HIPOLIT: Right. The five lights</p> <p>23 are just -- coming down the Parkway signal, coming</p> <p>24 down Grand and DePiero, Grand and Old Mercedes, then</p> <p>25 Grand and Phillips and Spring Valley and Summit. I</p>	<p>1 Would anyone care to make a motion to</p> <p>2 open the meeting to the public?</p> <p>3 MR. LININER: So moved.</p> <p>4 MR. CULHANE: Second.</p> <p>5 CHAIRMAN DePINTO: Motion Mr. Lintner,</p> <p>6 seconded Mr. Culhane.</p> <p>7 All in favor?</p> <p>8 (Whereupon, all present members respond</p> <p>9 in the affirmative.)</p> <p>10 CHAIRMAN DePINTO: Anyone from the</p> <p>11 public wish to be heard.</p> <p>12 MS. KELLY: I'm the public. I'm here.</p> <p>13 MR. REGAN: Could I have your full name</p> <p>14 and address, please.</p> <p>15 MS. KELLY: Sure.</p> <p>16 Cheryl, C-H-E-R-Y-L. Kelly, K-e-l-l-y.</p> <p>17 My address is Cheryl Kelly 138 Green Way, Montvale.</p> <p>18 MR. REGAN: Could you raise your right</p> <p>19 hand, please.</p> <p>20 Do you swear or affirm that the</p> <p>21 testimony you will give in this proceeding shall be</p> <p>22 the truth so help you God?</p> <p>23 MS. KELLY: Yes.</p> <p>24 C H E R Y L K E L L Y,</p> <p>25 138 Green Way, Montvale, New Jersey, having been</p>
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<p>1 added in Summit and Spring Valley and Chester Ridge</p> <p>2 and Summit if the money -- the test -- because, you</p> <p>3 know, the other part is bigger development that we</p> <p>4 don't focus on now is, is the truck traffic coming</p> <p>5 from the north, coming down Chestnut Ridge Road</p> <p>6 making a left on Summit, making the right down</p> <p>7 Phillips, you know -- at all, in my opinion.</p> <p>8 CHAIRMAN DePINTO: All right.</p> <p>9 MR. ZITELLI: Mr. Chairman, one more</p> <p>10 question for you or --</p> <p>11 CHAIRMAN DePINTO: Sure.</p> <p>12 MR. ZITELLI: -- just in general? Do</p> <p>13 we have agreement that, you know, if we do go forward</p> <p>14 with the Resolution here that we will have a</p> <p>15 contingency based on certain metrics about</p> <p>16 potentially closing that --</p> <p>17 CHAIRMAN DePINTO: Well, I think before</p> <p>18 we do that we have to see what the applicant's</p> <p>19 position is going to be.</p> <p>20 MR. ZITELLI: That's what I -- so</p> <p>21 essentially, through you, I'm asking should we ask</p> <p>22 the applicant will they agree to that.</p> <p>23 CHAIRMAN DePINTO: Unless we have any</p> <p>24 other questions, but before we open it again to the</p> <p>25 applicant, I do want to open it up to the public.</p>	<p>1 duly sworn, testifies as follows:</p> <p>2 MR. REGAN: Thank you.</p> <p>3 CHAIRMAN DePINTO: Okay, thank you.</p> <p>4 MS. KELLY: My questions are, you know,</p> <p>5 pretty similar to what Mr. Zitelli said about the</p> <p>6 traffic volume. I've lived in Montvale for 15 years.</p> <p>7 I live off of Summit. You cannot make a left-hand</p> <p>8 turn, there are no gaps in traffic.</p> <p>9 I'd like to see data that takes into</p> <p>10 consideration if Valley Hospital is building 86,000</p> <p>11 square feet, how many physicians, what is their</p> <p>12 business plan, what's the patient volume going to be?</p> <p>13 They're going to be drawing from all of Bergen County</p> <p>14 to put all of those patients there in Montvale.</p> <p>15 That's a really valuable spot for them, the fact that</p> <p>16 it's right off the Parkway. It's incredibly valuable</p> <p>17 to them.</p> <p>18 There's a daycare going in there.</p> <p>19 You're also going to have elderly and sick people who</p> <p>20 are going to be making a left-hand turn there. I</p> <p>21 almost had an accident two times today on Grand</p> <p>22 Avenue at 2:00 in the afternoon.</p> <p>23 Traffic and the problem -- in this town</p> <p>24 is a significant problem, and I'd like to see the</p> <p>25 data. I have to admit that I'm not really informed</p>

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<p>1 about this, this is my first meeting. I'm starting 2 to do some research. 3 But having lived here for 17 years... 4 CHAIRMAN DePINTO: And we share those 5 concerns. And as you may or may not know, we, too, 6 are all residents of Montvale. Many of us have lived 7 here for that period of time. 8 MS. KELLY: And longer, I'm sure. 9 CHAIRMAN DePINTO: So we've been 10 through the same thing. Many of us have served on 11 this board for a long time. We know the traffic 12 problems. We do share your concerns relative to the 13 projection of vehicles that will be used. 14 I think Mr. Hipolit's suggestion of 15 tying in the traffic lights on Summit Avenue would 16 benefit your development as well to help create more 17 gap times based upon this new -- Andy, why don't you 18 explain how this GPS signal or synchronization works? 19 MR. HIPOLIT: I'd prefer if Maurice 20 does it. 21 CHAIRMAN DePINTO: Sure. 22 MR. RACHED: So when we look at this 23 particular proposal we're discussing tonight, the 24 driveways between the signal and DePiero, which used 25 to be Mercedes Drive, and the signal at the Parkway,</p>	<p>1 CHAIRMAN DePINTO: Okay. I think 2 that's consistent with what Mr. Stefanelli was 3 saying. 4 MS. KELLY: Like put it -- there's 5 screens all over here. Put it up on the screens and 6 let's see a simulation with the traffic patterns that 7 your ten years of data represent, carving out the 8 COVID years, adding in a daycare center, adding in 9 Valley Hospital, adding in the thousands of new homes 10 that are being developed in this community. I think 11 it can't be understated. 12 CHAIRMAN DePINTO: Thank you for your 13 comments. 14 Anyone else from the public? 15 (No response.) 16 CHAIRMAN DePINTO: Motion to close the 17 meeting to the public? 18 MR. CULHANE: So moved. 19 MR. LINTNER: Second. 20 CHAIRMAN DePINTO: Mr. Culhane. 21 Mr. Lintner. 22 All in favor? 23 (Whereupon, all present members respond 24 in the affirmative.) 25 CHAIRMAN DePINTO: Okay.</p>
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<p>1 right now, because these signals are operating based 2 on their own internal clocks, their timing would go 3 out of synchronization -- 4 MS. KELLY: No, conceptually I 5 understand it. 6 MR. RACHED: Yeah, okay. 7 So when we install the new equipment, 8 it will keep all these clocks linked to the atomic 9 clock, which is a national clock, so it keeps them 10 always synchronized so they would operate as 11 intended. That's the whole idea is to have them 12 operate as intended. 13 Right now, once they go out of sync, 14 they do not operate as intended. 15 As intended, for example, means we 16 would provide the red at the Parkway signal, we 17 provide the red at DePiero, and that creates gaps in 18 between. And we could do the same at other 19 locations. So that's what is meant by 20 synchronization of signals. 21 MS. KELLY: No, I understand. I 22 understand. 23 If I were a member of a committee, I 24 would want to see simulation software to see how it 25 works, I think, probably --</p>	<p>1 Mr. DelVecchio, share with us your 2 pearls of wisdom. 3 MR. DELVECCHIO: What are we doing? 4 MR. HIPOLIT: The whole list is out. 5 MR. REGAN: Let's just be careful 6 there. 7 MR. DELVECCHIO: The post-construction 8 condition is something that, if the immediate remedy 9 to a trigger is the closing of the driveway, that's 10 something I can't give you an answer to tonight. It 11 has ripple effects across tenants, across leases. 12 There are not too many tenants that I am aware of 13 that will sign on a dotted lease with a site that 14 could change while they're in occupancy. 15 For purposes of this evening, what we 16 could agree to is that if there is a trigger that, 17 you know, we agree on what that trigger is and the 18 trigger occurs, you know, we would agree to 19 immediately meet with whoever we need to meet with 20 and come to a remedy or a solution for that 21 condition, whatever it may be, and work towards it, 22 very similar to what you see in, traditionally in the 23 lighting world, where you install lighting, there is 24 a problem, six months, you test it and you come back 25 and you make the adjustments that need to be made to</p>

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<p>1 fix it.</p> <p>2 We're committed to fixing it. We're</p> <p>3 confident that the condition will prove itself out</p> <p>4 after installed, given the margin of safety factors</p> <p>5 that many of you have expressed will exist.</p> <p>6 But in terms of committing tonight to</p> <p>7 shutting that exit down at some point in the further,</p> <p>8 that is not something I can give you an answer to.</p> <p>9 CHAIRMAN DePINTO: And with respect to</p> <p>10 having your professionals work with the borough</p> <p>11 professionals in fine-tuning the traffic study,</p> <p>12 including the growth projections from projects that</p> <p>13 we all know received within the past year or two</p> <p>14 approvals, such as the district, such as the Horn</p> <p>15 Rock properties, the Toll Brothers --</p> <p>16 MR. REGAN: Village Springs --</p> <p>17 CHAIRMAN DePINTO: -- right, taking</p> <p>18 these into consideration, are you prepared to</p> <p>19 authorize your professionals to undertake those</p> <p>20 studies and prepare the model, or a modified model?</p> <p>21 MR. DelVECCHIO: I think what we're</p> <p>22 talking about in earnest is actually just updating</p> <p>23 the model. I think what you have just said as the</p> <p>24 precursor is not factually necessary for the</p> <p>25 following reason.</p>	<p>1 actually less.</p> <p>2 And we're happy to do it. We'll go</p> <p>3 through, you know, the process of updating the model,</p> <p>4 but I don't want you to be surprised and I don't want</p> <p>5 to be tagged with, you know, you put your hands on</p> <p>6 the scale in creating the model.</p> <p>7 CHAIRMAN DePINTO: Right. And that may</p> <p>8 well be the case. But if that's the comfort --</p> <p>9 MR. DelVECCHIO: Happy to do it.</p> <p>10 CHAIRMAN DePINTO: -- that the board</p> <p>11 needs in order to move forward with the application,</p> <p>12 I think it should be done. Because my sense is there</p> <p>13 is a discomfort right now that we have to overcome.</p> <p>14 MR. HIPOLIT: And, Mr. Chairman, if I</p> <p>15 can just say, when they did -- and Betsy's not here</p> <p>16 does pose a problem -- when they did these two, the</p> <p>17 lower part, the daycare and the offices --</p> <p>18 MR. REGAN: At Dulles Parkway.</p> <p>19 MR. HIPOLIT: -- right, we gave Betsy</p> <p>20 that model. So she took that model and made changes</p> <p>21 to it because, again, we made a recount --</p> <p>22 Mr. DelVecchio's right, we made a</p> <p>23 recount to traffic because Wegmans was now open,</p> <p>24 lifestyle center was now open. So she has it.</p> <p>25 CHAIRMAN DePINTO: If the model that</p>
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<p>1 Most of all of those developments were</p> <p>2 encompassed and anticipated in the reports.</p> <p>3 And as alluded to by Mr. Rached, yes,</p> <p>4 the data goes back ten years, but it's not ten years</p> <p>5 old. Every time this applicant has appeared, whether</p> <p>6 it was for the original PUD approval for Wegmans,</p> <p>7 whether it was for Phase II of the Wegmans project,</p> <p>8 whether it was for North Market, whether it was for</p> <p>9 Phase II DePiero down below with the daycare center,</p> <p>10 every time we appear, your engineers demanded and</p> <p>11 required, and we complied, that we provide a new</p> <p>12 fresh set of study to add a layer to the base that</p> <p>13 was created ten years ago.</p> <p>14 I hate to say this, and we're happy to</p> <p>15 do it, but I am going to tell you that I'd be shocked</p> <p>16 if that model doesn't produce traffic volumes that</p> <p>17 are less than what your experts charged us to do when</p> <p>18 we were the unknown quantum and Wegmans was walking</p> <p>19 in the door. Because the Wegmans traffic was so</p> <p>20 overestimated in that model, we haven't yet realized</p> <p>21 it.</p> <p>22 So what's going to happen is we're</p> <p>23 going to put in a couple of extra developments, we're</p> <p>24 going to account for the overestimation that never</p> <p>25 materialized and you're going to see a result that's</p>	<p>1 you have is updated -- and quite frankly, I wouldn't</p> <p>2 rely on Ms. Dolan, unfortunately --</p> <p>3 MR. HIPOLIT: You're right about that.</p> <p>4 CHAIRMAN DePINTO: We don't have the</p> <p>5 time -- I mean, I feel very sorry for whatever that</p> <p>6 problem might be, but I would imagine that Mr. Olivo</p> <p>7 could adjust the model, has the capability.</p> <p>8 MR. DelVECCHIO: Yes, I was just</p> <p>9 confirming with him what I already knew, but yes.</p> <p>10 CHAIRMAN DePINTO: And I believe when</p> <p>11 that model is adjusted, displaying it on the monitors</p> <p>12 to show how, in fact, the gap occur -- Mr. Olivo, if</p> <p>13 you were to adjust the model, what could the board</p> <p>14 and the public expect to see on this model?</p> <p>15 VICE CHAIRMAN STEFANELLI:</p> <p>16 Mr. Chairman, I just -- one question.</p> <p>17 CHAIRMAN DePINTO: Sure.</p> <p>18 VICE CHAIRMAN STEFANELLI: With all due</p> <p>19 respect, Andy, we haven't heard any testimony that we</p> <p>20 were five times over at Wegmans or any of that. This</p> <p>21 is the first time we're hearing anything. We didn't</p> <p>22 hear her testimony.</p> <p>23 MR. HIPOLIT: Right.</p> <p>24 VICE CHAIRMAN STEFANELLI: So all I am</p> <p>25 saying is that we want to be assured. And whether</p>

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<p>1 it's a model or somebody giving us some testimony</p> <p>2 saying that this development, that development will</p> <p>3 add this amount of cars, we haven't heard -- has any</p> <p>4 board member heard that.</p> <p>5 CHAIRMAN DePINTO: No.</p> <p>6 VICE CHAIRMAN STEFANELLI: No.</p> <p>7 All we want to do it hear the</p> <p>8 information so we can make a decision.</p> <p>9 End of story.</p> <p>10 THE WITNESS: To answer the question</p> <p>11 about the model and that question as well,</p> <p>12 Mr. Stefanelli, is that by updating the model and</p> <p>13 comparing it to, again, I think what has been</p> <p>14 clarified a number of times, because we have all</p> <p>15 these data points up to fresh data from this year, we</p> <p>16 would be able to quickly compare and show you this is</p> <p>17 what we projected it to be, this is what it actually</p> <p>18 is, and you would be able to see dynamics like gap,</p> <p>19 synchronization of signals, things like that in</p> <p>20 realtime.</p> <p>21 CHAIRMAN DePINTO: And I think that's</p> <p>22 what's so important right now.</p> <p>23 I agree with you, Frank, and the other</p> <p>24 board members that have those concerns.</p> <p>25 Mr. DelVecchio indicated that he was</p>	<p>1 even a quarter of that number in this case on a daily</p> <p>2 basis.</p> <p>3 MR. ZITELLI: You're telling me we</p> <p>4 wouldn't be allowed to put a signal there?</p> <p>5 MR. RACHED: That's correct, yes.</p> <p>6 MR. REGAN: The county would have to</p> <p>7 make the call on that anyway. We're not even close.</p> <p>8 MR. RACHED: Yes.</p> <p>9 MR. REGAN: They won't go anywhere with</p> <p>10 it.</p> <p>11 MR. ZITELLI: I'll tell you, I'm</p> <p>12 thinking of a situation in Paramus, of all places,</p> <p>13 right, because I grew up there, and fashion center on</p> <p>14 East Ridgewood Avenue there, there's a left-turn</p> <p>15 signal that allows you to get into the fashion</p> <p>16 center. There's one -- you know, they've got a</p> <p>17 stacking lane there and specifically a light that</p> <p>18 allows you to make -- exist anymore, but I thought</p> <p>19 that was, you know -- to me that -- I would feel</p> <p>20 really comfortable if we had that kind of situation</p> <p>21 there and I would have no objection at all.</p> <p>22 Again, I am concerned about the left</p> <p>23 turn. I am concerned about, you know, even though</p> <p>24 we've got a stacking lane there, we're still hearing,</p> <p>25 you know, that there -- I mean, I wouldn't want to be</p>
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<p>1 not in a position right now. Obviously, he has to</p> <p>2 speak to his clients, the what-if factor, and to see</p> <p>3 what their position would be on that.</p> <p>4 What else?</p> <p>5 MR. ZITELLI: Mr. Chairman, I am going</p> <p>6 to throw one more suggestion out, if I may?</p> <p>7 CHAIRMAN DePINTO: Sure.</p> <p>8 MR. ZITELLI: Sorry to do this, but</p> <p>9 could we consider a traffic signal there with a left</p> <p>10 turn? I mean, that would make me feel so much better</p> <p>11 if there was a left-turn signal there.</p> <p>12 CHAIRMAN DePINTO: Do you have the</p> <p>13 warrants? That's the problem.</p> <p>14 MR. HIPOLIT: You can't just put a</p> <p>15 signal there.</p> <p>16 MR. RACHED: It wouldn't meet the</p> <p>17 required warrants. To put a signal there is</p> <p>18 something called warrants, which consist of number of</p> <p>19 vehicle trips.</p> <p>20 To give you a very quick idea what they</p> <p>21 are, at a regular intersection you need to have over</p> <p>22 500 trips on the main road, which we do, but you need</p> <p>23 to have over 150 trips on the minor road, which we</p> <p>24 don't, for eight hours, not just for the p.m. peak</p> <p>25 and the a.m. peak. We're not even close. We're not</p>	<p>1 sitting in a car there myself and having cars going</p> <p>2 eastbound at 45 miles an hour, two lanes and then</p> <p>3 where I'm sitting. I would feel like a sitting duck.</p> <p>4 You know, that's just how I would feel about it.</p> <p>5 So again, I'm approaching this from a</p> <p>6 safety concern. I mean, I'm all in favor for this</p> <p>7 development, I just have one issue, which is that</p> <p>8 left turn, all right. And, you know, so if we can do</p> <p>9 -- a light would be wonderful in my mind.</p> <p>10 Eliminating or not eliminating that left turn would</p> <p>11 be my other thing.</p> <p>12 Do the study. Do the study. Let's go</p> <p>13 see what it is. But I'm telling you what my concern</p> <p>14 is.</p> <p>15 CHAIRMAN DePINTO: Okay.</p> <p>16 MR. ZITELLI: Right on the table.</p> <p>17 CHAIRMAN DePINTO: Mr. DelVecchio,</p> <p>18 where do you want to go with this.</p> <p>19 MR. DeLVECCHIO: We're happy to, you</p> <p>20 know, advance the model if that aids in the</p> <p>21 deliberation. You know, we've obviously done it</p> <p>22 before, we're happy to do it again.</p> <p>23 In terms of the traffic testimony this</p> <p>24 evening, I think we've reached a natural conclusion.</p> <p>25 CHAIRMAN DePINTO: With regard to the</p>

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<p>1 model, Mr. Olivo, you don't have a copy of that 2 model, I presume. 3 THE WITNESS: I don't, but as far as 4 the underlying foundation of the model, you actually 5 have it, or Colliers has it. 6 CHAIRMAN DePINTO: Right. 7 THE WITNESS: And that can be shared 8 and we can simply download it. 9 CHAIRMAN DePINTO: If you get the call 10 from Mr. DelVecchio to adjust the model, Andy, you 11 could have Maurice forward that, too. 12 MR. DelVECCHIO: And we're still 13 engaged with Dolan and Dean, so to the extent they 14 have it, we have no issues with being able to -- 15 CHAIRMAN DePINTO: Well, I hate to 16 schedule another meeting and not have the author of 17 the report. If there's any doubt that we're not 18 going to hear direct testimony from Betsy Dolan, I 19 think we're going to have to ask for another report 20 from someone who can stand behind whatever the report 21 says. 22 I mean, this whole traffic thing, we're 23 kind of doing backwards. Now, it's true, it's very 24 unfortunate with Ms. Dolan, whatever -- whatever that 25 problem might be, but I don't know how long the</p>	<p>1 tomorrow. You can certainly -- 2 MR. HIPOLIT: Yes. They have to 3 authorize us to do some work on that which, then 4 we'll come up with what the speed should be reduced 5 to. 6 CHAIRMAN DePINTO: Okay. 7 MR. HIPOLIT: Growth projections, I 8 think Maurice and Mr. Olivo need to work a little 9 better. Have Mr. Olivo explain what projections 10 they're using so you'll understand what those growth 11 projections are. And there's testimony -- I wrote 12 that more than once. 13 Is rumple strips as we come off the 14 Parkway, so you come off the Parkway, you hit the 15 yield sign, you now make a right turn going past the 16 vacant property, the wetland area; is the board 17 desirous of me investigating rumble strips there or 18 not. 19 MR. TEAGNO: No. I hate those. 20 MR. HIPOLIT: I just was mentioning 21 that. 22 MALE VOICE: They wear out, nobody 23 replaces them. 24 MR. HIPOLIT: The new model -- Maurice 25 is going to coordinate with Chuck tomorrow the new</p>
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<p>1 applicant could tolerate this, and I know the board 2 is losing patience because they want answers to their 3 questions, and rightly so. 4 Maybe you should just send -- 5 MR. HIPOLIT: We're going to send them. 6 But I have a couple of -- I just want to make sure 7 that -- I wrote down a lot of notes, I want to make 8 sure I got the right stuff for us. 9 The GPS sync over the time-based 10 coordinator, at least in my opinion and Maurice's 11 opinion, if you were to approve this, it should be a 12 requirement. And we will have a discussion with the 13 county about that so we have more detail on the five 14 versus seven. 15 The speed limit reduction, that's 16 really a Mayor and Council request. It's 45 now. I 17 have a Mayor and Council meeting tomorrow and I will 18 bring this up and ask them to make a request, if the 19 board wants me to. 20 CHAIRMAN DePINTO: Yes. 21 MR. HIPOLIT: Okay. We have to ask the 22 county to make a -- so you can't just -- you're not 23 allowed to just reduce speed, they use data that will 24 be done and it will be supplied to Colliers -- 25 CHAIRMAN DePINTO: You have a meeting</p>	<p>1 model. 2 The stop sign, Colliers is still 3 pursuing the stop sign with the Turnpike Authority. 4 There's going to be a request from the Mayor and 5 Council, we will ask the county as they said they 6 would do it, the county would concur, and that 7 request will be sent in; that's the desire of the 8 board? 9 CHAIRMAN DePINTO: Yes. 10 MR. HIPOLIT: Okay, that's good. 11 I am going to talk to the chief 12 tomorrow about getting a speed study done somewhere 13 between the DePiero's light and the Parkway light 14 about what the speed of cars either coming through 15 traffic cars, one, and the police can only do so 16 much, so give us some data -- it'll be a short -- and 17 the second one would be just give a speed of cars 18 coming off the Parkway and as they accelerate, what 19 speed are they going between the Parkway ramp and 20 let's say halfway up the property. 21 CHAIRMAN DePINTO: Okay. 22 MR. HIPOLIT: I mean, again, the police 23 have limited data. If the data they get is good 24 enough, great. 25 If not, you can always request the</p>

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<p>1 applicant does it similar to what we did on Fox Hill</p> <p>2 Road, we put -- actually put speed monitors out</p> <p>3 there.</p> <p>4 CHAIRMAN DePINTO: Right.</p> <p>5 VICE CHAIRMAN STEFANELLI: And do we do</p> <p>6 that during the busy peak hour.</p> <p>7 MR. HIPOLIT: Yes, that's what I'm</p> <p>8 going to tell them. Tell them to do it in the p.m.</p> <p>9 peak and -- is the way we want it.</p> <p>10 VICE CHAIRMAN STEFANELLI: Just wanted</p> <p>11 to clarify it.</p> <p>12 MR. HIPOLIT: Yeah, it'd be right</p> <p>13 around 5:00 is when we want to sit. They'd probably</p> <p>14 sit around 295 West Grand and then get it from there.</p> <p>15 Traffic counts for the right-turn lane,</p> <p>16 I don't know, are we doing anything with traffic</p> <p>17 counts to the right-turn lane? As far as the right</p> <p>18 turn coming off the Parkway and cars making a right,</p> <p>19 how did we come up with the projection how many cars</p> <p>20 are making that right? I don't know if I got the</p> <p>21 answer yet.</p> <p>22 MR. RACHED: I think we have these</p> <p>23 numbers.</p> <p>24 MR. HIPOLIT: The applicant should</p> <p>25 really present that at the next meeting so the board</p>	<p>1 see what data they have. I don't know what data they</p> <p>2 have. I know that -- go farther back, I'll ask that</p> <p>3 question.</p> <p>4 And then the last thing I have is</p> <p>5 recent mention MUTCD test of five accidents per year,</p> <p>6 but I think the applicant is saying that they</p> <p>7 wouldn't agree to that.</p> <p>8 MR. REGAN: That would be one of the --</p> <p>9 MR. HIPOLIT: A metric. I don't know</p> <p>10 if the board wants to pursue that.</p> <p>11 CHAIRMAN DePINTO: That's something for</p> <p>12 the board to decide.</p> <p>13 But I think all the other points that</p> <p>14 you've come up with or based on your notes are</p> <p>15 accurate.</p> <p>16 MR. HIPOLIT: Okay. Except for the</p> <p>17 rumble strips at that --</p> <p>18 CHAIRMAN DePINTO: Correct.</p> <p>19 MR. HIPOLIT: Good.</p> <p>20 CHAIRMAN DePINTO: You okay with that,</p> <p>21 Mr. DelVecchio?</p> <p>22 MR. DELVECCHIO: In terms of</p> <p>23 Mr. Hipolit's notes, I think, you know, they</p> <p>24 represent the discussion.</p> <p>25 CHAIRMAN DePINTO: Okay. We still have</p>
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<p>1 can hear that.</p> <p>2 MR. ZITELLI: You mentioned the</p> <p>3 Parkway. Is that the one at the intersection of</p> <p>4 Grand and Chestnut Ridge? Is that where you're</p> <p>5 talking about.</p> <p>6 MR. HIPOLIT: No, I'm saying when cars</p> <p>7 -- cars that come off the Parkway, make a right turn,</p> <p>8 how many cars are going to turn right into the site.</p> <p>9 MR. ZITELLI: Yeah, you mentioned the</p> <p>10 Parkway light, I think, right? Did you say that,</p> <p>11 Parkway light? What light are we talking about?</p> <p>12 MR. HIPOLIT: The light at the Parkway</p> <p>13 and Grand Avenue. So you come down the ramp, just at</p> <p>14 like -- when you come off 172, there's a light right</p> <p>15 there. That light.</p> <p>16 MR. ZITELLI: Okay. Okay.</p> <p>17 MR. HIPOLIT: I am going to ask the</p> <p>18 chief to have the police department pull hopefully</p> <p>19 what will be a ten-year history, so ten years ago or</p> <p>20 more, when the driveway was open, the previous</p> <p>21 driveway, what was the accident history?</p> <p>22 And if there wasn't accident history,</p> <p>23 what was the type of accident.</p> <p>24 So hopefully when the driveway was open</p> <p>25 it had a lot of lefts in, rights in, whatever. I'll</p>	<p>1 a little bit of time. What else would you like to</p> <p>2 try and cover this evening?</p> <p>3 MR. DELVECCHIO: I'd like to cover</p> <p>4 Ms. Rodriguez's testimony, which is landscaping.</p> <p>5 There is not a lot of testimony there, but she did</p> <p>6 travel to get here and I'd like to try to resolve</p> <p>7 that area.</p> <p>8 CHAIRMAN DePINTO: Let's take a</p> <p>9 five-minute break and then we will get to her.</p> <p>10 And then with respect to Mike Dipple's</p> <p>11 letter of today, which is pretty extensive --</p> <p>12 MR. REGAN: We just received it.</p> <p>13 CHAIRMAN DePINTO: We just received it.</p> <p>14 MR. DELVECCHIO: Yes, we had promised,</p> <p>15 if you remember at the last meeting, that we would --</p> <p>16 we said we would comply. We wanted to put it in</p> <p>17 writing as to how and give you detailed documentation</p> <p>18 to do that.</p> <p>19 CHAIRMAN DePINTO: The problem is</p> <p>20 Mr. Hipolit hasn't had an opportunity to read it.</p> <p>21 MR. DELVECCHIO: Understood.</p> <p>22 CHAIRMAN DePINTO: But let's take a</p> <p>23 five-minute break.</p> <p>24 MR. DELVECCHIO: Sure.</p> <p>25 (Whereupon, a brief recess is taken.)</p>

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<p>1 CHAIRMAN DePINTO: This meeting will 2 come to order. 3 Mr. DelVecchio? 4 MR. DELVECCHIO: Yes. Thank you, 5 Mr. Chairman. 6 As I had indicated just before the 7 break, my intention is to call Ms. Trini Rodriguez of 8 ParkerRodriguez who is the landscape architect on 9 this portion of the project and the entirety of the 10 project so familiar face, I guess. 11 MR. REGAN: You want her swear here in? 12 MR. DELVECCHIO: Yes, please. 13 MR. REGAN: Do you swear or affirm that 14 the testimony you will give in this proceeding shall 15 be the truth so help you God? 16 MS. RODRIGUEZ: I do. 17 T R I N I R O D R I G U E Z, AICP, PLA 18 101 North Union Street, Suite #320, Alexandria, 19 Virginia, having been duly sworn, testifies as 20 follows: 21 MR. REGAN: And for the record, state 22 your full name, please, and spell your last name. 23 MS. RODRIGUEZ: Good evening, my name 24 is Trini Rodriguez with the firm of ParkerRodriguez. 25 MR. DELVECCHIO: Ms. Rodriguez</p>	<p>1 And those review letters contained 2 certain comments concerning landscaping and 3 screening, correct? 4 A. Correct. 5 Q. And in anticipation of appearing here 6 this evening you had collaborated with Mr. Dipple who 7 prepared a letter dated -- with today's date dated 8 July 11, which included certain responses to 9 landscaping comments regarding this project, correct? 10 A. Yes. 11 Q. Now that we've got the formalities 12 done, let's deal with practicality. 13 You were the landscape designer for 14 this project, many of the comments that were raised 15 were really focused on the screening nature of the 16 landscaping for certain areas of the project that 17 required landscaping, screening, light loading, like 18 trash enclosures in relation to those comments your 19 responses contained in Mr. Dipple's letter, the 20 intent is just to essentially upsize all of the 21 screening to a compliant height so that we fully 22 comply with the code in those areas? 23 Is that correct? 24 A. Correct. 25 So what we did is we actually up-sized</p>
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<p>1 previously testified -- 2 MR. REGAN: She's previously been 3 qualified in the field of landscape architecture on 4 several occasions before the board. 5 We have accepted her. 6 MR. DELVECCHIO: That's correct, 7 Mr. Regan. 8 If the board is comfortable with her 9 credentials I'll proceed. 10 DIRECT EXAMINATION 11 BY MR. DELVECCHIO: 12 Q. Ms. Rodriguez, we marked prior to this 13 evening as A-15 a set of drawings entitled "Landscape 14 Architecture Plan" prepared by ParkerRodriguez 15 consisting of four sheets and having a revision date 16 through June 23, 2022. 17 Those plans are on the table next for 18 you and I right now. 19 Were those drawings prepared by you or 20 under your supervision? 21 A. Yes, they were. 22 Q. You had also prior to this hearing this 23 evening received a -- actually you received several 24 review letters from various professionals concerning 25 this project.</p>	<p>1 the plans. We actually revised the site lighting 2 just to make sure that it was, sort of, an 3 intentional, sort of landscaping around the utilities 4 created what we've kind of called a utility cord 5 which actually kind of allowed for those utilities to 6 sit there surrounded by this new screening not -- not 7 new screening, it was there, it was just up-sized and 8 then it was softened up with some additional planting 9 in front to provide some softer textures and seasonal 10 interest. 11 And those were actually the -- the 12 plans that the planner had, sort of, requested 13 heights, which we have actually updated on our plans. 14 Q. Now, you are the designer and architect 15 of the landscape plan for Buildings 1, 2 and 3, that 16 are either complete or virtually complete as we here 17 today correct? 18 A. Correct, yes. 19 Q. You had an opportunity to visit the 20 site and see the results of your planning and design 21 in bloom so to speak? 22 A. Exactly, yes. 23 Q. Is the intent that the next phase that 24 is being applied for here this evening coordinating 25 with the existing work that you've done to date?</p>

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<p>1 A. Correct. Yes, we used, you know, the</p> <p>2 same palette of plant material there.</p> <p>3 And the idea is that it feels like a</p> <p>4 seamless project. I mean I have to admit I've been</p> <p>5 up at the site doing a lot of punch work and working</p> <p>6 with the construction company and I just wanted to</p> <p>7 congratulate all of you because I think as -- overall</p> <p>8 as the place has really come to fruition and I think</p> <p>9 this will be a great addition to -- to that.</p> <p>10 Q. There was, I recall, a comment</p> <p>11 concerning the wall material for the hardscape?</p> <p>12 A. Correct.</p> <p>13 Q. What is the intent? And I tread very</p> <p>14 lightly into color areas, but what is the intent with</p> <p>15 the --</p> <p>16 A. So --</p> <p>17 Q. -- the color of the wall blocks that</p> <p>18 are shown in the details on your plans?</p> <p>19 A. Right.</p> <p>20 So the -- the details show three colors</p> <p>21 which is what the manufacturer provides, manufactures</p> <p>22 three different palettes.</p> <p>23 And what we suggested in the documents,</p> <p>24 which is spelled out, is a mix of them. It's a</p> <p>25 30 percent, I forget the name ledger/legend, 40 and</p>	<p>1 with L2A and the civil engineers on that.</p> <p>2 Q. And based upon your design you believe</p> <p>3 that the plans fully comply with those requirements?</p> <p>4 A. Yes.</p> <p>5 And the planner did make one comment</p> <p>6 there were four spaces at the corner that were</p> <p>7 actually missed. And it was really a problem of</p> <p>8 coordination that was a change that was made to the</p> <p>9 site plan at the last minute and it was just missed.</p> <p>10 Q. And that's --</p> <p>11 A. That's been updated and added.</p> <p>12 Q. And I guess just so we're clear on the</p> <p>13 record that will be added and updated because the</p> <p>14 board hasn't seen those plans --</p> <p>15 A. Correct.</p> <p>16 Q. -- it may be done in your shop but we</p> <p>17 haven't submitted the plans yet?</p> <p>18 A. Yes. Correct.</p> <p>19 Q. And that's part of the response</p> <p>20 contained in Mr. Dipple's letter, correct?</p> <p>21 A. Correct.</p> <p>22 MR. DELVECCHIO: At this point,</p> <p>23 Mr. Chairman, I don't have any further questions of</p> <p>24 Ms. Rodriguez.</p> <p>25 I make her available for any remaining</p>
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<p>1 40 I believe they're on -- in the drawings.</p> <p>2 And it's the same palette that has been</p> <p>3 used on all of the walls on Phase I so it's already</p> <p>4 there, yes.</p> <p>5 It's 30 percent -- 30 percent that's</p> <p>6 Silverado, 40 percent Lafayette and 40 percent</p> <p>7 Kodiak.</p> <p>8 And the idea is to get a much more</p> <p>9 natural mix of colors instead of a more solid either</p> <p>10 red or gray or brown. So it's a -- it's a much more</p> <p>11 softer look.</p> <p>12 And that's what on-site already. And I</p> <p>13 believe you may have seen those.</p> <p>14 Q. So the intent is to match what is</p> <p>15 already been constructed and utilized in the earlier</p> <p>16 phases?</p> <p>17 A. Correct, it's exactly the same.</p> <p>18 Q. Okay.</p> <p>19 Now, there are certain metrics in the</p> <p>20 Montvale Ordinance concerning having sufficient</p> <p>21 number of planting areas for the parking for each</p> <p>22 number of parking spaces on-site. The number of</p> <p>23 trees. All of that has been factored into your</p> <p>24 design?</p> <p>25 A. Right. And we have been coordinating</p>	<p>1 question by the board.</p> <p>2 CHAIRMAN DePINTO: Okay.</p> <p>3 Mr. Hipolit, have you had an</p> <p>4 opportunity to review the plans with respect to</p> <p>5 landscape architecture?</p> <p>6 MR. HIPOLIT: So I didn't, but as the</p> <p>7 board knows we used Gus DeBlasio to do that --</p> <p>8 CHAIRMAN DePINTO: I'm sorry.</p> <p>9 MR. HIPOLIT: We used Gus DeBlasio to</p> <p>10 do it.</p> <p>11 CHAIRMAN DePINTO: Yeah. Can you --</p> <p>12 yes.</p> <p>13 MR. HIPOLIT: Yes, so Gus has looked at</p> <p>14 it. There was two things that happened with Gus,</p> <p>15 one, he was away initially then he got COVID, but now</p> <p>16 he's back -- he's back in action now. He did look at</p> <p>17 it. He has very few little -- literally a very few</p> <p>18 limited comments, but I think Darlene covered most of</p> <p>19 them. His biggest comment centered around caliper of</p> <p>20 trees. He thought the caliper of trees could be a</p> <p>21 little larger. And I think there was a few -- and I</p> <p>22 think a very few of -- a few species he wanted</p> <p>23 changed from something to something, I'm not the</p> <p>24 expert, but I will have that for you by next week.</p> <p>25 MR. DELVECCHIO: I know Ms. Rodriguez</p>


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<p>1 and Gus have spoken in the past.</p> <p>2 MS. RODRIGUEZ: Yes.</p> <p>3 MR. HIPOLIT: Correct.</p> <p>4 MR. DelVECCHIO: If the board is okay</p> <p>5 with it we're happy to have her reach out and</p> <p>6 coordinate.</p> <p>7 CHAIRMAN DePINTO: Why don't we do that</p> <p>8 in the interest of time --</p> <p>9 MR. HIPOLIT: His comments were minor.</p> <p>10 CHAIRMAN DePINTO: Yes.</p> <p>11 Why don't you communicate directly with</p> <p>12 him.</p> <p>13 MS. RODRIGUEZ: I will.</p> <p>14 MR. HIPOLIT: That's fine.</p> <p>15 MS. RODRIGUEZ: Yes. Thank you.</p> <p>16 MR. HIPOLIT: I'll tell him that</p> <p>17 tomorrow.</p> <p>18 MS. RODRIGUEZ: Yes, I'll call him.</p> <p>19 CHAIRMAN DePINTO: Anyone have any</p> <p>20 questions?</p> <p>21 VICE CHAIRMAN STEFANELLI: Yes.</p> <p>22 CHAIRMAN DePINTO: Comments?</p> <p>23 Frank?</p> <p>24 VICE CHAIRMAN STEFANELLI: The only</p> <p>25 comment or question I have is what are we going to do</p>	<p>1 CHAIRMAN DePINTO: Okay. I think</p> <p>2 that's it for now, Mr. DelVecchio.</p> <p>3 Thank you.</p> <p>4 MS. RODRIGUEZ: Thank you, good to see</p> <p>5 you all again.</p> <p>6 CHAIRMAN DePINTO: Thank you.</p> <p>7 MS. HUTTER: Carry.</p> <p>8 CHAIRMAN DePINTO: Yes.</p> <p>9 I think we're going to call it an</p> <p>10 evening, Mr. DelVecchio.</p> <p>11 Question is when will you be returning?</p> <p>12 MR. DelVECCHIO: If the board will have</p> <p>13 us, August 2nd would be our preference.</p> <p>14 CHAIRMAN DePINTO: Okay. And hopefully</p> <p>15 we'll be able to get a wrap on the traffic issue.</p> <p>16 Mr. Hipolit, will you'll have an</p> <p>17 opportunity to review Mr. Dipple's letter of this</p> <p>18 date.</p> <p>19 MR. HIPOLIT: I will.</p> <p>20 CHAIRMAN DePINTO: Revised plans that</p> <p>21 were referenced will be sent in by then I presume?</p> <p>22 MR. DelVECCHIO: Revised plans map that</p> <p>23 were referenced?</p> <p>24 CHAIRMAN DePINTO: Didn't you say that</p> <p>25 --</p>
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<p>1 with the Phase II future development area in the</p> <p>2 meantime? How are we going to...</p> <p>3 MR. DelVECCHIO: That's intended to be</p> <p>4 --</p> <p>5 MS. RODRIGUEZ: Yes, it will be graded</p> <p>6 and seeded.</p> <p>7 MR. HIPOLIT: Grass.</p> <p>8 MS. RODRIGUEZ: I mean I know that</p> <p>9 probably from the planning standpoint that they would</p> <p>10 love to get somebody in.</p> <p>11 VICE CHAIRMAN STEFANELLI: You're going</p> <p>12 to seed it?</p> <p>13 MS. RODRIGUEZ: Yes. We'll stabilize</p> <p>14 it and seed it, that's usually what we do.</p> <p>15 VICE CHAIRMAN STEFANELLI: Well, I'd</p> <p>16 like to see some trees in there too, if you can. So</p> <p>17 if we can consider that.</p> <p>18 MR. HIPOLIT: Like perimeter trees?</p> <p>19 VICE CHAIRMAN STEFANELLI: Yeah, just a</p> <p>20 couple of them.</p> <p>21 MR. HIPOLIT: To break it up a little</p> <p>22 bit?</p> <p>23 CHAIRMAN DePINTO: Okay.</p> <p>24 Anyone else?</p> <p>25 (No response.)</p>	<p>1 VICE CHAIRMAN STEFANELLI: The</p> <p>2 landscaping plan.</p> <p>3 CHAIRMAN DePINTO: -- there will be</p> <p>4 revised plan coming?</p> <p>5 MR. DelVECCHIO: I don't --</p> <p>6 CHAIRMAN DePINTO: No. We're okay?</p> <p>7 MR. DelVECCHIO: Yes, we said we put</p> <p>8 how we going the address that in the letter.</p> <p>9 I'm not sure Mr. Dipple or</p> <p>10 Ms. Rodriguez will have an enough time the submit</p> <p>11 plans in advance.</p> <p>12 MR. HIPOLIT: So, I'm not here on the</p> <p>13 2nd, I'm going on a college tour.</p> <p>14 CHAIRMAN DePINTO: I'm sorry. You're</p> <p>15 not --</p> <p>16 MR. HIPOLIT: I'm at a college tour,</p> <p>17 I'm not here on the 2nd, not that you necessarily</p> <p>18 need me, but I'm not here.</p> <p>19 CHAIRMAN DePINTO: I think we should be</p> <p>20 okay.</p> <p>21 MR. HIPOLIT: I will have a review</p> <p>22 letter.</p> <p>23 CHAIRMAN DePINTO: Right.</p> <p>24 We will have Chris here --</p> <p>25 MR. HIPOLIT: Yup.</p>

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<p>1 CHAIRMAN DePINTO: -- and I think we're 2 going to need Maurice again. 3 MR. HIPOLIT: Yes, I think Maurice has 4 to come again. 5 CHAIRMAN DePINTO: Right, yes. 6 MS. HUTTER: We need the simulation 7 model. 8 CHAIRMAN DePINTO: Yes, right. 9 MR. HIPOLIT: What? 10 CHAIRMAN DePINTO: The model. 11 MS. HUTTER: The simulation model, I 12 think Maurice needs to be here. 13 MR. HIPOLIT: Yes, Maurice is coming. 14 I think Maurice is planning -- I'll text him, he's 15 planning on coming back. Yes. 16 CHAIRMAN DePINTO: Okay. 17 What else do we have, anything? 18 (No response.) 19 CHAIRMAN DePINTO: Mr. DelVecchio, 20 anything else on your side? 21 MR. DelVECCHIO: No, other than to 22 officially announce for the record the carry date so 23 I avoid the notice issue. 24 CHAIRMAN DePINTO: Thank you. 25 The meeting will be carried to</p>	<p>1 C E R T I F I C A T E 2 3 4 I, LAURA A. CARUCCI, C.C.R., R.P.R., a Notary 5 Public of the State of New Jersey, Notary 6 ID.#50094914, Certified Court Reporter of the State 7 of New Jersey, and a Registered Professional 8 Reporter, hereby certify that the foregoing is a 9 verbatim record of the testimony provided under oath 10 before any court, referee, board, commission or other 11 body created by statute of the State of New Jersey. 12 I am not related to the parties 13 involved in this action; I have no financial 14 interest, nor am I related to an agent of or employed 15 by anyone with a financial interest in the outcome of 16 this action. 17 This transcript complies with 18 regulation 13:43-5.9 of the New Jersey Administrative 19 Code. 20 21 22 23 24 25</p> <p style="text-align: center;"> LAURA A. CARUCCI, C.C.R., R.P.R. License #XI02050, and Notary Public of New Jersey #50094914, Notary Expiration Date December 3, 2023</p> <p>Dated:</p>
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<p>1 August 2nd, no further notice will be provided. 2 Thank you for coming in. 3 MR. DelVECCHIO: Thank you. 4 CHAIRMAN DePINTO: Thank you. 5 We'll see you soon. 6 (Whereupon, this matter will be 7 continuing at a future date. Time noted: 8 10:35 p.m.) 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p>	

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