

TOWNSHIP OF LONG HILL  
PLANNING BOARD

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IN THE MATTER OF:

Application No. 19-13P	TRANSCRIPT
PRISM MILLINGTON, LLC	OF
50 Division Avenue	
Blocks 12301/10100 Lots 1/7.01	PROCEEDINGS
Major Preliminary and Final	
Site Plan	

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Tuesday, July 28, 2020  
Zoom Remote Hearing  
Commencing at 7:41 p.m.

BOARD MEMBERS PRESENT:

DAVID HANDS, Chairman  
THOMAS JONES, Vice Chairman  
BRENDAN RAE, Mayor  
JOHN FALVEY  
VICTOR VERLEZZA  
TOM MALINOUSKY  
J. ALAN PFEIL  
DENNIS SANDOW

A P P E A R A N C E S

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1     A L S O       P R E S E N T :

2                 DEBRA COONCE, Planning & Zoning Board  
                                  Coordinator

3                 ELIZABETH LEHENY, Township Planner

4                 MICHAEL LANZAFAMA, Board Engineer

6                 ROBERT FOURNIADIS (Previously sworn)

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1           CHAIRMAN HANDS: Okay. With that,  
2 next matter is the application that we've  
3 continued from the last, I think three  
4 meetings now. I hand it over to Frank to  
5 continue on where we left off, which I think  
6 was engineering last time.

7           But before we do that -- I  
8 apologize. Before we do that, Deb, as part of  
9 the meeting -- part of the application, we've  
10 been posting on the website. Would you just  
11 mind very quickly just mentioning which are  
12 the most recent documents you've uploaded to  
13 the website?

14           COORDINATOR COONCE: Absolutely.  
15 Whoever is -- has the feedback, everybody  
16 might want to mute themselves. As a  
17 reminder, please mute unless you are  
18 speaking.

19           THE REPORTER: Thank you.

20           COORDINATOR COONCE: So there are  
21 three additional exhibits that the applicant  
22 sent to us for the website: Exhibit A-6 is  
23 the Stonefield Engineering letter that's  
24 regarding parking and landscaping. Exhibit  
25 A-7 is a parking exhibit. It was just marked

1 as "Parking Exhibit," which they will be  
2 reviewing. And Exhibit 8 is the landscaping  
3 plan revised.

4 These -- all three exhibits are  
5 dated July 17th. They were all received on  
6 the 17th and uploaded on the 20th.

7 CHAIRMAN HANDS: Thank you for  
8 that.

9 Frank, would you like to  
10 continue?

11 MR. REGAN: Sure.

12 Good evening, Mr. Chairman, members  
13 of the Board. Frank Regan. I think where we  
14 left it, Mr. Chairman, was we were in  
15 questions for our engineer, our site engineer,  
16 Jeff Martell, who is here and is prepared to  
17 answer any additional questions from the  
18 public.

19 COORDINATOR COONCE: Yes. As we  
20 stated, Mr. Chairman, I will bring in Pam  
21 Ogens.

22 CHAIRMAN HANDS: Thank you.

23 COORDINATOR COONCE: She was told  
24 she could speak first tonight.

25 CHAIRMAN HANDS: Thank you.

1 MS. OGENS: Hello. Can you hear me?

2 CHAIRMAN HANDS: Yes, Pam.

3 MS. OGENS: Okay. Great. My first  
4 question was, in the Fire Protection review  
5 comment, there's a section under "Site and  
6 Building Access" where it stated "The proposed  
7 plan appears to provide for two separate  
8 access points to the site: The main access  
9 from Division Avenue" -- though it says  
10 "street," but it's Division Avenue -- "and a  
11 secondary access from Stone House Road. At  
12 least one additional emergency vehicle access  
13 point is recommended, perhaps coming in from  
14 an entry point from the north side off of  
15 Commerce Street."

16 I do see that there was additional  
17 site plan or updated site plan, C-22 and C-23,  
18 that lays out the turning ability of emergency  
19 vehicles. And I wondered if that, then, is  
20 considered sufficient to no longer need the  
21 additional emergency site or is -- is that  
22 still to be decided on by the -- the fire  
23 marshal or the firefighters?

24 (Record notes Commissioner Victor  
25 Verlezza is now present.)

1                   J E F F R E Y   M A R T E L L,  
2           having been previously duly sworn, remained  
3           under oath and testified as follows:

4                   MR. MARTELL:   Good evening.   Jeff  
5           Martell.

6                   We believe it is sufficient.   We  
7           haven't seen an updated letter from -- from  
8           the Fire Protection folks, but we do believe  
9           it is sufficient.

10                   MS. OGENS:   Can I ask you to just  
11           reaffirm that with them, that they no longer  
12           feel the need for the emergency -- the  
13           emergency entrance off of commerce?

14                   THE WITNESS:   Yeah.   I mean, I can't  
15           compel them to do anything, per se, but I'm  
16           happy to follow up with them and confirm.

17                   MS. OGENS:   Thank you.   Yeah, I did  
18           see that missing.

19                   I just did want to bring to light --  
20           and this might not be for Mr. Martell, but I  
21           did read it in some of the later documents,  
22           the request for information from the Long Hill  
23           Township Environmental Commission.

24                   And correct me if I'm wrong, but I  
25           do remember at the June 9th meeting when the

1 chairperson of the Environmental Commission  
2 did appear before this hearing and explained  
3 that he felt this was beyond his purview; that  
4 his expertise was in energy efficiency and  
5 felt that there needed to be some assistance  
6 to him to evaluate the environmental impact  
7 statement.

8 I see where in the traffic im --  
9 impact report there is a notation that the  
10 Planning Board may have their own traffic  
11 engineer evaluate the -- the traffic impact  
12 statement. And I urge the Planning Board to  
13 please consider the same for the environmental  
14 impact statement, bearing in mind that this is  
15 a town of only approximately 8,900 residents.

16 And I have been very impressed with  
17 the expertise that we have among our  
18 volunteers in our different commissions.  
19 However, if a chairperson says to us this is  
20 beyond their -- their expertise and asks for  
21 help, I urge you to -- to treat that with  
22 respect and provide the help they -- they are  
23 asking for.

24 CHAIRMAN HANDS: Okay. Maybe I'll  
25 reach out to Terry to just confirm it. It



1 doesn't jump to my mind, that request, but I  
2 would say I can reach out to Terry and see if  
3 -- make sure he has something in writing  
4 perhaps to that fact and see where we can take  
5 it from there.

6 MS. OGENS: Well, do you have the --  
7 it might be in the June 9th -- is that  
8 transcript did yet? Yes, I believe it is.

9 CHAIRMAN HANDS: It is, the  
10 transcript. It is.

11 MS. OGENS: So probably with a word  
12 search we could find what he said or, if not,  
13 reaching out to him certainly.

14 CHAIRMAN HANDS: I'd like to reach  
15 out to Terry anyhow.

16 COORDINATOR COONCE: But we have to  
17 remember the Board cannot do that if the  
18 applicant doesn't agree. The applicant would  
19 have to agree to that because that would be  
20 paid by the applicant.

21 CHAIRMAN HANDS: All right. First,  
22 I just want to see where Terry is with the  
23 report, firstly. If you can do that, that  
24 would be fine. I just want to make sure we  
25 get some commentary back, some initial

1 commentary back from the Environmental  
2 Commission, because I know you've asked for  
3 that report and I don't think we've seen it  
4 back.

5 COORDINATOR COONCE: Nothing in  
6 writing, no.

7 CHAIRMAN HANDS: Yeah. So I'd just  
8 like -- before, you know, we get too forward  
9 further into this application, I'd like to get  
10 some sense as to where they are and should  
11 there be any request from them.

12 MS. OGENS: In view of the fact,  
13 also, that we did mention also that this was  
14 being considered, and it is in writing, for  
15 the same with the traffic impact study.

16 My next question is -- we mentioned  
17 it at the last meeting on the 14th that there  
18 were utility poles. And I looked at the site  
19 plan C-8. I was probably mistakenly under the  
20 impression that lines would be buried. So if  
21 Mr. Martell could just explain which lines are  
22 buried and which will we see overhead with  
23 respect to electric, telecommunications,  
24 cable, et cetera. I didn't think we would be  
25 seeing overhead wires, but I think I was

1 mistaken.

2 THE WITNESS: Yeah. All the  
3 utilities within the property will be under  
4 ground. The utility poles that came up at the  
5 last meeting in reference are the poles  
6 along -- along the public roadways. So all  
7 the utilities in the property would be under  
8 ground. We're not proposing utility poles on  
9 the property itself.

10 MS. OGENS: So there won't be  
11 overhead wires within the complex?

12 THE WITNESS: Correct, there will  
13 not be overhead wires within the complex.

14 MS. OGENS: Gotcha. Okay.

15 And I do have a question. We  
16 requested some artist drawings, renderings,  
17 photos of what the fences would look like.  
18 And I did also read that the cement retaining  
19 wall is being replaced with a segmental wall,  
20 which certainly I think is more aesthetically  
21 pleasing. But I wondered when we could expect  
22 to see some drawings or photos, et cetera, of  
23 the fences that will -- that we can add to  
24 what we already have.

25 THE WITNESS: Yeah. The applicant

1 described at the last meeting that subject to  
2 DEP's approval, who has jurisdiction on that,  
3 that fencing around the restricted area, he  
4 described the style of fence as being the  
5 decorative type, wrought-iron-style-looking  
6 fence with the vertical elements. But we  
7 don't have DEP confirmation on that yet, but  
8 that would be the intent.

9           And the modular block wall, there is  
10 a detail in the engineering plans. It's a  
11 pretty traditional modular block wall, but it  
12 will be an earth-tone color. Nothing specific  
13 or unique about it other than the fact that we  
14 described that we tiered it so that it would  
15 visually look like, you know, one large wall  
16 that's been tiered with landscaping.

17           So it's all detailed within the  
18 plans. We don't have any specific additional  
19 visuals at this time beyond that.

20           MS. OGENS: Yeah, I can see that it  
21 was sort of a keystone effect of that, that  
22 segmented wall. I didn't read anything about  
23 wrought-iron-looking fencing, but, yeah, when  
24 you have a visual, that certainly will help us  
25 have an idea what it looks like.

1           Okay. That's all the questions I  
2 have for now. I'm sure I'll have more in the  
3 future, but I thank you for your time.

4           THE WITNESS: Thank you.

5           CHAIRMAN HANDS: Thank you, Pam.

6           COORDINATOR COONCE: Opening it up  
7 to other questions from the public.

8           Would anyone from the public like to  
9 ask questions of the engineer?

10          Mr. Don Farnell. Wait. One more  
11 time. I thought I saw a hand go up.

12          CHAIRMAN HANDS: I saw Don's hand  
13 go up as well. Don's on mute. I don't see  
14 --

15          MR. FARNELL: I'm here. Can you  
16 hear me?

17          COORDINATOR COONCE: Yep.

18          MR. FARNELL: Mr. Martell, when you  
19 started developing the plan for the project,  
20 did you have an opportunity to look at any of  
21 the previous master plan documentation  
22 specifically regarding Millington village?

23          THE WITNESS: I have reviewed some  
24 of the language in the master plan relative to  
25 Millington Village. It wasn't specifically

1 before I started working on the project, but  
2 since working on the project I have.

3 MR. FARNELL: Okay. So you're aware  
4 that we're kind of -- the master plan talks to  
5 a semi-rural environment, tree-lined streets,  
6 walkable communities, so on and so forth.

7 And I'm wondering whether the plan that  
8 you currently have here that we're talking about  
9 tonight in your mind is consistent with those  
10 aspects of the master plan.

11 THE WITNESS: Well, I didn't  
12 necessarily -- I didn't necessarily perform  
13 that exercise. The plan was designed to be  
14 consistent with the zoning. And, you know, I  
15 didn't create the zoning so I take the zoning  
16 as it is and we created the plan to conform  
17 with the zoning.

18 I looked at the master plan just for  
19 my own, you know, research on the property and  
20 the area in general, but I took my guidance  
21 and designed the site to comply with the  
22 zoning requirements.

23 MR. FARNELL: Yeah. Do you believe  
24 that perhaps a different plan could be  
25 configured and still meet the criteria of the

1 zoning provided?

2 THE WITNESS: I think there's an  
3 infinite number of variables when it comes to  
4 site plan designing. So of course there's  
5 other plans that could be developed, but this  
6 is a plan that we've designed that meets the  
7 requirements of the zone, meets the intent of  
8 the applicant. And that's how -- that's how  
9 we come up with this plan.

10 MR. FARNELL: Did -- did you ever  
11 consider a plan where the housing units  
12 fronted directly on Division Avenue and/or  
13 Stone House Road?

14 THE WITNESS: No. I believe  
15 specifically the intent was to not have that  
16 be the case.

17 MR. FARNELL: Did anybody tell you  
18 not to design it that way?

19 THE WITNESS: I believe there is a  
20 requirement, correct, in zoning that it's not  
21 meant to front on those roadways. There's --  
22 there's setback areas. And I think the  
23 parking is intended to be within the complex,  
24 not outward-facing towards the roads.

25 MR. FARNELL: Okay. Let me -- let

1 me ask now, Mr. Martell, in terms of the  
2 interior roads on here, are these private  
3 roads or are they dedicated to Long Hill  
4 Township?

5 THE WITNESS: It's a private  
6 complex, so we're using the roads loosely, but  
7 it's all -- once you get the property lines,  
8 the outer perimeter property lines, it's  
9 private property, privately maintained and not  
10 public roads.

11 MR. FARNELL: Will a school bus come  
12 into this complex in your estimation?

13 THE WITNESS: That's for the school  
14 board and those folks to determine. It's  
15 physically possible, but it's not -- it's not  
16 our decision to make.

17 MR. FARNELL: The fact that -- let's  
18 just say that the school board decides that  
19 they don't, in fact, want to have a school bus  
20 in there.

21 Would it make any sense to have some  
22 kind of a shelter at the Division Avenue  
23 driveway where children -- and there will be  
24 children here -- could congregate instead of  
25 having them walk all over the place or have



1 mom drive up and clog up all the roads there?

2 Does that make any sense?

3 THE WITNESS: There are -- so as we  
4 described, the applicant and the design team  
5 have gone to great lengths to ensure that the  
6 entire property has ADA-compliant sidewalks,  
7 crosswalks, safely lit walking paths. So  
8 there's a very good design in place for  
9 children or children accompanied by adults,  
10 whatever it may be, to walk to designated  
11 areas that the school board or the bus  
12 companies dictate.

13 At this point I don't know what  
14 their pleasure is, so to speak. I'm not aware  
15 of any shelters in the community or that  
16 really being a primary focus for the school  
17 pickup spots for the bus. So we weren't  
18 planning for a shelter, per se, but there is  
19 adequate sidewalk and certainly safe areas for  
20 people to congregate whether it be at the  
21 Division Avenue driveway or interior to the  
22 site at the school board and bus company's  
23 pleasure.

24 MR. FARNELL: Mr. Fourniadis, would  
25 you as a condition of approval be willing to

1 create a bus shelter at the Division Avenue  
2 entrance to the complex?

3 MR. FOURNIADIS: I would not. I  
4 don't see any of those anywhere else in the  
5 township, not that I've walked across every  
6 square foot of the township. I don't see why  
7 it's necessary. There's sidewalks everywhere.  
8 There's plenty of places for children to  
9 muster to wait for the bus. And I'm sure an  
10 appropriate plan could be worked out by the  
11 Board of Education and the school bus company  
12 if it's a private company separate from the  
13 Board of Education.

14 MR. FARNELL: Okay. Let's talk  
15 about this pedestrian circulation here for a  
16 second.

17 Mr. Martell, I hope you know that  
18 slightly to the south and east on Division  
19 Avenue there is a Cumberland Farms convenience  
20 store?

21 THE WITNESS: Yes.

22 MR. FARNELL: Okay. So let's say,  
23 hypothetically, Mr. Jones, who lives in  
24 Building 8 on the southwest corner of the  
25 property, has to go over and get a quart of

1 milk at 9 o'clock at night. How's he going to  
2 get from Building Number 8 to the Cumberland  
3 Farms store on Division Avenue?

4 THE WITNESS: He'd walk interior to  
5 the site on the sidewalk, out to the sidewalk  
6 that connects on to Division Avenue, and then  
7 walks out from there.

8 MR. FARNELL: So you think this  
9 person's going to walk across the bottom of  
10 the site, up the sidewalk -- or up a sidewalk  
11 to the main entrance to Division Avenue and  
12 then walk down Division Avenue to the  
13 crosswalk? Is that what you think is going to  
14 happen?

15 THE WITNESS: That's what we'd  
16 recommend. There is a grade change between  
17 that area in question and Division Avenue. So  
18 there's not a safe grade design, a sidewalk  
19 down that area. So we have to take the safest  
20 route and design accordingly.

21 If somebody chooses to walk across  
22 the slope wrong, of course I can't control  
23 that, but we've designed adequate pedestrian  
24 facilities and we do think they are  
25 appropriate given the topography and the

1 walkability of the site.

2 MR. FARNELL: What if you were to  
3 run a sidewalk that expands across Route 78, I  
4 think is already there, up the slope toward  
5 Division Avenue with ramps or stairs, or  
6 whatever it is, to connect directly to the  
7 sidewalk on Division Avenue? Wouldn't that  
8 keep people off the secondary access,  
9 pedestrians off the secondary access and off  
10 of Stone House Road and onto a controlled  
11 pedestrian way?

12 THE WITNESS: We wouldn't want to  
13 introduce stairs. I would never suggest that  
14 out in a pedestrian walkway and I don't know  
15 if we could get an ADA design as you've  
16 described it. There's a significant  
17 topographic change from Stone House up to the  
18 site.

19 The applicant and our office are  
20 only willing to design ADA-compliant sidewalk  
21 routes. We're not willing to consider  
22 non-ADA-compliant sidewalks and we're not  
23 willing to consider steps on the perimeter of  
24 the site that could be a hazard in ice or  
25 otherwise weather conditions.

1           So we're only willing to consider  
2   ADA-compliant routes. That will be the only  
3   sidewalk that we will design on this facility.  
4   If it's physically possible to be ADA  
5   compliant, the applicant would not object, but  
6   the reason it hasn't been provided is based on  
7   that topography.

8           MR. FARNELL: Okay. Let's just see  
9   here. The main entrance on Division Avenue  
10   appears to be 20 -- it's just a question.  
11   When you have a development like this with a  
12   number of units and the anticipated amount of  
13   traffic, does RSIS require an island to  
14   separate the in- and outbound lanes?

15           THE WITNESS: Not for this  
16   particular design because we have a second  
17   point of ingress and egress. While you  
18   usually see that island is to essentially  
19   create two, I think, 8-foot-wide-compliant  
20   paths in or out of the site, if a car were to  
21   break down or there was a fender-bender or  
22   something like that, there would be another  
23   provision for the person to see vehicles.

24           But in this particular design, we've  
25   designed specifically for the second means of

1 ingress and egress so for this particular site  
2 it's not required. But they're designed with  
3 one roadway then we would be introducing that  
4 element to comply. But not the case here.

5 MR. FARNELL: So that dimension, the  
6 dimension of that entrance that's shown as 27  
7 feet, where all of the other internal roadways  
8 are 24 feet, is that consistent?

9 THE WITNESS: Right. The 27 feet  
10 was based on running the templates, the  
11 turning templates, specifically at the  
12 driveway. But the balance of the site's  
13 designed with 24, correct.

14 MR. FARNELL: Yes, as far as I can  
15 tell.

16 THE WITNESS: Yes, I agree.

17 MR. FARNELL: All right. My next  
18 question -- and I'd like to get some help from  
19 Mr. Lanzafama on this. I rewrote -- I reread  
20 the engineer's letter regarding parking,  
21 parking circulation, guest parking and the  
22 like. And I still get the feeling that  
23 Mr. Lanzafama feels that perhaps the parking  
24 is inadequate currently.

25 Am I interpreting that correctly,

1 Mr. Lanzafama?

2 MR. LANZAFAMA: You are not. And in  
3 my opinion, because of its proximity to the  
4 train station, I think the number of cars are  
5 adequate. What my major concern was, was the  
6 distribution of parking. I felt the parking  
7 was biased to the north and that there was  
8 insufficient handicap parking on the southern  
9 end as well.

10 I had a meeting with Mr. Martell and  
11 his staff as well as our planner -- I was  
12 present at the meeting -- in an effort to  
13 rework the site to produce more parking on  
14 site as well as get more parking in the  
15 southern end. I believe their traffic  
16 consultant will be presenting an exhibit this  
17 evening that shows you their effort in  
18 increasing the number of parking spaces and  
19 improving the distribution.

20 MR. FARNELL: So just to be clear,  
21 not to beat this dead horse, are you satisfied  
22 now with what's shown on the plan that the  
23 parking is, A, adequate and properly  
24 distributed through the site?

25 MR. LANZAFAMA: With the Exhibit

1 A-7, I believe that they'll present this  
2 evening, I am satisfied.

3 MR. FARNELL: Okay. Back to  
4 Mr. Martell.

5 The parking that is proposed for  
6 the retail building in the northeast corner of  
7 the site, is there -- is there any way that  
8 the parking intended for that use and the  
9 parking intended for every other use are  
10 separated or somehow controlled or is it a  
11 free-for-all?

12 THE WITNESS: So the next witness is  
13 going to go into parking in more detail in  
14 terms of the idea that some of the parking  
15 will be shared between certain components. So  
16 I'm going to defer that question to the next  
17 witness.

18 MR. FARNELL: Okay. It would be  
19 helpful if you could show a grading plan, but  
20 I don't think you have one. So let me -- let  
21 me ask the questions.

22 If we could -- if you could look at  
23 the grading plan and look at the southwest  
24 corner of the property, specifically Building  
25 8. I'm looking at -- I'm looking at the spot



1 grade elevation at the corner, the southwest  
2 corner, of Building 8 that I believe is  
3 262.75.

4 THE WITNESS: Okay.

5 MR. FARNELL: If you go -- if you go  
6 directly down the hill, directly down the hill  
7 to the curve, that I believe is mislabeled,  
8 the spot graders, I think you have it as  
9 262.50, where I believe it's actually 242.50.

10 THE WITNESS: Okay.

11 MR. FARNELL: Okay? So if we do the  
12 arithmetic, if we subtract 242.50 from 262.75,  
13 that means, if I'm correctly interpreting  
14 this, from the pavement of Stone House Road to  
15 the ground corner elevation of Building 8 is  
16 20.25 feet.

17 Am I correct?

18 THE WITNESS: Yeah. I think -- just  
19 to clarify, I believe you're referencing  
20 Building 6 in the southeast --

21 MR. FRANELL: Nope. Nope. All  
22 the way to the southwest corner, is that 6 or  
23 8?

24 THE WITNESS: Six is in the  
25 southwest corner, the bottom left.

1 MR. FARNELL: That's close to the  
2 Superfund site? I may have mislabeled it.  
3 It's Building 6?

4 CHAIRMAN HANDS: It's Building 6.

5 MR. FARNELL: Building 6. Okay.

6 THE WITNESS: Okay. I just wanted  
7 to make --

8 MR. FARNELL: So I'm correct that  
9 the difference is 20.25 feet?

10 THE WITNESS: Correct.

11 MR. FARNELL: Okay. So -- so right  
12 at the bottom of that building, that building  
13 is already more than 20 feet above the  
14 elevation of the street?

15 THE WITNESS: Right at about 20  
16 feet, yes.

17 MR. FARNELL: Okay. Do you know --  
18 and if you don't know, I'll ask the architect.  
19 Do you know how tall Building 6 is intended to  
20 be? Is it 35 feet there?

21 THE WITNESS: I'll defer to the  
22 architect.

23 MR. FARNELL: All right. Well, the  
24 architect's plans don't have any -- don't have  
25 any dimensions on them, but I believe the

1 zoning provided for all residential buildings  
2 to be 35 feet except those that backed up or  
3 on the western perimeter. So I believe that  
4 that building is intended to be 35 feet.

5 THE WITNESS: I'm not sure I agree  
6 with you, but I think along Stone House you  
7 could go taller. But, regardless, I'll defer  
8 the height of the building to the --

9 MR. FARNELL: All right. Let's say  
10 it's 35. So theoretically if you add 20 feet  
11 to 35 feet, the top of that building is 55  
12 feet above the street. Fair?

13 THE WITNESS: Assuming the height  
14 of -- yes, right. Assuming the height of 35  
15 feet, correct.

16 MR. FARNELL: Right. And if it's  
17 45, it's 65 feet.

18 THE WITNESS: Yeah. I mean, that's  
19 the difference in elevation between the top of  
20 the building and Stone House Road, not  
21 necessarily the building height as defined by  
22 the ordinance. But sometimes there's --

23 MR. FARNELL: So -- so -- so it's  
24 really up there. Is that fair?

25 THE WITNESS: I mean, the numbers

1 you've said are accurate.

2 MR. FARNELL: Okay. All right.

3 Thank you.

4 Let me just see here. Getting back  
5 to the parking and circulation, we won't talk  
6 about the numbers for a minute, but there  
7 is -- there's an awful lot of parking in  
8 in-and-out islands and so on and so forth.

9 From a practical standpoint, let's  
10 just say that on any given day 75 percent of  
11 those spaces have automobile in them. And  
12 you get a snowstorm. And the people who  
13 maintain the building come -- maintain the  
14 property come. Where are they going to put  
15 the snow?

16 THE WITNESS: Landscape areas.

17 MR. FARNELL: Like where?

18 THE WITNESS: Like along Division,  
19 intermittent landscape areas. Wherever  
20 there's cars that are not parked and they can  
21 push snow to the edge.

22 MR. FARNELL: Okay. I'm inclined to  
23 disagree with you on that one, but, okay.

24 Let's see. We talked -- we can talk  
25 about retaining walls for a minute. There

1 seem to be a lot of retaining walls proposed  
2 on the site. There's one on the western  
3 boundary of the pool, on a rec building, and  
4 there are a number of significant retaining  
5 walls in the southwest corner of the property.  
6 And you spoke with the previous individual  
7 about these being block walls.

8 THE WITNESS: Correct.

9 MR. FARNELL: What is the township  
10 ordinance for maximum height of a retaining  
11 wall?

12 THE WITNESS: I don't know offhand.

13 MR. FARNELL: Mr. Lanzafama, can you  
14 tell me? Hello?

15 COORDINATOR COONCE: Mr. Lanzafama,  
16 you're muted. Mr. Lanzafama, you're muted.

17 MR. LANZAFAMA: My mouse had died  
18 for a minute. I'm just going to check the  
19 ordinance quickly. I don't know off the top  
20 of my head.

21 MR. FARNELL: As you're looking, my  
22 question really has to do with whether those  
23 heights -- and there are a lot of walls and a  
24 lot of varying heights and so on and so forth.  
25 Are railings on top of any of those walls

1 required per township code? Because I don't  
2 see --

3 MR. LANZAFAMA: Are you --

4 (Indiscernible cross talk; reporter  
5 requests one speaker)

6 MR. LANZAFAMA: Are you asking me,  
7 Mr. Farnell?

8 MR. FARNELL: I'm asking you if  
9 you could tell me what the code is, please,  
10 yes.

11 MR. LANZAFAMA: The building code  
12 requires fencing on top of the highest wall.  
13 In other words, if you have a terraced wall,  
14 there should be a fence on top of the wall  
15 behind building number 6.

16 MR. FARNELL: Okay. Is there -- is  
17 there railings shown on that wall,  
18 Mr. Martell?

19 THE WITNESS: Yes.

20 MR. FARNELL: Because I didn't see  
21 it in the plan. If I'm missing it, please  
22 tell me.

23 THE WITNESS: Yes. There's a  
24 split-rail fence on the high side, the highest  
25 wall, that tiered wall.

1 MR. FARNELL: Okay. Let me just see  
2 here. I believe that's all I have.

3 Thank you, Mr. Martell. Thank you,  
4 Mr. Chairman.

5 CHAIRMAN HANDS: Thank you, Don.  
6 Appreciate it.

7 I don't see any other hands raised.

8 COORDINATOR COONCE: I believe this  
9 is Mr. Arentowicz.

10 CHAIRMAN HANDS: Yes. Go ahead,  
11 please, Deb.

12 COORDINATOR COONCE: Yes, I --

13 MR. ARENTOWICZ: Can you hear me?

14 COORDINATOR COONCE: Yes.

15 THE REPORTER: Can I have your full  
16 name? And spell it, please.

17 MR. ARENTOWICZ: Charles Arentowicz,  
18 A-R-E-N-T-O-W-I-C-Z.

19 Tonight is a special meeting of the  
20 Planning Board, is that correct?

21 COORDINATOR COONCE: Yes.

22 MR. ARENTOWICZ: I want to go on the  
23 record that, in fact, this is a special  
24 meeting. Since this application was  
25 submitted, seven meetings of this Planning

1 Board has --

2 COORDINATOR COONCE: Mr --

3 Mr. Arentowicz, this is for questions only and  
4 you're asking a procedural --

5 MR. ARENTOWICZ: I'm asking a  
6 differing line of questions --

7 (Indiscernible cross talk; Reporter  
8 requests one speaker.)

9 MR. ARENTOWICZ: Please let me put  
10 on the record that seven meetings have been  
11 canceled and now we're having a special  
12 meeting. I want that on the record.

13 VICE CHAIRMAN JONES: Okay. Noted.  
14 Please get to your question. Thank you.

15 COORDINATOR COONCE: What's your  
16 question?

17 MR. ARENTOWICZ: Is that on the  
18 record?

19 COORDINATOR COONCE: You just said  
20 it, so, yes, it's on the record.

21 MR. ARENTOWICZ: Don't be nasty,  
22 Mrs. Coonce.

23 COORDINATOR COONCE: Well,  
24 Mr. Arentowicz, I would say the same to you.  
25 Please be respectful.



1 MR. ARENTOWICZ: You're not the  
2 attorney and you don't record the record.

3 COORDINATOR COONCE: I'm the  
4 secretary. I --

5 MR. ARENTOWICZ: I'm going --

6 (Indiscernible cross talk; reporter  
7 requests one speaker)

8 CHAIRMAN HANDS: Yes. Charles,  
9 thank you. I think we got that noted. If you  
10 have any questions, thank you.

11 MR. ARENTOWICZ: Okay. At the last  
12 meeting on July 14th, one resident referred to  
13 the proposed three-story building as a  
14 "regimented army barracks." I agree with the  
15 comments that the 14 buildings look like the  
16 army barracks, the second battalion at Parris  
17 Island, and the advanced training unit at Camp  
18 Lejeune, North Carolina.

19 There are design standards,  
20 Mr. Martell, architectural design standards,  
21 in this town. Does your military design  
22 accommodate and conform to these standards?

23 MR. FOURNIADIS: Can I object to him  
24 referring to my design as a military design?  
25 These were not designed by a military

1 architect and they're not military barracks.  
2 I'm sorry Mr. Arentowicz doesn't like them,  
3 but I -- I resent that designation.

4 MR. ARENTOWICZ: Do you -- is that  
5 allowable? His comments are allowable? They  
6 weren't objected to the last meeting.

7 MR. FOURNIADIS: No, I'm --

8 MR. ARENTOWICZ: Attorneys?

9 MR. REGAN: Jeff. Jeff, this is  
10 Frank Regan. This is the attorney.

11 Jeff, the -- as you indicated in  
12 your prior testimony, the plan, the site plan  
13 that you've designed, is in compliance and in  
14 accordance with the requirements for the  
15 zoning for the property, is that correct?

16 THE WITNESS: Correct.

17 MR. ARENTOWICZ: That's not the  
18 question I asked.

19 MR. REGAN: He's not the architect  
20 so he didn't design the buildings.

21 MR. ARENTOWICZ: The question is:  
22 Do they conform to the architectural design  
23 standards in the town?

24 THE WITNESS: I defer to the project  
25 architect. I did not design the buildings.

1 MR. ARENTOWICZ: Did we strike  
2 Mr. Fourniadis's comments about the barracks  
3 when it wasn't contested on the 14th?

4 MR. FOURNIADIS: Sure, you can  
5 strike it.

6 MR. ARENTOWICZ: Thank you very  
7 much. You're all so gracious.

8 THE WITNESS: Thank you.

9 MR. ARENTOWICZ: Mr. Martell, there  
10 were comments made earlier by Mr. Fourniadis  
11 that there were sidewalks everywhere. If  
12 you recall the conversation on July 14th, we  
13 had discussions on sidewalks on Stone House  
14 Road.

15 Are sidewalks now on Stone House  
16 Road given the fact that Mr. Fourniadis said  
17 there are sidewalks everywhere?

18 MR. REGAN: Jeff, before you answer,  
19 that question was raised, I know, by the mayor  
20 and others. The applicant has agreed to look  
21 at installing sidewalks on Stone House Road,  
22 but has not done that study yet.

23 MR. ARENTOWICZ: Mr. Regan, the  
24 comment tonight was by Mr. Fourniadis there  
25 are sidewalks everywhere. Everywhere would

1 include Stone House Road.

2 MR. FOURNIADIS: Can I answer that,  
3 Francis? Can I answer that?

4 First of all, it's Fourniadis.

5 MR. ARENTOWICZ: Oh, excuse me.

6 MR. FOURNIADIS: That's okay. After  
7 four years, I think you would have gotten it.

8 MR. ARENTOWICZ: No, I --

9 MR. FOURNIADIS: By "sidewalks  
10 everywhere" I meant within the community for  
11 the children to walk from the buildings to  
12 wherever the bus might stop. I didn't mean  
13 everywhere throughout all of Millington or  
14 Long Hill Township. I meant within the  
15 community that we have designed.

16 MR. ARENTOWICZ: Which streets are  
17 you referring to? Just Division?

18 MR. FOURNIADIS: I just answered:  
19 The streets within the community that we  
20 designed.

21 MR. ARENTOWICZ: Is Stone House  
22 within the community?

23 MR. FOURNIADIS: No. We didn't  
24 design it. It was already there, as was  
25 Division Avenue.

1                   MR. ARENTOWICZ:  So please correct  
2  Mr. Fourniadis's testimony that there are not  
3  sidewalks everywhere.  Has that been  
4  corrected?

5                   MR. FOURNIADIS:  I think you just  
6  corrected it.

7                   MR. ARENTOWICZ:  Who's running this  
8  meeting, Mr. Hands?

9                   CHAIRMAN HANDS:  Carry on.  I  
10 thought you had --

11                   MR. ARENTOWICZ:  I thought you were  
12 too.

13                   CHAIRMAN HANDS:  You what?  I  
14 thought you were going to continue on with  
15 your questions.

16                   MR. ARENTOWICZ:  I just want to make  
17 sure you're running the meeting.

18                   CHAIRMAN HANDS:  No, I just want to  
19 allow you to speak.  Please carry on.

20                   MR. ARENTOWICZ:  I'm the person who  
21 submitted questions to the expert witness  
22 about a week and a half ago.  I've gotten no  
23 response.  What does that mean?

24                   CHAIRMAN HANDS:  This right now is  
25 questions for the engineer.

1 MR. ARENTOWICZ: Well, how can I get  
2 questions -- I want answers to my questions I  
3 submitted a week and a half ago.

4 MR. FOURNIADIS: To whom?

5 MR. ARENTOWICZ: To your expert  
6 witness, Mr. Sullivan.

7 MR. FOURNIADIS: He's working on  
8 them.

9 MR. ARENTOWICZ: When will we get  
10 those?

11 MR. FOURNIADIS: Soon. There's a  
12 lot of questions, Charles.

13 MR. ARENTOWICZ: A month? A week?

14 MR. FOURNIADIS: You asked -- you  
15 asked a lot of questions and he wants to  
16 answer them fully and accurately. He's  
17 working on them.

18 MR. ARENTOWICZ: What's the time  
19 frame for completion?

20 MR. FOURNIADIS: Soon.

21 MR. ARENTOWICZ: Define "soon."

22 MR. REGAN: We don't have a time  
23 frame, Mr. Arentowicz .

24 MR. ARENTOWICZ: Oh, we'll just go  
25 on forever, right?

1 MR. FOURNIADIS: No, it will be  
2 short of forever. Within the next week or so.  
3 We want it to be complete and accurate.

4 THE WITNESS: So next week. I want  
5 that on the record too. Within the next week.

6 MR. FOURNIADIS: Or so.

7 MR. ARENTOWICZ: Or so, as he  
8 described.

9 You guys are so pleasant. Thank you  
10 for your time.

11 COORDINATOR COONCE: Is that all  
12 your questions?

13 It would appear that he's done  
14 questioning. Okay.

15 CHAIRMAN HANDS: Thank you.

16 COORDINATOR COONCE: Anyone else  
17 from the public have any questions for the  
18 applicant's engineer?

19 Going once.

20 CHAIRMAN HANDS: I don't see  
21 anybody.

22 COORDINATOR COONCE: Nope. Going  
23 twice.

24 Mr. Regan, it does not appear that  
25 there are any other questions for your

1 engineer.

2 MR. REGAN: Okay.

3 CHAIRMAN HANDS: Thank you for that.

4 MR. REGAN: You're welcome.

5 BOARD MEMBER SANDOW: Mr. Chairman.

6 Mr. Chairman, can I throw a question on the  
7 table for the engineer right now?

8 CHAIRMAN HANDS: Yes, please. I  
9 have one as well. Please.

10 BOARD MEMBER SANDOW: There is a  
11 subtlety in the ordinance that says that in  
12 order to bring in fill, you need to get a fill  
13 permit. And the ordinance goes on to say that  
14 a site plan approval by one of the boards  
15 grants -- with the site plan approval, it also  
16 grants the fill permit. And that apparently,  
17 according to our attorney's reading, that  
18 makes it rather automatic. It doesn't have to  
19 be a separate application. But if you were  
20 applying for a fill permit, you'd have to  
21 go -- on the application, you'd have to put  
22 the amount of fill you intend to bring in.

23 So my question is, have you  
24 calculated the amount of fill it will take to  
25 support the back side of the retaining walls?



1 THE WITNESS: No, I have not done a  
2 formal calculation. It can certainly be  
3 provided. I just have not -- I don't have a  
4 calculation at my fingertips.

5 BOARD MEMBER SANDOW: Okay. When  
6 you get around to it, I would be curious to  
7 know what that calculation is because it will  
8 be large.

9 THE WITNESS: Yeah. We're happy to  
10 provide that.

11 MR. LANZAFAMA: And, Mr. Martell,  
12 I believe Mr. Sandow wants you to analyze  
13 the entire site, not just the area by Building  
14 6.

15 THE WITNESS: Understood. Yeah,  
16 we'll do a comprehensive site earthwork  
17 calculation.

18 BOARD MEMBER SANDOW: Thank you.

19 And you'll make sure that the Board  
20 engineer takes a look at that, please.

21 THE WITNESS: Yeah, we will formally  
22 submit that.

23 BOARD MEMBER SANDOW: Thank you.

24 MR. LANZAFAMA: Just a point of  
25 interest. A question regarding the maximum

1 wall height. Under Section 1:54.1(D), maximum  
2 wall heights in the front yard are 4 feet.  
3 The three terraced walls do not exceed 4 feet  
4 individually and the separation is sufficient  
5 in my mind that they are independent walls.  
6 So I believe they meet the ordinance.

7 CHAIRMAN HANDS: Thank you.

8 VICE CHAIRMAN JONES: And, sorry,  
9 for the Board engineer. Does it state what  
10 type of retaining wall is acceptable?

11 MR. LANZAFAMA: No, it does not.

12 VICE CHAIRMAN JONES: Okay. So it  
13 could be a solid? It could be wood, right?

14 MR. LANZAFAMA: It could be a  
15 modular block. It could be a modular block.  
16 It could be a railroad tie wall. It could be  
17 poured concrete, stone, rubble. Anything that  
18 retains soil.

19 VICE CHAIRMAN JONES: Okay. Thank  
20 you for that.

21 CHAIRMAN HANDS: Okay. Just one  
22 quick question just going back to the  
23 sidewalk. I think it was answered to my  
24 satisfaction for the moment, but just to  
25 clarify. The conversation last meeting was

1 additional consideration along Stone House.

2 And we heard from Don Farnell about the -- at  
3 least the section between the second exit and  
4 Division Avenue.

5 Jeff, that's still your -- and I  
6 think I heard it from Bob -- that's something  
7 you are looking into at this time?

8 THE WITNESS: Yeah. What we agreed  
9 to was to cross Stone House Road with a  
10 crosswalk. And to the extent from the last --  
11 I think one of the witnesses -- or one of the  
12 public asking a question recently. If we  
13 could provide an ADA route from number 8 to  
14 Division, and we're happy to do that as  
15 well.

16 At this point we don't have any  
17 additional findings relative to a sidewalk up  
18 Stone House Road. It's still being considered  
19 by the applicant.

20 CHAIRMAN HANDS: All right. Thank  
21 you for that.

22 The additional exhibits that were  
23 mentioned earlier, and Deb mentioned them at  
24 the beginning, regarding parking and  
25 landscaping. I know you're talking about

1 parking, you want to hand that off to your  
2 traffic expert.

3 THE WITNESS: Yes.

4 CHAIRMAN HANDS: Do you want to make  
5 any comments on the landscaping at this point  
6 or are we going to talk about that at another  
7 time?

8 THE WITNESS: Yeah, we're going to  
9 have a witness, a landscape architecture --  
10 architect witness, excuse me. So, I mean, you  
11 know, anything I say is going to be redundant  
12 to future testimony. So I think in the  
13 interests of time, I'll just defer to his  
14 testimony.

15 CHAIRMAN HANDS: Okay. Unless  
16 there's any other questions for the engineer  
17 from the Board, I'll hand it back to, maybe,  
18 Frank to take us forward.

19 THE WITNESS: Thank you, all.

20 MR. REGAN: Thank you, Jeff.

21 Our next witness is our traffic  
22 consultant, Matthew Seckler. So I'd like to  
23 bring Matthew up so he can get sworn in and  
24 qualified.

25 M A T T H E W S E C K L E R,

1 having been duly sworn, was examined and  
2 testified as follows:

3 MS. MAZIARZ: Please state your name  
4 for the record and spell your last name.

5 THE WITNESS: My name is Matthew  
6 Seckler. That is S-E-C-K-L-E-R.

7 MS. MAZIARZ: Thank you.

8 THE WITNESS: I'm with Stonefield  
9 Engineering and design. The address is 92  
10 Park Avenue in Rutherford, New Jersey.

11 DIRECT-EXAMINATION

12 BY MR. REGAN:

13 Q. Matt, if you could just give the Board  
14 your qualifications with respect to professional  
15 background, educational background, and prior  
16 testimony work.

17 A. Sure. A bachelor of science in civil  
18 engineering from Union College in Schenectady, New  
19 York. Master's in city and regional planning from  
20 Rutgers University. I'm a licensed professional  
21 engineer in the State of New Jersey and recognized  
22 as a professional traffic operations engineer by  
23 the Institute of Transportation Engineers, which  
24 requires both an examination and experience.

25 Accepted before over 100 boards in

1 my 15-year career as a traffic engineer.

2 MR. REGAN: I offer Mr. Seckler as  
3 an expert in traffic.

4 CHAIRMAN HANDS: Thank you. He's  
5 duly accepted.

6 MR. REGAN: Thank you.

7 BY MR. REGAN:

8 Q. Mr. Seckler, you were involved in the  
9 preparation of the traffic impact assessment  
10 report, the original one dated October 28th, 2019,  
11 revised April 3rd, 2020, which was submitted to  
12 the Board with the original application -- with  
13 the application?

14 A. Yes, I was.

15 Q. If you could -- I know you're going to  
16 discuss both the traffic for the proposed project  
17 as well as parking, so I'll just turn it over to  
18 you to proceed with your testimony.

19 A. Great. And normally I would typically  
20 start with more of the traffic impacts and trip  
21 generation, but I think in listening to  
22 Mr. Martell's testimony and some of the questions  
23 that were most recently raised to him, I'll  
24 probably go work from the parking and the on-site  
25 circulation first and then work myself to off-site

1 impacts as it relates to the traffic report and  
2 the trips generated by the site.

3 So the first thing I'd like to pull up  
4 is the exhibits. Let me share my screen. Okay.  
5 And I think what the Board is seeing is Exhibit  
6 A-5, which was the site plan, the colorized site  
7 plan that was previously marked as an exhibit.  
8 Again, this Board has seen it.

9 Green is generally the landscaped  
10 areas. You can see the drive aisles in the  
11 gray. You can see the parking spaces outlined  
12 in white or blue, depending if they're ADA  
13 spaces or standard parking spaces, and the  
14 assortment of crosswalks and buildings  
15 themselves.

16 One of the things to note is that the  
17 plan before you has been subsequently revised  
18 as an exhibit, but I wanted to highlight how we  
19 got to that revision based on this layout here.

20 As part of the parking requirements, we  
21 look to the New Jersey Residential Site  
22 Improvement Standards, which is a statewide  
23 standard for parking for -- for residential  
24 building design. One of the things the RSIS  
25 provides guidance on is parking standards.

1           And for developments such as this,  
2 they would require for every two-bedroom unit  
3 two parking spaces be provided; for every  
4 three-bedroom unit, 2.1 parking spaces be  
5 provided. So for the residential aspect of  
6 this development, we are required to have 281  
7 parking spaces.

8           For the retail aspect of this  
9 development, we look to the local ordinance which  
10 requires one parking space for every 200 square  
11 feet, which would be a total of 20 parking spaces.  
12 And we have -- which would be a total requirement  
13 for the retail plus the residential, 301 parking  
14 spaces.

15           Shown on this plan, Exhibit A-5, we have  
16 307 parking spaces provided. So in terms of the  
17 pure quantity of parking spaces, I believe we do  
18 meet the requirements.

19           Now, how that parking is going to be  
20 distributed, I will just walk through the Board  
21 what we have on this plan and then the changes  
22 that were made in the most recent exhibit, which  
23 is Exhibit A-7.

24           Each building shown here, and there's 14  
25 of them, there are six units of the ten units



1 within each building, will have a driveway and  
2 garage and that will be provided to them for their  
3 use. So someone can park in the garage within a  
4 singular unit or they could park in the driveway.  
5 And that will be provided for six of the ten units  
6 of each building.

7           The four remainder units that do not  
8 have driveways and garages, they will be given one  
9 assigned parking space within the parking field  
10 nearest to their building. So if you were parking  
11 in Building 1, if you were the six units that have  
12 the garages, you would park in the garage and out  
13 front. And then if you were one of the units  
14 that would not have a parking space or a garage  
15 in front of the building, you would be given  
16 one of the four parking spaces closest to  
17 Building 1.

18           In addition, the RSIS has standard  
19 requirements for guest parking spaces. So within  
20 the 281 parking spaces that we're required to  
21 have by the New Jersey RSIS, 70 of those spaces  
22 are to be guest spaces, meaning unreserved guest  
23 spaces.

24           And we believe, considering that we  
25 have -- after we get done assigning each resident

1 either a garage and driveway space or their single  
2 space to be dedicated to them, we have 83 extra  
3 spaces left over. We believe that we meet the  
4 requirements outlined in the RSIS for the 70 guest  
5 spaces, which would also include some sharing with  
6 the retail building. Meaning that there may be  
7 guests that can park near the retail building and  
8 go visit the tenants or whoever's a resident of  
9 the nearby buildings to the retail and vice versa;  
10 retail could utilize some of the guest parking  
11 spaces.

12           It tends to be a good shared  
13 relationship between retail and residential  
14 buildings. Again, it's -- usually a sound  
15 purpose of planning is to provide the most  
16 efficient parking supply so that you could  
17 have a shared aspect between the multiple uses  
18 on a site.

19           That said -- and you heard recently I  
20 think a member of the public specifically ask the  
21 Board engineer regarding his opinion of the  
22 site -- and I don't want to put words in his mouth  
23 although it was written in the review letter --  
24 there was some concern regarding the fact that, A,  
25 we were sharing parking between the retail and the

1 guest spaces, and the distribution of parking.

2 If you look at this exhibit, again A-5,  
3 there seems to be a lot more parking spaces shown  
4 in the parking field on the left side or west side  
5 of the site versus the east side of the site and  
6 the south side of the site.

7 So even though there were some concerns  
8 that from a guest standpoint, guests may have to  
9 find a space far from, let's say, Building 10 or  
10 Building 8, here in the lower right-hand corner of  
11 the exhibit, and therefore it was requested of the  
12 applicant as well as the applicant themselves in  
13 terms of looking at this site, it felt like there  
14 could be an improvement to better distribute the  
15 parking.

16 And so, therefore, I'm going to  
17 bring up Exhibit A-7, which was previously  
18 entered, I believe, by the Board secretary,  
19 which is titled "Parking Exhibit." And I'll  
20 zoom in a little bit. Unfortunately, it  
21 doesn't have the same pop that the colored  
22 rendering has. But one of the key aspects of  
23 the site -- and, again, I have a pointer tool.  
24 I don't know if the Board is seeing it. Hold  
25 on.

1                   Does any member of the Board see a  
2 zoomed-in pointer or no? I don't know if you --

3                   CHAIRMAN HANDS: I did see it a  
4 minute ago.

5                   MR. FOURNIADIS: I saw it a minute  
6 ago.

7                   THE WITNESS: Okay. So the Board is  
8 not seeing a white-out spot on the screen,  
9 correct?

10                  CHAIRMAN HANDS: We see your hands,  
11 your cursor.

12                  THE WITNESS: Okay. So the tool  
13 doesn't work with Zoom. Okay.

14                  A. But you can see along this eastern side  
15 of the Building 10 and 12, we changed what was  
16 previously four parking spaces and made 18 parking  
17 spaces along that stretch between Buildings 10 and  
18 12.

19                  In doing so, we believe that we have  
20 balanced the, kind of, parking supply throughout  
21 the site. In addition, we've increased the number  
22 of parking spaces to meet -- to 314, which is an  
23 increase of seven, which allows for the guest  
24 parking spaces to not necessarily need to be  
25 shared by the retail parking spaces.

1           Again, we like the fact that there will  
2     be flexibility. I don't think that the applicant  
3     intends to mark specific spaces as retail only or  
4     guest only, again because of the varying peak  
5     times of guests and retail developments. But we  
6     do believe that we can meet the RSIS, the  
7     ordinance requirements, and then also the desires  
8     of the Board engineer based on his review letter  
9     by redistributing this parking and having 314  
10    total parking spaces on site.

11           Lastly, this exhibit --

12           CHAIRMAN HANDS: Matt, can I ask you  
13    a quick question?

14           THE WITNESS: Sure.

15           CHAIRMAN HANDS: Just so I'm clear  
16    in my mind.

17           THE WITNESS: Yes.

18           CHAIRMAN HANDS: You talked about  
19    reserved spaces. I think you said there were  
20    two of those for the garage and, you know, the  
21    driveway front and one for those who do not  
22    have a garage, but they have the parking spot  
23    in the roads.

24           Is that -- is that a fact? Even  
25    though there's a requirement of 2 and 2.1, in

1 some cases you're only going to get reserved  
2 one space?

3 THE WITNESS: Yes. And it's  
4 actually -- within the RSIS, as I mentioned,  
5 two-bedrooms are required to have two parking  
6 spaces. However, part of that  
7 two-parking-space requirement is guest  
8 parking. And technically for each unit, one  
9 and a half parking -- one and a half spaces  
10 are to be for the residents and a half space  
11 per unit is for a guest. Now, obviously, if  
12 you're doing site design, you can't give a  
13 resident one and a half parking spaces. So  
14 some people will get two; some people will get  
15 one.

16 And the benefit of guest is -- guest  
17 parking is not regulated in terms of you get a  
18 guest pass and you hang it in your window.  
19 It's just an unassigned parking space. So  
20 those people that may have two cars and are in  
21 the units that don't have a garage and a  
22 driveway, they will have one assigned parking  
23 space, you know, with their number on it and  
24 then they would have first come, first served  
25 in the guest parking spaces and that is

1 consistent with the RSIS.

2 CHAIRMAN HANDS: Okay. That's  
3 enough. Thank you.

4 THE WITNESS: Absolutely.

5 A. So getting to one other aspect of this  
6 exhibit is what we've shown on this western half  
7 of the site, some areas dashed out in red. And  
8 I'll zoom in just a tiny bit just because it may  
9 be difficult for the Board to see on the shared  
10 screen. But there is a row of a total of ten  
11 parallel parking spaces along the western side of  
12 this western drive aisle.

13 And what we've shown here in red is  
14 actually the ability, should the Board have strong  
15 feelings or if in the future the applicant  
16 determines that they do not have sufficient  
17 parking on site, although we meet the ordinance  
18 requirements, we can convert these ten parking  
19 spaces into a total of 26 standard perpendicular  
20 parking spaces.

21 So we could actually take the parking  
22 supply, which is compliant now at 314, and take it  
23 all the way up to 330 parking spaces. Again, as  
24 the traffic engineer of this site, I don't think  
25 that we will have that demand. I don't think we

1 will need 330 parking spaces for this site, but I  
2 do like the ability to convert it if in the future  
3 you need that extra parking. You know, because,  
4 again, what we don't want here is this all fills  
5 up 15 years in the future and residents want to  
6 park their cars and there's no place to put them  
7 on the site and they end up spilling into the  
8 nearby streets or residential streets or trying to  
9 park in the commuter lot up to the north of the  
10 train station. That's not what we want here.

11 So we do like the fact that we have this  
12 flexibility to convert some of these parking  
13 spaces in the future to perpendicular parking  
14 spaces should that be necessary or if the Board  
15 feels like they want to have that put in at this  
16 moment and that they want to play it safe and have  
17 that extra parking just in case.

18 I will state for the record that we are  
19 compliant with the impervious coverage  
20 calculation -- with the impervious coverage  
21 ordinance should these parking spaces be converted  
22 to perpendicular. So there's no additional  
23 variance that we need to convert these spaces, but  
24 we just want to show the flexibility and the  
25 ability to add that parking should it be



1 necessary.

2           Again, as the traffic engineer, I don't  
3 believe in providing excess parking. I think that  
4 creates, you know, some environmental conditions  
5 in terms of there's no need to have extra  
6 impervious coverage if it's not necessary. But,  
7 again, I would leave that to the Board or see how  
8 demand is when the site builds up, see if that's  
9 necessary.

10           MR. LANZAFAMA: Matt.

11           THE WITNESS: Yeah.

12           MR. LANZAFAMA: Do you want to just  
13 pan over to the banked parking inset?

14           THE WITNESS: Sure.

15           MR. LANZAFAMA: So the Board members  
16 can get a better understanding of how you  
17 would convert those spaces and what it would  
18 look like.

19           THE WITNESS: Absolutely.

20           MR. LANZAFAMA: So basically what  
21 Matt is saying is you're sacrificing some  
22 green space in an effort to provide some  
23 additional parking, but he's still complying  
24 with total lot coverage.

25           CHAIRMAN HANDS: All right. Thank

1 you.

2 THE WITNESS: Exactly. And, again,  
3 I would put that up to the Board again. If  
4 they want to see this style parking,  
5 perpendicular parking, and have in what I  
6 believe is excess of what I believe is needed,  
7 we can easily do that, be compliant as it  
8 relates to impervious coverage calculations.  
9 But, again, looks, you know, standard this way  
10 or do we have the perpendicular -- the  
11 parallel spaces along that western drive  
12 aisle.

13 So, again, that is -- and, thank  
14 you, Mr. Lanzafama, in reminding me that the  
15 banked parking exhibit was on this right-hand  
16 side of the screen that wasn't shared.

17 MR. LANZAFAMA: And just for the  
18 Board members, when you have a site like this  
19 where you have multifamily housing immediately  
20 adjacent to a rail line or any kind of mass  
21 transportation, you'll find that there will be  
22 a lesser demand on your parking load.

23 And I -- and I think this is a good  
24 solution. It really -- you get the best of  
25 both worlds. We have the parallel parking

1 initially. We keep some green space. And if  
2 the site becomes problematic in the future, we  
3 should have something in our resolution that  
4 allows the township to trigger the  
5 installation of this banked parking, though.  
6 We need to figure that little aspect out.

7 So that if we start to see overflow  
8 parking onto the side streets and the police  
9 department begins to get complaints, we should  
10 have the authority to go in and have the owner  
11 of the complex install that additional  
12 parking. That's the only thing I would add.

13 CHAIRMAN HANDS: So how do we handle  
14 it? Is that something you're requesting that  
15 we do consider within -- should things get  
16 that far in a resolution?

17 MR. LANZAFAMA: Yes. I would  
18 suggest that that would be a condition in the  
19 resolution. Can we put some type of -- some  
20 type of enforcement that can be provided to  
21 make sure that this doesn't become a problem?

22 MS. MAZIARZ: Well, I would suggest  
23 a banked parking plan for review by the  
24 engineer so we have that. And, also, this is  
25 something that would ultimately end up in a

1 developer agreement with the township.

2 MR. REGAN: And, Matt, it's Frank  
3 Regan. You agree with Mr. Lanzafama's  
4 comments about the proximity to the rail  
5 station and its effect on parking, also,  
6 correct?

7 THE WITNESS: Absolutely. And,  
8 again, we still meet the RSIS requirements,  
9 which typically don't give you any type of  
10 discounts for being near a rail or don't give  
11 you any type of discounts for being in a  
12 mixed-use development.

13 So, again, I think that, you know,  
14 one of the reasons why I feel comfortable in  
15 at least following the RSIS is I, having done  
16 applications near a rail, I know that there  
17 tends to be a lesser demand of parking. But,  
18 again, I just want to state for the record,  
19 again, we are not taking any credit for that  
20 rail in terms of our RSIS compliance.

21 MS. MAZIARZ: So is the applicant  
22 saying that -- is the applicant going to agree  
23 to providing this banked parking plan? Is  
24 that what I'm hearing, or not? Because that  
25 testimony --

1           MR. REGAN: Yeah. I think the  
2 intention would be that we're prepared to  
3 agree to the banked parking plan and in the  
4 event we can determine how, as Mr. -- as the  
5 Board engineer indicated, you know, how that  
6 would be triggered if there's a determination  
7 that the parking is necessary.

8           I don't think we believe that the  
9 parking is necessary at this stage, but  
10 obviously in the future if it becomes  
11 necessary, we'll work with the township, the  
12 Board and the township, to determine, you  
13 know, what events or circumstances arise that  
14 might require the implementation of that  
15 banked parking plan.

16           MS. MAZIARZ: Okay. And if we're  
17 going to talk about implementation, that's not  
18 something that's within the Board's purview.  
19 That would be outside of the Board's purview  
20 at some point in the future. But what is  
21 within the Board's purview is an evaluation of  
22 the banked parking plan to ensure that it  
23 works.

24           So I would suggest to the Board that  
25 a banked parking plan be provided to

1 Mr. Lanzafama now or as a condition of the  
2 resolution, whatever's the Board's pleasure,  
3 so that -- to evaluate that plan to ensure  
4 that it works with this site plan before a  
5 final resolution is entered into with -- if  
6 this hearing gets that far. The Board should  
7 have the opportunity to review this and  
8 evaluate it with Mr. Lanzafama. And then the  
9 condition of approval will be the  
10 implementation in the future and the entering  
11 into a developer agreement with the township  
12 committee after this hearing.

13 CHAIRMAN HANDS: Thank you.

14 Is that something --

15 BOARD MEMBER PFEIL: One further  
16 comment. When you -- when you do that banked  
17 parking, we'd obviously want to know how much  
18 lot coverage you're sacrificing, how much  
19 green area you're sacrificing in order to  
20 implement that.

21 MR. LANZAFAMA: Mr. Pfeil, they've  
22 done that. They've done that comparison on  
23 this exhibit.

24 Matthew, do you want to run through  
25 that?

1           BOARD MEMBER PFEIL: Okay. All  
2 right. I didn't see that.

3           THE WITNESS: It's very tiny on the  
4 bottom this inset. It shows that we've gained  
5 16 spaces.

6           MR. LANZAFAMA: 1,800 square feet  
7 roughly?

8           THE WITNESS: Yeah, roughly 1,800  
9 square feet for 16 spaces.

10          MR. LANZAFAMA: Okay. Thank you.

11          Matt, do you want to run through the  
12 handicap parking for us? You've indicated  
13 that you have eight handicap parking spots. I  
14 see the six surface handicap parking spaces.

15          Correct me if I'm wrong, are there  
16 handicap-accessible garage spaces on this  
17 plan?

18          THE WITNESS: Yes. Yes, there are.  
19 Again, unfortunately, I don't think you see  
20 that called out on the plan, but, yes, there  
21 are handicap-accessible garage spaces that  
22 would make up the remainder of the ADA spaces  
23 that are required on the plan.

24          But that was another thing we did as  
25 part of this parking exhibit. Besides

1 distributing more parking to the eastern and  
2 southern end of the site, we also distributed  
3 the ADA spaces I think a little more fairly  
4 throughout the site so they all weren't stuck  
5 in one area.

6 MR. LANZAFAMA: And you had  
7 van-accessible spaces as well?

8 THE WITNESS: Yes. And, again, I  
9 think you'd be able to tell -- again, it may  
10 be difficult to see on the screen, but the  
11 ADA-compliant garage spaces are 15-foot-wide  
12 spaces. So if we hunt around, they're  
13 probably called out in that manner.

14 MR. LANZAFAMA: I can see. It looks  
15 like Building 13 perhaps.

16 THE WITNESS: Yes. Yes, I believe  
17 Building 13 has one of them and 14 I think has  
18 the other. Yeah, I see one right here, at  
19 Building 14, right next to the left of the  
20 number 6, and then on Building 13 it's just  
21 right to the number 6.

22 MR. LANZAFAMA: Okay.

23 THE WITNESS: Two ADA compliant.  
24 You can even see there's a little bit of the  
25 sidewalk and ramp from that space and



1 garage.

2 MR. LANZAFAMA: Thank you.

3 CHAIRMAN HANDS: Matthew, just to go  
4 back, if I can, to the banked parking plan.  
5 Just for confirmation, is that something you  
6 are able to present in a short-term time to  
7 the Board?

8 THE WITNESS: I mean, basically this  
9 inset would be what we would present to the  
10 Board engineer, just I assume on a -- no  
11 longer an inset, just in a full-plan form.  
12 But the design of the banked parking would be  
13 identical to this banked parking inset.

14 CHAIRMAN HANDS: And the triggering  
15 mechanisms, would that be -- how would that  
16 be described and where would that be  
17 described?

18 THE WITNESS: That's probably more  
19 of a, I would say, Board and attorney  
20 discussion and traffic engineer.

21 MR. REGAN: I think I heard the  
22 Board attorney indicate that that would be  
23 something that we would probably need to work  
24 out with the township in a developer's  
25 agreement?

1 BOARD MEMBER SANDOW: The Board  
2 members may recall that we last applied banked  
3 parking at great length for a half dozen  
4 spaces at the daycare -- I call it daycare;  
5 it's not -- on Plainfield Road.

6 CHAIRMAN HANDS: Yeah. Yeah.

7 BOARD MEMBER SANDOW: And in my  
8 observation they come nowhere near needing  
9 those spaces after a year in operation.

10 CHAIRMAN HANDS: Actually, I might  
11 have to disagree with that, with you. They  
12 actually do and they do use it. So that's  
13 just my opinion.

14 Nonetheless, so, Frank, you're  
15 saying this is actually more appropriate for  
16 the developer's agreement as opposed to  
17 something that we need to necessarily review  
18 in front of the Board?

19 MR. REGAN: I would -- I'd actually  
20 ask the Board attorney. I think that's what  
21 she said, but I'd ask her to just confirm  
22 that. I mean, we're amenable to either  
23 approach, whatever's most appropriate.

24 CHAIRMAN HANDS: Okay. Jolanta.

25 MS. MAZIARZ: Yes. Well, the

1 implementation obviously isn't going to happen  
2 now. The implementation will happen, as the  
3 applicant testified, if the township becomes  
4 aware that there is parking on residential  
5 streets. That when there is overflow from  
6 this site, the township can use its power  
7 under this developer agreement in order to  
8 pretty much force the developer or the  
9 property owner at the time to utilize the  
10 banked parking.

11 This is an agreement that the  
12 applicant will be required by this Board's  
13 approval, if this Board should approve this  
14 application. In its resolution there will be  
15 a condition that will require this applicant  
16 to enter into a developer agreement with the  
17 township committee for all the purposes that a  
18 developer will enter into a developer  
19 agreement. But one of the specific conditions  
20 in that developer agreement will reference  
21 this banked parking and this banked parking  
22 plan will become a part of that developer  
23 agreement.

24 So the condition from the Board is  
25 simply that the applicant enter into this

1 developer agreement with the township with  
2 regard to this banked parking and that the  
3 Board, upon review of this banked parking as  
4 it's being presented, that the Board agrees  
5 that this fits within the site plan  
6 application that's been made and that it  
7 complies with the site planning ordinances  
8 of the township. And then, once the site plan  
9 is approved, then this banked parking plan  
10 will become a part of that developer  
11 agreement.

12 I hope that was clear. If it wasn't  
13 clear, I can answer any questions.

14 CHAIRMAN HANDS: I think that's  
15 fine. I just wanted to understand the  
16 paperwork approach. As soon as it goes to a  
17 condition within, if, in the resolution,  
18 that's fine.

19 MS. MAZIARZ: Right. So I guess if  
20 I can break it down, the Board's job is to  
21 take a look at this parking plan, this banked  
22 parking plan, and ensure that it complies with  
23 the site planning requirements of the  
24 ordinance.

25 If the Board believes that it does

1 and that this is something that is going to  
2 fit within this site in the future, if need  
3 be, then the Board can condition any approval  
4 upon the applicant entering into an agreement  
5 with the township in order to implement this  
6 at a future date in the event that the  
7 township considers that it is necessary.

8 So those are the steps.

9 CHAIRMAN HANDS: That's fine. Go  
10 ahead.

11 BOARD MEMBER PFEIL: So the -- the  
12 purpose of that is to avoid coming back for a  
13 revised site plan in the future? Is that the  
14 idea?

15 MR. LANZAFAMA: Correct.

16 BOARD MEMBER PFEIL: Correct.

17 MS. MAZIARZ: That is correct. It  
18 is to avoid coming back before the Planning  
19 Board for additional site plan approval, which  
20 would probably be necessary, and it also  
21 enables the township to take enforcement  
22 measures if necessary. And it happens more  
23 quickly that way.

24 BOARD MEMBER PFEIL: Thank you.

25 MS. MAZIARZ: Sure.

1           MR. LANZAFAMA: What I would add to  
2 the request is not just this plan of the  
3 banked parking, but I also would like to see  
4 how the lighting plan might be modified and  
5 how the landscaping plan has to be modified to  
6 execute this plan.

7           So we should have the alternate  
8 parking layout, an alternate landscaping plan,  
9 and an alternate lighting plan so that the  
10 Board could be fully informed as to how the  
11 site gets altered when this additional parking  
12 is installed.

13           MS. MAZIARZ: And I thank you for  
14 that clarification because that's exactly what  
15 I was talking about and I apologize if I  
16 wasn't very clear. But when I talked about  
17 the banked parking plan, I meant the site plan  
18 with the banked parking and all the changes  
19 that will have to occur in the event that this  
20 banked parking is going to have to be  
21 implemented. That's what I'm talking about.

22           That the applicant should have to  
23 demonstrate to the Board that this is going to  
24 work on this site because that's what the  
25 Board is evaluating right now, whether or not

1 this plan is going to work; and, in the event  
2 that something has to happen to this site to  
3 implement banked parking, whether that's going  
4 to work.

5 And if lighting, if landscaping are  
6 implemented, then the applicant has to  
7 demonstrate to the Board that even in the  
8 future, if the Board is going to condition  
9 this on the applicant not having to come back  
10 to the Board for additional site plan  
11 approval, that this banked parking is going to  
12 work in the future and that the township is  
13 going to be able to enforce it with the  
14 knowledge and the confidence that this is  
15 still going to work as a site.

16 CHAIRMAN HANDS: So is it fair just  
17 to simply ask the two engineers to work  
18 together just to go through the plan to make  
19 sure that that can be accommodated within the  
20 zoning requirements?

21 MR. LANZAFAMA: Sure. We can do  
22 that.

23 MS. MAZIARZ: The Board can  
24 condition that upon the engineer's agreement,  
25 upon the Board engineer's agreement, or the

1 Board can ask the applicant to present that to  
2 the Board. It's up to the Board.

3 CHAIRMAN HANDS: Well, I think  
4 personally -- and if anybody else should  
5 disagree, that's fine. I'd simply ask the  
6 two engineers to work together to address all  
7 the points that have been raised and certainly  
8 bring it back to the Board as a point of  
9 discussion.

10 MR. LANZAFAMA: Will do,  
11 Mr. Chairman.

12 MR. REGAN: Yep, and the applicant  
13 agrees.

14 CHAIRMAN HANDS: Thank you.

15 BY MR. REGAN:

16 Q. Matt, do you have nothing more on  
17 parking?

18 A. Yeah. I was going to move to the  
19 traffic report, the nuts and bolts of the traffic  
20 analysis aspect of the application.

21 Q. Okay.

22 A. So for that I'm going to bring back  
23 this more colorized exhibit just because it's a  
24 little more pleasing to the eyes. That's Exhibit  
25 A-5.



1           What we have as part of our traffic  
2 study, again, that was dated April 3rd, 2020, one  
3 of the things we did is we looked at all the  
4 general roadway network. We looked at the  
5 existing travel patterns on the roads around the  
6 site. In the north-south direction, you have  
7 Division Avenue, which is a county roadway. It's  
8 County Route 605. It looks like the county  
9 recently came through here and paved. It looks  
10 very well striped and very well done by the  
11 county.

12           It's one lane in each direction.  
13 Although there's no speed limit sign, basically  
14 along our frontage I believe it's 35 miles an hour  
15 if you kind of continue up along 605 as it turns  
16 right and becomes Long Hill Road and heads up to  
17 the north of the site. Again, as you go north of  
18 here again, the county road kind of curves to the  
19 right and continues in that direction. And areas  
20 north -- the main destination to the north I would  
21 say would be 287 for those commuters or travelers  
22 going to and from that direction.

23           The south, the main, I would say,  
24 destination would be Route 78 if you're heading  
25 south of this site on Division Avenue. Again,

1 it's not a direct access point, but that tends to  
2 be the path that people go in this area.

3 Generally this road carries between  
4 2,500 and 3,000 vehicles per day. In the morning  
5 it's fairly balanced in terms of the northbound  
6 and southbound direction of traffic. In the  
7 evening we found that it's a slightly heavier  
8 southbound flow than the northbound flow in this  
9 area.

10 As part of our study, we performed  
11 turning movement counts, but we would consider a  
12 typical Saturday and a typical weekday. It took  
13 place in June 2016: On June 4th, 2016, and June  
14 7th, 2016. Our Saturday count was from 11 a.m. to  
15 2 p.m. That captures your typical retail rush  
16 hours. And then in the weekday we counted from 7  
17 in the morning to 9 in the morning and 4 p.m. to 7  
18 p.m.

19 As part of those counts, we determined  
20 that the busiest hour of the day in this  
21 neighborhood is in the evening rush hour, from  
22 5:15 to 6:15. Those counts were done in 2016. So  
23 in order to kind of adjust for any potential  
24 growth that may have happened in the nearby  
25 roadway, if vacancies were filled since then, if a

1 couple of developments have gone online, whether  
2 within this municipality or nearby municipalities,  
3 we increased our volumes by 1 percent compounded  
4 annually from 2016 all the way to 2019, which  
5 was when the analysis was performed within the  
6 report.

7           That 1 percent is provided to us by the  
8 New Jersey Department of Transportation, which  
9 determines the estimated growth on all roadways  
10 throughout the state based on the county that the  
11 roadway is in and the type of roadway and the  
12 classification of the roadway. So that's a  
13 standard value utilized in traffic studies  
14 throughout New Jersey.

15           In order to determine what impact our  
16 site would have to the roadway network, we  
17 utilized Institute of Transportation Engineers'  
18 Trip Generation Manual. What this is, is the main  
19 guidebook that traffic engineers like myself  
20 utilize to determine what proposed developments  
21 will generate in terms of traffic.

22           This is done by engineers like myself  
23 going out and counting, whether it's residential  
24 developments, retail developments, and literally  
25 sit there at the driveways and count the number of

1 cars that come in, the number of cars that come  
2 out. And then equate things such as, okay, how  
3 many -- how much traffic does a 100-unit  
4 development generate? How much traffic does a  
5 200-unit development generate? And using these  
6 formulas, we can determine an estimate of the  
7 amount of traffic that could be generated from  
8 this site which is, again, 140 units and 4,000  
9 square feet of retail.

10 What this site would generate in terms  
11 of the traffic during the busiest hours is between  
12 one and two new cars a minute during the busiest  
13 rush-hour time periods. Again, overnight you  
14 wouldn't expect any more than one, two, three new  
15 cars on the roadway at 10 o'clock at night from  
16 this development. During rush hour, you'd expect  
17 to add about one to two new cars on Division  
18 Avenue or Stone House Road, depending on which  
19 destination the residents, the retail customers,  
20 would be coming to or from this site.

21 We then took that trip generation and we  
22 ran it through the roadway network and the counts  
23 we had performed in 2016 to see if any of the  
24 nearby intersections would be negatively affected  
25 substantially by this increase in traffic. And

1 what we found is that generally the intersections  
2 nearby this site -- and that's the Stone House  
3 Road and Division intersection, the Long Hill  
4 Road/Sunnyside/Division Road intersection --  
5 sorry, Division Avenue intersection. Those  
6 intersections would operate consistently with how  
7 those intersections operate today.

8           So really no substantial difference  
9 in terms of level of service; the amount of  
10 time that someone would wait at those  
11 intersections. It's basically imperceptible  
12 to the traveling public. One of the reasons  
13 why it's imperceptible is that this site today  
14 currently generates traffic on its own.

15           Again, I know that not everyone is  
16 working from their offices or their place of  
17 employment. A lot of people are working from  
18 home. But even in driving by the site today,  
19 I noticed, you know, between 50 and the 60  
20 vehicles within the parking lot. So obviously  
21 this site, even on an unusual time period that  
22 we're in, still generates traffic on the  
23 roadway. And those cars aren't going to be  
24 coming here anymore upon the new development  
25 should this Board grant this application and

1 approval.

2           So, again, when you're looking at what  
3 this site could generate as the existing use, you  
4 know, a kind of light industrial building, we  
5 actually would see a likely trip reduction in your  
6 morning and evening rush hours should that  
7 existing building be fully occupied in, I would  
8 say, a pre- or post-COVID world where all  
9 employees are going to and from work on a general  
10 basis.

11           So, again, I think that's something to  
12 remember when judging how this site would impact  
13 traffic on the roadway network, is remembering  
14 that this is not a vacant site. This is not a  
15 farm that is being touched for the first time and  
16 a brand new development. This is a site that  
17 currently generates traffic, is currently sending  
18 cars up and down Division Avenue. Perhaps Stone  
19 House -- using Stone House Road. And this  
20 proposed development would actually represent a  
21 potential reduction in traffic generation.

22           So overall as part of my study, we were  
23 able to conclude that there will not be a  
24 substantial negative impact in terms of off-site  
25 roadway -- in terms of the off-site roadway

1 intersections and that the site is properly  
2 parked. I think that the revisions made and  
3 presented to the Board as part of Exhibit A-7 I  
4 think show that this applicant is looking to  
5 design internally the best site possible while  
6 fitting within the ordinance requirements in terms  
7 of circulation and parking.

8 We are looking at providing that  
9 flexibility in terms of a banked parking plan and  
10 in hopes that the Board sees that we are looking  
11 to ensure that this site does not have a  
12 deficiency in parking that could potentially be a  
13 negative impact to the adjacent neighborhood.

14 So, again, I think this applicant is  
15 doing their -- doing their due diligence in  
16 ensuring that this is a site plan that can  
17 operate, you know, should this Board find this  
18 application approvable, providing a site plan that  
19 provides for safe and efficient circulation both  
20 on site and off site.

21 Q. And one last question: In terms of the  
22 level of service for the intersections that you  
23 studied, what was that?

24 A. The level of service in this area tends  
25 to be in the level of service of A and B ranges,

1 meaning typically delays on average of less than  
2 15 seconds when you're waiting at a stop sign.  
3 Again, that doesn't mean that every time you get  
4 to a stop sign, you know, you're waiting, you  
5 know, five seconds or four seconds. So on a  
6 Tuesday maybe it takes you 25 seconds to make a  
7 left turn from Stone House to Division and maybe  
8 on Wednesday it may take you five seconds to make  
9 the left turn.

10 But, again, we're typically at the  
11 level of service A and B range which, again,  
12 is on the -- definitely on the better end, A  
13 through -- the grades are A through F, with F  
14 being at capacity and A being basically you've  
15 designed a road well beyond the necessary  
16 traffic on the road.

17 Q. Okay. Thank you.

18 MR. REGAN: I have nothing more for  
19 Mr. Seckler.

20 CHAIRMAN HANDS: Thank you.

21 Mr. Seckler. You went through that  
22 pretty quickly, I'll be honest. So there's a  
23 lot of things that you said there. I think it  
24 may be prudent just to step back and slow down  
25 for a moment or two.



1           The -- just sort of the study. So  
2 if you can just go back simply to the  
3 variation between the current traffic going in  
4 and out. So just a weekday morning rush hour  
5 or evening rush hour. It doesn't matter.

6           THE WITNESS: Absolutely. And,  
7 again, what --

8           CHAIRMAN HANDS: And the impact a  
9 development of this size has on that because  
10 it does -- you know, I'd just like to go  
11 through those numbers again clearly with you  
12 so actually at least I understand.

13          THE WITNESS: Absolutely. And,  
14 again, what we did not do is we didn't sit at  
15 the driveway and count the existing site  
16 because the existing site in 2016, or even  
17 today, is not operating at full -- at full  
18 board. You know, it's not -- it doesn't have  
19 every space within the building fully  
20 occupied.

21          So we didn't think that it was fair  
22 necessarily to correlate what I believe is at  
23 150,000 square feet of, kind of, light  
24 industrial building, to count it now or, you  
25 know, count it when it's in half operation.

1 It really isn't a fair comparison to what that  
2 would have been or what it can be if it  
3 becomes fully occupied again.

4 So the comparison we made was taking  
5 those ITE numbers, the industry numbers, to  
6 say what on average is 150,000 square feet of  
7 light industrial buildings generate, and they  
8 would generate in the morning on average about  
9 108 trips in a building about 150,000 square  
10 feet and our site would generate in the  
11 morning about 61 trips. So we actually would  
12 see a reduction.

13 Again, this is -- this is ITE  
14 formula. This is not me counting this  
15 building in operation today. This is if the  
16 150,000-square-foot industrial building  
17 basically was churning at 100 percent. It  
18 would be generating 108 trips versus 61 that  
19 the proposed site would generate in the  
20 morning. In the evening that comparison is 97  
21 by the industrial building and 75 by the  
22 proposed development.

23 Saturday it actually -- the  
24 current -- the proposed site would generate  
25 more because industrial buildings, again,

1 likely wouldn't be fully utilized on a  
2 Saturday. Some tenants would likely not be  
3 open at all and other tenants may have, I  
4 would say, a smaller or skeleton crew if they  
5 were running a Saturday operation.

6 CHAIRMAN HANDS: So not to put words  
7 in your mouth here, but I think it's --

8 THE REPORTER: Excuse me.

9 Mr. Fourniadis, could you please  
10 mute yourself?

11 Go ahead, Mr. Chairman.

12 CHAIRMAN HANDS: Thank you.

13 So not to put words in your mouth  
14 here, I think the current site is maybe 40  
15 percent occupancy rate? I think.

16 THE WITNESS: Again, your guess is  
17 as good as mine, or probably better than mine.  
18 If it was 40 percent occupied, again, I would  
19 say that it would likely be generating around  
20 45 trips in the current day and we're  
21 generating 61 in our proposed condition.

22 So, again, it's comparable. Again,  
23 that's a difference of, you know, a trip every  
24 three minutes. You know, pretty imperceptible  
25 to a driver. But, yes, if it is at 40

1 percent, you would be at, you know,  
2 40-some-odd trips.

3 CHAIRMAN HANDS: Okay. Thank you.

4 And then you said, you know, one to  
5 two cars a minute at rush hour, so it would be  
6 about at rush hour --

7 THE WITNESS: Yeah, the proposed --  
8 exactly. The proposed development would  
9 generate -- and, again, we had taken that --  
10 and I'll give kind of the worst case scenario  
11 is the Saturday, where you may see about 96  
12 trips being generated over the entire hour.

13 So if you take the 96 trips over  
14 an hour divided by 60 minutes in an hour,  
15 you would be about, you know, one and a half  
16 cars either coming in or coming out of the  
17 site. It may be the same car. The car  
18 coming in to use the retail building, you  
19 know, would likely leave in the same hour  
20 depending on what the tenant is of that retail  
21 building.

22 CHAIRMAN HANDS: Okay. So your one  
23 to two cars per minute is based upon that it  
24 was not an additional two cars per minute?

25 THE WITNESS: No, that's based on --

1 that's based on a zero from what the site  
2 existing would generate. So if we did a net  
3 difference, it would be much less. It would  
4 be less than a car a minute in a Saturday.  
5 And, again, depending upon the occupancy of  
6 the existing building today, you would  
7 probably be, you know, one every three minutes  
8 in traffic.

9           And, again, I think that's what's  
10 important to remember is that, again, those  
11 cars that utilize the industrial building  
12 either in the past or now, again, are what  
13 people are familiar with when they're driving  
14 through this corridor. So we're removing  
15 those and we're adding ours.

16           CHAIRMAN HANDS: And just as a  
17 matter of interest, the site's location next  
18 to a train station, is there an adjustment for  
19 that or expectation of adjustment or is it  
20 just a flat calculated amount based upon  
21 the --

22           THE WITNESS: Yeah. So we used a 10  
23 percent transit reduction which, again, when  
24 you're looking at the total number of trips,  
25 you're talking about, you know, in the morning

1 peak hour maybe a reduction of seven trips.  
2 So, again, if you're thinking, you know,  
3 we're adding 140 units here, you know, seven  
4 of them in the rush hour decided to use the  
5 train, I think is a fair number. Again, if  
6 this was on a line -- to be fair, this train  
7 station is not like, you know, Montclair, you  
8 know, on the Essex County line, direct  
9 service into Manhattan in a, you know,  
10 25-minute spot, where we are likely to be  
11 taking a larger credit in terms of the transit  
12 where people are specifically moving to that  
13 location because of its great transit  
14 infrastructure.

15 I think this site, it would be a  
16 partial draw. I think if you want to be in  
17 Long Hill, I think some of the tenants may  
18 want to be at this specific location because  
19 of the train, but I don't think it's  
20 necessarily -- the 10 percent is not a New  
21 Jersey-wide number. I would say this is on  
22 the lower end of my transit reductions that  
23 I've utilized in past reports.

24 CHAIRMAN HANDS: Thank you.

25 Those are things off the top of my

1 head.

2 Does anybody else on the Planning  
3 Board wish to ask any questions?

4 BOARD MEMBER SANDOW: Yes. At a  
5 prior meeting, the owner spoke of how he would  
6 market the building. That was, I think, in  
7 reference to small children.

8 Do you have a marketing comment at  
9 this point?

10 THE WITNESS: I can't answer that as  
11 a traffic engineer. I just see cars. I don't  
12 know who's in them or where they're going  
13 necessarily.

14 MR. REGAN: Bob, do you want to  
15 address that at all?

16 MR. FOURNIADIS: I'm sorry, could  
17 you say that again? I don't -- I'm not -- I  
18 don't recall the statement.

19 BOARD MEMBER SANDOW: During the  
20 discussion at a prior meeting about children,  
21 you said, Well, that would be dependent upon  
22 how we market the building.

23 And so my question now with regard  
24 to the tenants who would use the train rather  
25 than drive, is that a marketing issue?

1           MR. FOURNIADIS: We would, of  
2 course, market the proximity to the train  
3 station. I tend to agree with what  
4 Mr. Seckler has said, that you will get people  
5 that will move here that will take the train.  
6 You know, maybe to Newark, maybe to New York,  
7 maybe to Summit. You'll get a couple,  
8 somebody who works in the 287/78 corridor and  
9 then the other member of the couple takes the  
10 train into one of the other locations.

11           But I agree, it's not Montclair.  
12 It's not Hoboken. It's not Jersey City.  
13 You're not going to get people moving here  
14 so they can take the PATH train to Wall  
15 Street, but you will get people that take the  
16 train.

17           And I think the 10 percent number is  
18 a fair number. You know, if Matthew said 20  
19 percent -- if Matthew said I'm going to go and  
20 tell them 20 percent, I would have talked him  
21 out of it and said, No, no one's going to  
22 believe 20 percent because I don't believe 20  
23 percent. I think 10 percent is a fair  
24 number. It will be marketed as a  
25 transit-oriented community because there's a



1 train station there. We'd be nuts not to  
2 market it that way.

3 BOARD MEMBER SANDOW: I'd go with 20  
4 percent.

5 MR. REGAN: Hopefully.

6 MR. FOURNIADIS: That would be  
7 great.

8 CHAIRMAN HANDS: Yeah.

9 Dennis, is that it? Any Board  
10 members with questions?

11 BOARD MEMBER MALINOUSKY: Yes.

12 Mr. Seckler, can you just touch on  
13 the electric charging stations, the number,  
14 the distribution, how it would determine where  
15 they're going to go?

16 THE WITNESS: Yeah. Obviously those  
17 residents that have garages or driveways, they  
18 would not be given an electric charging  
19 station. Obviously their unit themselves, you  
20 know, could potentially for private purposes.  
21 We likely would have -- if we had an electric  
22 charging station, there would likely be one  
23 near the retail, again, because that has --

24 BOARD MEMBER MALINOUSKY: There's  
25 three up there, right?

1           THE WITNESS: Yes. I'm zooming in  
2 as I work in there. It would be up near the  
3 retail. And there -- here it is. Three  
4 stations and they're basically located to the  
5 northwest of the retail building.

6           BOARD MEMBER MALINOUSKY: And then  
7 there's three others spread throughout the  
8 site? I think there's a total of six?

9           THE WITNESS: Yes. There's -- we  
10 have one listed, proposed -- one here, a space  
11 that's listed as number 9 located to the west  
12 of Building 13. There is one listed up here,  
13 which is to the east of Building 1. And hold  
14 on as I try to find the other one that is  
15 spread throughout here. I'm trying to find  
16 the last one.

17           But, yes, the intention is that the  
18 ones within the residential portions would be  
19 able to be utilized by residents that do not  
20 have a garage, but do have an electric car  
21 that need to be charged.

22           I haven't found the last one.

23           BOARD MEMBER PFEIL: How about by  
24 number 10?

25           THE WITNESS: Ten? I don't see it

1 specifically, but I will ensure that we do put  
2 one down by number 10 so that we have them  
3 distributed one on the north side, one on the  
4 west side, and one on the south side.

5 And, again, with our revised  
6 parking plan, with that row of where we show  
7 four on this Exhibit A-5, we'll be able to  
8 put an additional charging station, whether  
9 it's between 9 and 10 or to the east of 10 and  
10 12.

11 BOARD MEMBER MALINOUSKY: With the  
12 growth in popularity of electric cars, if we  
13 wanted to make a condition for the banked  
14 parking to have charging stations in there,  
15 would that be something that would be  
16 considered, can be considered?

17 MR. FOURNIADIS: Sure. I'm fine  
18 with that. Ultimately we, as an apartment  
19 project, we're going to continue to own it and  
20 rent it. We would do whatever the market  
21 demands of us. So I foresee a time when we  
22 might decide we need to put even more in than  
23 the Board required, but I would definitely  
24 agree to add one in the banked parking area if  
25 we go that route.

1 BOARD MEMBER MALINOUSKY: Okay.

2 Thank you.

3 CHAIRMAN HANDS: Can I just add a  
4 couple of follow-up points to that electric  
5 parking? One is a matter of interest. Are  
6 they for a fee or will they be for free?

7 MR. FOURNIADIS: There would be for  
8 a fee. It's some type of swipe a credit card,  
9 tap a credit card, you plug it in, and then it  
10 charges you.

11 CHAIRMAN HANDS: Okay. And not -- a  
12 design point, if I might. In the garages that  
13 you would allow, obviously people will have  
14 outlets in the garages. Can you put 220-volt  
15 outlets in the garages as well as -- I'm not  
16 sure what the design was, what it was for, but  
17 just an FYI.

18 MR. FOURNIADIS: A 220 volt?

19 CHAIRMAN HANDS: Yeah. I'll tell  
20 you for why, because I do have an electric car  
21 and we run 110 to the garage and it takes me  
22 all night to charge. 220 is going to speed up  
23 my charging time obviously by twice the  
24 amount. So just as a point, if you will, just  
25 an FYI.

1           MR. FOURNIADIS: I'll look into it.  
2 I don't know what it does to the rest of the  
3 wiring. But I know that -- I understand what  
4 you're saying. I've heard that before, but  
5 that doesn't seem to be a problem. I can't  
6 commit to it right now because I'm not an  
7 electrical engineer, but I'll definitely talk  
8 to our MVP.

9           CHAIRMAN HANDS: Thank you.

10          MR. FOURNIADIS: And see what's  
11 involved.

12          CHAIRMAN HANDS: I'm just taking the  
13 opportunity because we have it within the  
14 master plan as well, to encourage using it.

15          MR. FOURNIADIS: Sure.

16          CHAIRMAN HANDS: If we have the  
17 opportunity to do something, fantastic. If  
18 not, I just wanted to ask you about it.

19          MR. FOURNIADIS: All right. Thank  
20 you. We'll look into it. It could be a good  
21 selling point.

22          CHAIRMAN HANDS: Any other Board  
23 have questions?

24                 If not, Deb, I see at least Pam has  
25 her hand up. Do you want to go into public

1 questions?

2 BOARD MEMBER PFEIL: How about a  
3 ten-minute break before we do that?

4 COORDINATOR COONCE: I was just  
5 going to suggest that. I think we need to  
6 have a break prior to starting questions from  
7 the public.

8 CHAIRMAN HANDS: Pam, this is not --  
9 this happens every time you come up to ask a  
10 question, we happen to go to a break. So  
11 please accept that as the situation. It's not  
12 deliberate.

13 So shall we say 9:30, 12 minutes?

14 COORDINATOR COONCE: Sounds good.

15 CHAIRMAN HANDS: Thank you, all.

16 (Whereupon, a recess is taken.)

17 COORDINATOR COONCE: Okay. We are  
18 recording and so I will bring in Pam Ogens  
19 again.

20 Pam.

21 MS. OGENS: Hello again. I have a  
22 few questions for -- may I call you Matt?

23 THE WITNESS: Sure.

24 MS. OGENS: A few questions for  
25 Matt.

1           First, the intersection of Division  
2 Avenue and Valley Road has me concerned.  
3 That's a busy intersection. I travel it all  
4 the time. And at certain times of the day,  
5 making a left from Division Avenue onto Valley  
6 Road does generate a line of cars.

7           Was that intersection evaluated for  
8 study?

9           THE WITNESS: So typically when we  
10 determine what intersections should or  
11 shouldn't be studied, what we typically do is  
12 we study driveways as the first thing. We  
13 kind of work outward from the site. So we  
14 start at the driveways. Then we usually do  
15 the roads that front the site. You know, this  
16 happens to be a fairly large site so we did  
17 the intersection of Stone House and Division,  
18 the intersection with Meadowview Road and  
19 Division and, obviously, where Division  
20 becomes Long Hill Road.

21           Then, when we look to determine  
22 whether we need to go another layer out, we  
23 typically use what the I.T.E. or the industry  
24 utilizes is 100 new trips would create a  
25 substantial difference in performance. And

1 obviously this site or the amount of traffic  
2 that we'd be adding to that intersection would  
3 not be reaching 100 trips.

4           Just, for example, we'd expect about  
5 ten new cars from this site to -- in the  
6 morning to end up at that intersection an  
7 hour. So that would be one new car every six  
8 minutes or so. And, again, that is not on --  
9 that is not a net difference between the  
10 existing industrial development. That's just  
11 this site will send ten cars to the  
12 intersection that you're referring to at  
13 Valley during the morning peak hour.

14           And I do appreciate that  
15 intersection. I mean, those cars on Valley  
16 always feel like they're going at least five  
17 or ten miles an hour faster than they should  
18 be when you're kind of stopped there waiting  
19 to make that turn.

20           But in terms of what we're going to  
21 be doing to that intersection, it's going to  
22 be basically a de minimis difference, one new  
23 car every six minutes. You know, if you  
24 commute through there over a week, perhaps one  
25 time during that week you'll be one car



1 further back in the queue versus what you are  
2 today.

3 So, again, it wouldn't be a  
4 significant difference, but I do appreciate  
5 that being a difficult left turn. We're just  
6 not, I'd say, changing that in any substantial  
7 manner.

8 MS. OGENS: Okay. I'm not sure that  
9 the banked parking schematic was posted to the  
10 website.

11 Isn't that -- is that fair, Debra,  
12 or has that --

13 COORDINATOR COONCE: I'm sorry. I'm  
14 sorry, Pam, repeat.

15 MS. OGENS: The banked parking  
16 schematic, is that -- is that posted? I did  
17 see a new --

18 CHAIRMAN HANDS: Pam, it is. It is.

19 MS. OGENS: It is?

20 COORDINATOR COONCE: That was --  
21 which exhibit? That was A-7?

22 THE WITNESS: A-7. A-7. Lower  
23 right-hand corner of A-7.

24 COORDINATOR COONCE: Do you want me  
25 to pull that up or do you need Matthew to pull

1 it up, Pam?

2 MS. OGENS: If it's there, I'll find  
3 it.

4 CHAIRMAN HANDS: It is, Pam. I  
5 copy-and-pasted it into here this afternoon.

6 MS. OGENS: Okay. The -- is there  
7 an ordinance that 15 cars cannot be in a row  
8 without a break such as landscaping or an  
9 island? I thought I remembered reading  
10 that.

11 Is there someone who knows the  
12 ordinance better than I do about the 15  
13 spaces in a row? And in the banked parking  
14 scheme, would that -- would that become an  
15 issue?

16 THE WITNESS: So I've pulled up A-7  
17 and I'm looking at the banked parking inset,  
18 which is in the lower right-hand corner, and  
19 what we have is a maximum of nine parking  
20 spaces in a row before we have a division of  
21 an island between them. So we do not violate  
22 that ordinance if that is an ordinance.  
23 Again, we tried to -- we tried to prevent  
24 having long aisles of just parking.

25 MS. OGENS: Yeah, just

1 aesthetically. So a walkway counts as an  
2 island?

3 MR. FOURNIADIS: That's not a  
4 walkway.

5 MS. OGENS: There's a sidewalk on  
6 each side, no?

7 THE WITNESS: There's a walkway that  
8 goes along the aisles, I guess in the same  
9 direction as the vehicular travel flow is.  
10 But the curved areas between what's listed as  
11 number 8 and number 9, that is landscaped.  
12 That's not a -- that's not a crosswalk. The  
13 crosswalks are located at the northern and  
14 southern end of this drive -- of this parking  
15 lot.

16 MS. OGENS: So you would have  
17 landscaping.

18 THE WITNESS: Yep.

19 MS. OGENS: Just two more.

20 Having lived in a condominium  
21 earlier, I know that garages are generally  
22 used for storage and found that my guests were  
23 unable to find sufficient parking.

24 MR. FOURNIADIS: Can I -- can I  
25 address that?

1 MS. OGENS: Uh-huh. Yes, I'm sorry.

2 MR. FOURNIADIS: This is Bob  
3 Fourniadis. We will require tenants to park  
4 in their garages.

5 MS. OGENS: Well, that certainly was  
6 the case in my condominium, but it was never  
7 enforced.

8 MR. FOURNIADIS: Well, the  
9 difference between a condominium and an  
10 apartment is in a condominium you own your  
11 home and it's hard for somebody to tell you  
12 what to do with your home even if it's in a  
13 declarations coverage and restrictions. In an  
14 apartment, it's in the lease. And if you  
15 violate the lease, I can evict you and will  
16 gladly do so.

17 MS. OGENS: Okay. So it will be  
18 enforced?

19 MR. FOURNIADIS: It will be  
20 enforced, absolutely, because we don't want  
21 what you just described to happen here.  
22 People make the garage a man cave and then  
23 guests can't park.

24 MS. OGENS: Exactly. It was  
25 certainly in our bylaws of the condominium,

1 but it was never enforced.

2 Let's see. Is there any value to  
3 looking at car trips per day not during the  
4 peak hours? Is that ever done?

5 THE WITNESS: So in the industry we  
6 typically look at the worst -- the worst  
7 conditions. So we would look at when is the  
8 volume on the road the highest and then when  
9 is the volume of our site generating the most  
10 traffic? So we basically look at that worst  
11 case condition.

12 I can tell you that for residential  
13 buildings, you have a pretty steep drop-off  
14 outside of the rush-hour time periods. Again,  
15 of course, there are people who may be  
16 retired, may not be working. Maybe they're  
17 driving to the gym at 10 a.m. and they're  
18 not -- or people who may work third shift at a  
19 hospital and they'd be coming home at midnight  
20 or leaving at 8 p.m.

21 But generally when it comes to  
22 determining an impact on intersections, you  
23 know, how much longer are people waiting at an  
24 intersection, how much longer is that queue,  
25 we typically look at the worst case condition

1 which would be during your rush-hour time  
2 period for a residential development.

3 MS. OGENS: Got it. Okay. Thank  
4 you. That's all I have.

5 CHAIRMAN HANDS: Thank you, Pam.

6 Deb, I don't see anybody else with  
7 their hand up. And I just want to make a  
8 quick comment -- oh, I just see Don just put  
9 his hand up.

10 Before we come to you, Don, I think  
11 we're being fairly regimented in noticing who  
12 has hands up, et cetera, through this process.  
13 So I'd just make a quick request. If anybody  
14 who has not heard their hand -- heard their  
15 name mentioned wishing to speak and believes  
16 they have put their hand up to speak and we  
17 haven't recognized you because we literally  
18 cannot -- it's not represented on Zoom, if you  
19 can send an e-mail to Deb just to let us know  
20 that there's a technical issue we have to be  
21 aware of.

22 But right now everybody who's had  
23 their hand up has spoken. So just to confirm  
24 if anybody, alternatively, if they haven't  
25 been heard, but they -- just please send an

1 e-mail to Deb.

2 Right now I certainly see Don and  
3 Pam's put her hand back up.

4 So, Deb, can we go to Don, please?

5 MR. FARNELL: Yes. Mr. Seckler, are  
6 you there?

7 THE WITNESS: Yes, I am.

8 MR. FARNELL: Can we just go back to  
9 something you said early in your presentation  
10 about the parking? And I think you used the  
11 word "assigned" to the specific units, one in  
12 the garage, one in the driveway, so on and so  
13 forth. That's fairly straightforward.

14 Are the guest spaces associated with  
15 a specific building in any way designated  
16 either by a number on the pavement or a sign  
17 or are the guest spaces more or less a  
18 free-for-all, you get to as close to your  
19 destination as possible, if you know what I'm  
20 saying?

21 THE WITNESS: Yeah, it's the second  
22 one. So basically the, you know, resident  
23 assigned spaces will have a number on them.  
24 The guest spaces will look like -- you know,  
25 just be blacktop and, you know, the white

1 stripe on the side. And it's somewhat a  
2 free-for-all.

3           And I think that one of the -- the  
4 comment that the Board engineer made, and I  
5 think he might have stated it when you asked  
6 him a question specifically earlier about the  
7 distribution of parking, I think the fear that  
8 we had or the fear that the Board engineer had  
9 was that, especially to the east of buildings  
10 10 and 20, in the previous version of the site  
11 plan, there was only four parking spaces. And  
12 the concern was that they could be occupied  
13 very quickly and the guests would have to  
14 walk from one end of the development to the  
15 other.

16           I think that the way that it's being  
17 distributed now, again, I can't promise that  
18 no guest will have to walk, you know, more  
19 than 200 feet, but I think we've distributed  
20 the traffic -- the parking appropriately.  
21 That, you know, we've really limited the walk  
22 for any one kind of guest coming to these  
23 buildings.

24           MR. FARNELL: But so this -- so this  
25 also will then be a self -- and excuse the



1 word here -- "self-policing" approach to  
2 this?

3 THE WITNESS: I mean, obviously the  
4 management here -- and you've heard from Bob  
5 earlier -- they tend to be hands on. So if  
6 there seems to be an issue or a violation or,  
7 let's say, someone parking in this, in an  
8 unassigned parking space and using the train  
9 because they don't want to pay for the  
10 train, you know, knowing Bob and knowing  
11 them as building managers and property  
12 managers, I think they would be able to  
13 effectively, you know, tow or whatever else  
14 they need to do to get those vehicles out of  
15 there.

16 I know -- I've seen other buildings  
17 that they've managed and I've seen those, you  
18 know, 'We will tow you' signs quite  
19 prominently displayed.

20 MR. FARNELL: Mr. Fourniadis, is  
21 there going to be an on-site resident manager?

22 THE WITNESS: There won't be because  
23 of the size of the community, 140 homes. That  
24 doesn't justify a full-time on-site manager.  
25 But in this day and age, everybody's reachable

1 all the time. And, you know, this is our  
2 third apartment community, and the last two  
3 were 360 homes and 330 homes and this one is a  
4 little bit smaller. But our management  
5 people, we'll be self-managed, which we plan  
6 to do, or bring an outside management company  
7 in, which is always an option. We will always  
8 be reachable.

9           If people are parking in assigned  
10 spaces that they don't belong to, we'll find  
11 out about it and we'll address it. If people  
12 are parking so they can take the train, which  
13 would be crazy since there's a commuter  
14 parking lot there, we'll find out about it and  
15 we will tow them.

16           We've never had an issue. We find  
17 communities like this, which are adequately  
18 parked, we don't run into the type of trouble  
19 that we're talking about here. But if we do,  
20 we will address it.

21           MR. FARNELL: Okay. Mr. Seckler, I  
22 have one more thing.

23           Can you just scan the plan up so  
24 that we can look a little more closely, thank  
25 you, at the retail? I have a couple questions

1 there.

2 Am I correct that currently parking  
3 along the west side of Division Avenue is  
4 prohibited? There's no parking, correct?

5 THE WITNESS: You mean on street, on  
6 Division?

7 MR. FARNELL: On the street, yes.

8 THE WITNESS: Yeah, there's no  
9 parking permitted along Division.

10 MR. FARNELL: Okay. So anybody  
11 who wants to patronize the retail building  
12 must come into the site, make a right, and  
13 find a space along the front of there,  
14 correct?

15 THE WITNESS: Correct.

16 MR. FARNELL: Okay. And I think --  
17 tell me how many spaces per square foot is it  
18 for retail use.

19 THE WITNESS: You need one space for  
20 every 200 square feet of space.

21 MR. FARNELL: So there's 12 there?

22 THE WITNESS: Well, there's 20 total  
23 spaces that are required. The rows in this  
24 area -- there are 12 in this row and likely,  
25 you know, eight of these spaces -- one of the

1 reasons why we put the electric charging  
2 station in this area here is so that if  
3 patrons of the retail building want to utilize  
4 the electric charging station, they'd be able  
5 to.

6 So if we -- and, again, it is not  
7 our intention to sign these spaces as retail  
8 only or, you know, customers only. If it  
9 becomes a problem, that is likely, again,  
10 something that the management will be able to  
11 do.

12 MR. FOURNIADIS: Right.

13 THE WITNESS: But it would be these  
14 12 here and likely the spaces kind of up --  
15 the angled spaces that are in that row of ten  
16 are likely or perhaps some people in this row  
17 of nine. Again, I think it depends on if  
18 there's something going on in the community  
19 building or pool and, you know, those spaces  
20 are occupied or unoccupied.

21 The point is this area is kind of  
22 like a shared parking area. So, again, if  
23 it's summertime and a lot of people are at the  
24 pool, you may see more parking spaces being  
25 occupied for the community building and pool

1 area. If it's, you know, 8 o'clock at night  
2 and there's some retail establishment that is  
3 busier 8 o'clock at night, obviously the  
4 pool's not going to be busy; the parking would  
5 be able to be utilized in this general parking  
6 field for the retail building.

7 MR. FARNELL: Okay. Thank you for  
8 that.

9 So the proposed retail building will  
10 be serviced -- I don't know. Let's say  
11 there's a sneaker shop in there and a UPS  
12 truck comes up and he has to offload, I don't  
13 know, 50 pairs of Nikes or whatever it is.

14 Where does he stop and do that so  
15 that the traffic is not screwed up in that  
16 neck of the woods?

17 THE WITNESS: Yeah. So, again,  
18 obviously with 4,000 square feet, you're not  
19 going to have, you know, the ShopRite-size  
20 tractor-trailer coming into the site.

21 MR. FOURNIADIS: Right.

22 THE WITNESS: You typically will  
23 see -- whether it's a van or a small  
24 single-unit truck. They will likely utilize  
25 one of the parking spaces. Again, they may

1 stick out a little bit, they may be wider.  
2 But most retail establishments, they do take  
3 deliveries. They tend not to take it during  
4 the busiest time periods. They tend to be  
5 getting a delivery at, you know, 10 o'clock in  
6 the morning, before they get busy and before  
7 you would expect, you know, all of the parking  
8 spaces to be occupied on site.

9 This being a residential  
10 development, you would likely see the majority  
11 of the parking spaces occupied almost in the  
12 overnight hours, 10 o'clock, 11 o'clock. And  
13 then, throughout the day, when people are at  
14 work, that's when you'd have more available  
15 parking spaces.

16 MR. FARNELL: So are you saying that  
17 this delivery vehicle, whether it's an Amazon  
18 van or UPS van or whatever it is, is going to  
19 pull into a parking space?

20 THE WITNESS: Again, they would  
21 likely pull either into a parking space or in  
22 front of the dumpster area. Those would be  
23 the likely areas where they would pull into to  
24 deliver to this retail building.

25 MR. FARNELL: So if they're there

1 for more than two minutes, potentially there's  
2 a van in the travel lane.

3 THE WITNESS: Again, the way that  
4 we've designed it is the -- if you look,  
5 the area that we have in terms of the width  
6 on this turn where we have the dumpster to  
7 the --

8 MR. FARNELL: Yep.

9 THE WITNESS: It's actually a little  
10 wider than a standard 24-foot-wide area. I  
11 don't know if you can tell, but the  
12 24-foot-wide area would almost be at the  
13 extension of the concrete pad that we show.  
14 So we do have a little extra width in this  
15 area if we need to -- the vehicle had to kind  
16 of wait on the side there.

17 MR. FARNELL: Okay. So the last  
18 point I want to ask you about is the one that  
19 really concerns me the most. And it's the  
20 travel way that connects the community  
21 building to the retail building. It's a  
22 walkway. There's painted lines on the  
23 pavement and so on and so forth. I'm thinking  
24 a hot -- a hot weekend at the pool and kids  
25 are running back and forth to the candy store,

1 whatever it is, and they're in direct line of  
2 fire there if somebody comes around the  
3 corner.

4 Is there -- can you put a speed bump  
5 at the first intersection or some way to  
6 protect that crosswalk, which really troubles  
7 me?

8 THE WITNESS: Now, again, just so I  
9 understand which crosswalk, because there's a  
10 whole bunch in the area, are you referring to  
11 this horizontal one or this vertical one?

12 MR. FARNELL: The one that goes  
13 east-west from the community building to the  
14 proposed retail building.

15 THE WITNESS: Oh, this area here.  
16 Okay.

17 MR. FARNELL: Yes.

18 THE WITNESS: The area of the ADA  
19 spaces.

20 MR. FARNELL: Yeah.

21 THE WITNESS: So we likely wouldn't  
22 do a speed bump, one, because this is an  
23 ADA-accessible path and we can't have that  
24 grade change. What we could do is we could  
25 look at additional signage. You know, you see



1 in some areas those kind of in-roadway  
2 signage, you know, where it's almost like a  
3 flexible sign that you put out there if it  
4 becomes an issue or concern for the community.

5           Yeah, the -- again, the people using  
6 the community building and pool are tenants  
7 here. The retail building is, you know,  
8 obviously a piece of this development that  
9 means a lot to the developer in terms of being  
10 a draw for this neighborhood. So, again, if  
11 this becomes an issue, you know, we could, you  
12 know, create a high-visibility crosswalk. We  
13 could add those extra signage in the area. I  
14 just would hesitate to put up a speed bump  
15 just because of the ADA-accessible path that  
16 we have to make here.

17           MR. FARNELL: Okay. Thank you,  
18 Mr. Seckler, very much. That's all I have.  
19 Thank you.

20           That's all I have, Mr. Chairman.

21           CHAIRMAN HANDS: All right. Thank  
22 you, Don.

23           I see Pam was next and I see Charles  
24 after Pam.

25           COORDINATOR COONCE: Okay. Pam, are

1 you there?

2 MS. OGENS: I'm here.

3 Just very quickly, because it's  
4 difficult to know how to prepare for these  
5 meetings when we don't know who will be  
6 providing testimony. Is there a way when  
7 you send out the Zoom information you can give  
8 us who has been contacted to provide testimony  
9 at that meeting so we can prepare  
10 appropriately?

11 COORDINATOR COONCE: That's not a  
12 question that we, the Board, can answer.

13 MS. OGENS: Well, it must be -- the  
14 people who are going to testify must know that  
15 they're going to testify so --

16 COORDINATOR COONCE: Well, I would  
17 defer that question to the applicant's  
18 attorney.

19 MR. REGAN: We've tried, at least  
20 I've tried, at every meeting and even maybe at  
21 the end of the meeting to advise who we  
22 anticipate testifying at a subsequent meeting  
23 just so that everybody is aware of that. And  
24 obviously, you know, from my perspective I  
25 will make an effort to do that, you know, as

1 we continue through just so that the public  
2 knows.

3 MS. OGENS: You generally have that  
4 information at the time that Debra is posting  
5 the Zoom information? Could you be providing  
6 that to Debra so it can be posted with the  
7 Zoom? These are the expected experts who will  
8 be testifying tonight?

9 MR. REGAN: I mean, I have no  
10 problem providing that information. It's up  
11 to the Board as to whether or not they feel  
12 it's, you know, appropriate to post that as  
13 part of a notice or not.

14 MS. OGENS: David, how do you feel  
15 about that?

16 CHAIRMAN HANDS: Yeah, personally I  
17 have no problem if, Frank, you got --  
18 especially with an application that's likely  
19 to go to more than one meeting.

20 COORDINATOR COONCE: I don't have a  
21 problem with adding it to the agenda. I can  
22 make a note.

23 MS. OGENS: That would certainly be  
24 appreciated.

25 And with that I'll save questions

1 for when the architect -- do we have any idea  
2 when the architect will be testifying?

3 MR. REGAN: We have two more  
4 witnesses after we conclude with our traffic  
5 consultant and it would be our landscape  
6 architect, who would testify next, and then  
7 the architect will testify. As to when we get  
8 to them, I can't speculate.

9 MS. OGENS: That's okay. I mean,  
10 it's just helpful to know the order. Thank  
11 you.

12 MR. REGAN: You're welcome.

13 COORDINATOR COONCE: Okay. Next is  
14 Mr. Arentowicz. Hold on a minute.

15 Mr. Arentowicz ?

16 MR. ARENTOWICZ: Yes. Can you hear  
17 me?

18 COORDINATOR COONCE: Yes.

19 MR. ARENTOWICZ: Charles Arentowicz,  
20 Millington.

21 Mr. Seckler, you went over the peak  
22 times in June of 2016 for Saturday and the  
23 weekends. You said this site would add one to  
24 two new cars new every minute. And then about  
25 ten minutes later you said there's a potential

1 for trip reduction.

2           Could you explain the rationale  
3 there where we're getting an increasing number  
4 of cars, but then we're going to get a trip  
5 reduction?

6           THE WITNESS: So it may have been  
7 related to a question that the Chairman made  
8 regarding -- or maybe it was part of my  
9 testimony, as related to the fact that the  
10 site currently generates traffic. When I  
11 was giving the trip generation of one to  
12 two cars a minute, that was the trips that  
13 would be generated by this residential  
14 development, not a -- residential and retail  
15 development.

16           It was not the net change in trips  
17 versus what is currently on the site or what  
18 could be on the site should the existing  
19 industrial building be 100 percent occupied.  
20 So that was what I meant about it could be a  
21 reduction compared to what is currently or  
22 generally experienced out at this area if the  
23 industrial building was being, you know, fully  
24 occupied or in use greater than a COVID era  
25 function.

1           MR. ARENTOWICZ:  If your numbers  
2   took into account 2016 and you took the  
3   percentage increase allowed by the state, I  
4   still don't understand how we're going to have  
5   the reduction.

6           THE WITNESS:  Again, so the -- so I  
7   performed counts in 2016.  In 2016 the  
8   industrial building was partially in use.  So  
9   if someone was driving into that building or  
10  into that site today, I counted them as a car.  
11  They were one of the, let's say, 173 cars that  
12  were going southbound on Division Avenue,  
13  perhaps in the morning or if they're leaving  
14  work maybe they're going northbound.  So they  
15  weren't included in that count.

16           When I did my analysis, I did not  
17  necessarily remove those cars from the roadway  
18  network.  I basically took our development and  
19  added it to the counts that I did in 2016 to  
20  be conservative.

21           What I was stating was, anecdotally,  
22  you know, there is some traffic being  
23  generated from the site today that will no  
24  longer be on Long Hill Road, be on Division,  
25  you know, in the future should this project be

1 approved.

2           So, again, I just wanted to state  
3 that I think our analysis was conservative.  
4 And the fact that I assumed that one- to  
5 two-car-a-minute trip generation, but did not  
6 subtract those cars as part of doing my  
7 analysis, again, I'm sorry if that was  
8 confusing, but that is what I thought would be  
9 the most conservative approach to this  
10 application.

11           You do not subtract and take a  
12 reduction. I was stating that there could  
13 likely be a reduction just, you know, from an  
14 anecdotal point of view.

15           MR. ARENTOWICZ: Okay. Thank you.

16           CHAIRMAN HANDS: Okay. I don't see  
17 any more hands up.

18           Deb, do you see any more up?

19           COORDINATOR COONCE: I do not.

20           Anyone else from the public? Going  
21 once. Going twice.

22           CHAIRMAN HANDS: Okay. Frank, I  
23 think, is that your conclusion on the  
24 testimony from the traffic expert?

25           MR. REGAN: Yes, it is. One last

1 point. Actually one last point. I just --  
2 with regards to the banked parking, I just  
3 want to pass on that if the Board is inclined  
4 to want the applicant to construct that  
5 parking as part of the project if the Board  
6 was to ultimately approve the project, the  
7 applicant is agreeable to that.

8 We understand that we still need to  
9 provide, you know, the site plan analysis with  
10 regards to the banked parking. So whether  
11 it's banked or not, we need to do that work  
12 and provide it to your engineer. But I wanted  
13 to just make the Board aware that if the  
14 Board's desire is to have more parking, you  
15 know, as part of the project at the outset,  
16 the applicant's agreeable to that.

17 CHAIRMAN HANDS: Understood. So  
18 perhaps we can wait and hold that until we  
19 hear back from the engineers under their  
20 review and then make a decision at that point  
21 if that's okay.

22 MR. REGAN: Sure.

23 CHAIRMAN HANDS: Thank you.

24 Just to make sure I'm fully on top a  
25 little bit, in terms of the revised plans, I



1 want to make sure if our engineer has any  
2 questions, or is everything to your  
3 satisfaction at this point with the amendments  
4 that we heard from Matthew and, I think, Jeff  
5 a bit earlier? Was there anything else, Mike,  
6 that you had or questions that you had towards  
7 the engineer and, particularly at this point,  
8 the traffic?

9 MR. LANZAFAMA: No, I think they've  
10 addressed all my concerns. The -- the  
11 alternate design that they presented, I think  
12 satisfies my concerns about the distribution  
13 of parking.

14 I like the improved distribution of  
15 the handicap parking as well.

16 So I think they've been able to  
17 accomplish what I was -- what I was striving  
18 for.

19 CHAIRMAN HANDS: All right. Thank  
20 you.

21 COORDINATOR COONCE: Mr. Chairman,  
22 if I may interject for a minute. At the break  
23 one of our Board members had requested copies  
24 of the exhibits that are being discussed  
25 tonight, physical copies.

1           So, Mr. Regan and Mr. Fourniadis, is  
2           there a way that you can send me three to five  
3           copies of each exhibit from today?

4           MR. REGAN: Sure. I know we  
5           submitted five to you so I don't know if you  
6           got them --

7           COORDINATOR COONCE: Oh, you did?

8           MR. REGAN: We did.

9           COORDINATOR COONCE: Well, then, no,  
10          no. If you did already -- I'll look through.  
11          There was a couple boxes. I didn't look  
12          through specifically to see what we had.

13          MR. REGAN: I'm looking at the cover  
14          letter which says that they submitted five  
15          copies of each of those.

16          COORDINATOR COONCE: Okay. Then  
17          we're fine. Great.

18          MR. REGAN: If you need more, let me  
19          know.

20          COORDINATOR COONCE: No, we're fine.  
21          We're great. Okay.

22          MR. FOURNIADIS: All right. If you  
23          need more, let us know.

24          COORDINATOR COONCE: Yes. So if any  
25          other Board members would like a hard copy

1 of what we discussed tonight, please let me  
2 know.

3 CHAIRMAN HANDS: Thank you for  
4 that.

5 Frank, do I hand it back to you to  
6 continue on with your...

7 MR. REGAN: Sure. The next -- the  
8 next professional that we have would be our  
9 landscape architect, Paul DeVitto.

10 Paul, are you there?

11 MR. DeVITTO: Yeah. Can you guys  
12 here me?

13 MR. REGAN: Yeah. Give them your  
14 name.

15 MS. MAZIARZ: Okay.

16 P A U L D E V I T T O, having been  
17 duly sworn by the Board attorney, was examined  
18 and testified as follows:

19 MS. MAZIARZ: Thank you. Please  
20 state your name for the record and please  
21 spell your last name.

22 THE WITNESS: My name is Paul  
23 DeVitto, D-E-V-I-T-T-O.

24 DIRECT-EXAMINATION

25 BY MR. REGAN:

1           Q.    Paul, for the benefit of the Board, if  
2    you can just give your professional and  
3    educational background and prior testimony before  
4    boards.

5           A.    Sure.  So I work with Stonefield  
6    Engineering and Design, located at 15 Spring  
7    Street, Princeton, New Jersey.  I'm a certified  
8    landscape architect in the State of New Jersey.  
9    I've graduated from West Virginia University in  
10   2010 with a bachelor's of science in landscape  
11   architecture.  I've worked in over 80-plus  
12   landscape design projects, 10-plus of which -- in  
13   relation to mixed-use residential and apartment  
14   building complexes.

15                   I've been accepted as an expert witness  
16   before prior boards in New Jersey.

17                   MR. REGAN:  Thank you.  I offer  
18   Mr. DeVitto as an expert in landscape  
19   architecture.

20                   CHAIRMAN HANDS:  Yes.  Thank you.  
21   Duly accepted.

22                   Before you get started, Deb, can you  
23   just -- I think there's still Pam, Chuck and  
24   Don -- I see them on the screen here.  I just  
25   hear a little bit of noise in the background.

1                   COORDINATOR COONCE: Okay. I think  
2 that should clear it up. Hold on.

3                   CHAIRMAN HANDS: Don as well. I  
4 just want to make sure we lessen the  
5 background noise. Thank you. Appreciate  
6 it.

7                   COORDINATOR COONCE: Okay. Sorry  
8 about that.

9                   CHAIRMAN HANDS: No worries.

10 BY MR. REGAN:

11           Q. Paul, you obviously have been involved  
12 in the preparation of the landscape plans that  
13 were submitted as part of the application?

14           A. Correct.

15           Q. And you're familiar with the township  
16 ordinance requirements as to landscaping and  
17 trees. And I know you also have spoken to the  
18 Board's landscape architect with regards to the  
19 landscape plan and the revisions that were made.

20                   And I guess as part of the  
21 submission that was made on July 17th and  
22 posted on the township's website on July 20th,  
23 there is a revised landscape plan that you  
24 will be describing for the Board?

25           A. Yes, correct.

1 Q. Okay. I'll just turn it over to you.

2 A. All right. I'm going to share my  
3 screen.

4 THE WITNESS: All right. Can you  
5 guys see the exhibit?

6 CHAIRMAN HANDS: Yes.

7 A. Okay. So please refer to the -- this is  
8 Exhibit A-8 titled "Landscape Plan," dated  
9 7/17/2020. This is Sheet 11. North is to the top  
10 of the page.

11 So this landscape plan has been  
12 updated to address the comments provided by the  
13 township Shade Tree Commission, a memo dated July  
14 6, 2020.

15 Within the developed portion of the site  
16 near the all -- near the "all areas are  
17 impervious," currently there is little to no  
18 environmental value being offered on site. Our  
19 proposed development has the ability to strengthen  
20 the Passaic River corridor and, hence, and  
21 otherwise vacant space.

22 After review of the existing site  
23 conditions, our attention turned toward providing  
24 a design that would function for the future  
25 residents as well as becoming a livable green

1 space.

2           So overall the landscape design is a  
3 comprehensive plan that introduces over 181  
4 evergreen and shade trees. Buildings throughout  
5 the site will feature universal planting schemes  
6 to satisfy the very needs of the different sun  
7 exposures. At each building a planting scheme to  
8 provide all-season interest is proposed and that  
9 consists of evergreens, flowering shrubs,  
10 ornamental grasses and perennials. This will  
11 provide the residents with year-round interest.

12           Per the Shade Tree Commission's memo,  
13 these planting themes have been simplified with  
14 the emphasis placed on enhanced plant spacing and  
15 open areas.

16           Patio areas throughout the site are  
17 enhanced with plantings to provide intimate spaces  
18 between the buildings. The lawn panels adjacent  
19 to the buildings will allow for general group  
20 activities and provide places for group  
21 activities.

22           When taking into effect the entire  
23 site, we looked to strike a balance of aesthetic  
24 and design functionality that will best serve the  
25 community. By code we are required 141 trees. As

1 such, we propose a total of 181 trees. This  
2 includes buffer area plantings. The breakdown is  
3 as follows: 110 deciduous shade trees and 71  
4 evergreen buffer trees. This is an increase of 50  
5 total trees from our last submission dated April  
6 3rd.

7           The large open lawn space to the north  
8 of the property bordering Commerce Street is  
9 intended to serve as an asset to the community.  
10 This is capable of hosting large-scale events  
11 and community gatherings. The space is enclosed  
12 with buffer and shade tree plantings while  
13 maximizing the available green space.

14           Deciduous shade trees have also been  
15 added along the boundaries of these areas that  
16 border the open lawn space. A mix of  
17 evergreen and deciduous shade trees are  
18 proposed along the Commerce Street roadway to  
19 provide a buffer for the community from the  
20 neighboring train station and parking lot.

21           South of the proposed retail building,  
22 evergreen buffer plantings were incorporated to  
23 shield the proposed residents from street views.  
24 In addition, buffer plantings were provided along  
25 Stone House Road.



1           Proposed street trees span the entire  
2 lengths of all three bordering -- of all three  
3 streets with bordering frontages. This will  
4 create a feeling of approved scale for both  
5 pedestrians and motor vehicles. Street trees  
6 along Division Avenue have been adjusted to relate  
7 to the top of the slope closer to the walkway.  
8 Along Stone House Road the deciduous shade trees  
9 are proposed along the entire frontage,  
10 representing an increase of six shade trees --  
11 street trees.

12           Trees within the internal landscape  
13 islands have been updated to reflect a larger size  
14 tree. All originally proposed ornamental trees  
15 have been removed in these locations. As such,  
16 larger shade trees will better relate to the  
17 architectural building masses.

18           The retaining wall plantings on the  
19 first and second tiers are proposed to consist of  
20 a low-maintenance flowering seed mix. At the  
21 grade level along Stone House Road, we have  
22 proposed dyed shade trees to serve as a foundation  
23 type of planting.

24           These plants -- our plant selection was  
25 designed to be as deer-resistant as possible and

1 this was guided by the Rutgers Agricultural  
2 Station.

3 Overall, we feel we have provided the  
4 future residents and community with a  
5 well-thought-out and cohesive landscape plan  
6 that services not only the users, but will  
7 provide a strengthened natural system within the  
8 region.

9 Q. Paul, can you also use -- are you  
10 done?

11 A. Yeah, I'm wrapping up.

12 Q. Can you talk a little bit about the  
13 sitting areas a little between the buildings?  
14 There's three or four areas that are proposed to  
15 be landscaped.

16 A. Yes. So throughout the property we have  
17 various plaza spaces unique to each building.  
18 They're general spaces with the plantings --  
19 sorry -- with plantings as I noted. These spaces  
20 are meant to be general gathering spaces, but they  
21 provide a nice function for the community. It's  
22 nice to be able to go out there and have a space  
23 that the users of the site could enjoy.

24 So currently there are outdoor plazas  
25 between Building 2 and 3, 13 and 14. And we have

1 this plaza that services four buildings in between  
2 11, 12, 9 and 10.

3 Q. And you've got trees planted in the  
4 areas, I guess islands, between the garage, the  
5 driveway spaces leading to the garages?

6 A. Yeah. So these -- the spaces where --  
7 the islands in between the driveways are where we  
8 had originally proposed ornamental trees. Upon  
9 further investigation and review, we swapped those  
10 out for a larger, taller shade tree that will  
11 provide a better massing and fit in with the --  
12 it will fit in with the overall site a little  
13 better. And that takes place at every driveway  
14 aisle.

15 Q. Okay. Also, I guess the islands in the  
16 parking areas are also obviously landscaped?

17 A. Yes. It is a custom -- areas in the  
18 driveway aisles, they're not a patterned planting  
19 plan, but they are custom to those spots. But,  
20 yes, we tried to work planting in to an  
21 interesting design to really just create that  
22 interest and just have a nice usable and  
23 interesting site.

24 Q. And the area along the sort of the  
25 demarcation between the restricted area and the

1 developed or redevelopment area, that -- is  
2 anything proposed in that area?

3 A. Yes. So along the fence we have  
4 proposed a native seed mix. This is to soften the  
5 fence area and really kind of extend towards or  
6 provide a nice median to extend towards the  
7 Passaic River corridor. It will attract  
8 butterflies. It's actually a butterfly -- I think  
9 it's a seed mix, so it's going to -- it's going to  
10 get a lot of nice, interesting insects and things  
11 of those natures.

12 Q. Thank you.

13 MR. REGAN: I don't have anything  
14 further for Mr. DeVitto.

15 MR. LANZAFAMA: Mr. Chairman, I have  
16 a number of questions that I'd like to ask  
17 Mr. DeVitto if you don't mind.

18 CHAIRMAN HANDS: Please. Please.

19 MR. LANZAFAMA: First of all, Paul,  
20 just let's review the number of required trees  
21 and the number of trees provided. I believe  
22 under the ordinance you're required to have  
23 148 trees and I believe you have 110. So  
24 you're still requesting a waiver --

25 THE WITNESS: Yes.

1           MR. LANZAFAMA:  -- on meeting that  
2 section of the ordinance.

3           THE WITNESS:  Yes.  If it's 148  
4 trees, I would like to correct.  I agree to  
5 that.  Yeah, we are still requesting a waiver.  
6 We are physically able to comply with the  
7 shade tree requirement.  However, if we do  
8 we're likely going to lose a lot of this great  
9 lawn space to the -- along Commerce Street.  
10 As such, we feel we are presenting a  
11 comparable plan by offering the overall of 180  
12 trees which includes buffer trees.

13           I know buffer trees are not  
14 technically accounted for or included in that  
15 shade tree requirement, but we feel this plan  
16 really plays with the exist -- or the  
17 proposed buildings, the proposed parking, the  
18 proposed green spaces and this is a good blend  
19 to both the future residents and the future  
20 community.

21           MR. LANZAFAMA:  The only thing that  
22 I see, though, is if you look at the  
23 north-south roadway, on the western side of  
24 the site you really have little or no shade  
25 trees proposed along that roadway corridor,

1 yet we have a number of island opportunities  
2 to add additional shade trees in those areas.

3 For example, the island just to the  
4 north of the two handicap spots. Perhaps we  
5 can introduce a shade tree there rather than  
6 just some low ground cover. And the same  
7 thing with the end islands.

8 And as you go up/down that entire  
9 roadway, I see those opportunities. And you  
10 can easily do -- pick up another, perhaps,  
11 dozen trees in that area. That would really  
12 give you the most bang for your buck,  
13 providing shade over the impervious areas.  
14 It's got to be one of your most important  
15 goals in developing this landscape plan.

16 So I would strongly suggest you  
17 revisit that area and perhaps consider some  
18 additional shade trees along that corridor  
19 and, you know, see what we can do to improve  
20 that.

21 MR. FOURNIADIS: If I may, I agree  
22 with Mr. Lanzafama. If there are  
23 opportunities to add a dozen or so shade  
24 trees -- we're not looking, as I said to Paul  
25 when we were looking at this, I said if we

1 have to take that green area by Commerce  
2 Street and make it a forest instead of a green  
3 lawn, we'll do it, but I don't think that's  
4 good planning for what we're trying to  
5 accomplish here.

6           So I have no problem if there are  
7 areas we can add some shade trees on that  
8 road. And I want to start naming these  
9 roads so we can refer to them, but it's the  
10 western north-south road. I'm fine with that.  
11 We're not looking to get out of putting more  
12 trees in. We just didn't want to fill that  
13 lawn area up with trees and turn it into a  
14 forest.

15           MR. LANZAFAMA: No, I agree with you  
16 wholeheartedly. So I think that will be a  
17 good approach. It won't get you to the number  
18 of 148, but it gets you a heck of a lot  
19 closer.

20           THE WITNESS: Sure.

21           MR. LANZAFAMA: The other issue,  
22 Paul, was Brian, our landscape architect, I  
23 think had a conversation with you and thought  
24 that some of the evergreen plantings along  
25 Division could be actually moved up the slope.

1 And that might actually give you much better  
2 buffering effect than keeping them down low  
3 towards the roadway, the hard driveway, rather  
4 than getting them up to slope. It provides  
5 more buffering from a pedestrian view along  
6 Division.

7 I think you should be able to do  
8 that without too much impact on your overall  
9 design. You won't lose any. You're not  
10 adding any, but I think that repositioning  
11 them would be a real benefit with regard to  
12 the view that you would get from the public  
13 into the site as well as softening the  
14 appearance of the buildings.

15 THE WITNESS: Yes, I would tend to  
16 agree. We can just -- we could take a look at  
17 repositioning some of these planting areas  
18 along Division Avenue. There is some  
19 opportunity that we could move some of the  
20 evergreens towards the top of the slope.

21 MR. LANZAFAMA: Okay. Great.

22 Now, this plan is based upon the old  
23 parking layout. So you're going to be --

24 THE WITNESS: It is.

25 MR. LANZAFAMA: -- updating this --



1 THE WITNESS: Yes.

2 MR. LANZAFAMA: -- based upon the  
3 new configuration. Okay.

4 THE WITNESS: Yes. And when we do  
5 that, we'll make sure we revisit all the  
6 parking islands and make sure we address your  
7 comment you made earlier.

8 MR. LANZAFAMA: Great.

9 Now, who's going to be talking about  
10 the lighting? Are we going to have -- is that  
11 going to be you, Paul, or are we going to get  
12 an updated lighting plan? I know the last  
13 conversation we had with your office, we  
14 talked about looking at the average footcandle  
15 levels for the roadway areas as well as for  
16 the courtyard areas and kind of breaking that  
17 up. I haven't seen any new information with  
18 regard to that.

19 MR. REGAN: I think we're still  
20 working on the lighting plan, unfortunately.  
21 The intention is once we have something that  
22 we feel we can submit to you that hopefully  
23 addressed, you know, your prior comments. The  
24 intention is to get it to you as soon as  
25 possible and then we can provide the necessary

1 testimony.

2 MR. LANZAFAMA: Great. Thank you.

3 That's all I have, Mr. Chairman.

4 VICE CHAIRMAN JONES: Mr. Chairman,  
5 if I might interject. Just as a timekeeper.

6 CHAIRMAN HANDS: Yes. Thank you.

7 Thank you.

8 VICE CHAIRMAN JONES: Yes.

9 CHAIRMAN HANDS: It's 10:18. I just  
10 have -- let's see if we can get through any  
11 questions from the Board first and then see  
12 what the time is at that point, if that's  
13 okay. You can answer if you like. It's just  
14 a question of time.

15 Just a couple of quick -- a comment  
16 for one thing. I think the lawn area on the  
17 northern side, in sacrificing trees for  
18 additional lawn area to me sounds reasonable.  
19 Personal opinion.

20 Just a couple of other things on the  
21 plans. You've only gone through the necessary  
22 species, but could you just give me a sense as  
23 to how many are native plants to the area? Is  
24 it -- I know it's got native grass, seeds,  
25 trees and shrubs. Are we talking a lot of

1 native plants or is it ornamental nonnative  
2 species?

3 THE WITNESS: Well, there is a mix  
4 of native and nonnative species. There are  
5 some cultivars in here and that is, by design,  
6 trying to be as deer-resistant as possible.  
7 It becomes a little tricky when going native.  
8 A lot of deer like native plants.

9 So to deter that, there are certain  
10 cultivars that are based -- that are based  
11 from native plants that are slightly changed.  
12 But for the most part these are all plants  
13 that are commercially available from our  
14 region. Any nursery -- at any typical  
15 wholesale nursery you could expect to find  
16 these plants.

17 And so everything that is proposed I  
18 would say is typical and nothing invasive.

19 CHAIRMAN HANDS: All right. Thank  
20 you.

21 THE WITNESS: And that's the  
22 important thing. Nothing invasive.

23 CHAIRMAN HANDS: Yes. Thank you for  
24 that.

25 Just another minor point. I know in

1 discussing with -- basically the idea that --  
2 without going through the species and the  
3 layout, but isn't it a great deal of  
4 clustering of the same species together? I  
5 know there's a concern if there's a blight on  
6 that species, then you lose this whole area.

7           Is that something that's been  
8 accounted for or the size is not worthy of  
9 that sort of consideration?

10           THE WITNESS: There was some  
11 consideration with that. Let me go -- this  
12 landscape plan is two sheets. So this is the  
13 breakdown of the area. So if we were to zoom  
14 in on a particular area, you know, we have  
15 some shrubs. And there is a difference in  
16 shrub selection, but there is a pattern to  
17 it. It's meant to -- it's meant to have a  
18 theme throughout the entire building  
19 complex. So, you know, we -- when you do a  
20 planting plan, you don't want to open yourself  
21 up to too many plant species because then it  
22 looks a little messy.

23           I would say for the scale and the  
24 size of this property, we're probably right  
25 where we want to be as far as the amount of

1 different types of plant species. Otherwise  
2 the planting schemes become lost. It becomes  
3 complex. It becomes difficult from a  
4 maintenance standpoint. And I don't think  
5 anything on here is overly planted. I think  
6 it's pretty well-rounded from a quantity  
7 standpoint per -- per plant species.

8 CHAIRMAN HANDS: All right. Thank  
9 you. I have no -- any Board members, anyone  
10 have any questions?

11 John. Thank you.

12 BOARD MEMBER FALVEY: I like the  
13 open green area. I think you should leave it.  
14 That's my only comment.

15 CHAIRMAN HANDS: Thank you.

16 Any other questions from Board  
17 members?

18 Okay. It is 10:22. Do we have --  
19 what's the feeling -- let me just check. I  
20 see only Pam's raised her hand. Are we  
21 willing to extend by, say, 15 minutes just  
22 to -- it would be nice to finish the testimony  
23 from the landscaper tonight obviously. Can we  
24 extend it to 10:45? Would that be appropriate  
25 at this time?

1           COORDINATOR COONCE: I need a motion  
2 and a second and then all in favor.

3           VICE CHAIRMAN JONES: So moved to  
4 extend by 15 minutes to 10:45.

5           BOARD MEMBER MALINOUSKY: Second.

6           COORDINATOR COONCE: All in favor?

7           (Whereupon, a voice vote was taken;  
8 chorus of "ayes" heard).

9           COORDINATOR COONCE: Opposed? Okay.  
10 I'll bring on Ms. Pam Ogens again.

11          CHAIRMAN HANDS: Thank you, Deb.

12          COORDINATOR COONCE: Pam, are you  
13 there?

14          MS. OGENS: I am.

15          Mr. DeVitto, may I call you Paul?

16          THE WITNESS: Sure.

17          MS. OGENS: Paul, the trees -- I'm  
18 not sure if you ever saw the trees along  
19 Division Avenue when they were in bloom.

20          THE WITNESS: Yes.

21          MS. OGENS: They were beautiful and  
22 it does break my heart to know that they will  
23 all be ripped out.

24                 How long can we expect it to take  
25 for the newly planted trees to reach the

1 height and the spread of the trees that you're  
2 going to be planting?

3 THE WITNESS: So the street trees  
4 that we're proposing, we're proposing them at  
5 a size of 3- to 3-and-12-inch caliper, which  
6 is about 20 feet tall at planting. It's a  
7 good-size tree. It's maybe a little -- a  
8 typical street tree you would plant would be a  
9 2-and-1/2-inch caliper. So we are planting a  
10 quality-size tree in their place.

11 These street trees will -- I  
12 understand that the existing trees flower,  
13 which is nice. These new trees will provide a  
14 more uniformed look. It's going to be a  
15 healthier tree. The existing trees, they're  
16 starting to actually degrade in health a  
17 little bit.

18 So what the new proposed plan will  
19 provide is a healthier canopy, a stronger  
20 presence along the roadway. And ultimately it  
21 is -- when they are mature, it may take, you  
22 know, five to ten years to catch up to where  
23 those existing trees are now. That will vary  
24 based on the different plant species. But  
25 overall the new proposed trees will provide a

1 stronger, better atmosphere for the proposed  
2 development.

3 MS. OGENS: And the spacing of the  
4 new trees along Division Avenue, will it be  
5 the same as the existing trees? Will it be  
6 closer? further apart? Do we --

7 THE WITNESS: It's tough to say.  
8 Our goal is not to mimic what is existing  
9 there. These street trees are placed at an  
10 appropriate distance, you know, plus or minus  
11 40 feet. That is a very standard street tree  
12 planting. And that's what we would look to  
13 follow.

14 MS. OGENS: There's nothing that can  
15 be done for those trees? I mean, they always  
16 looked healthy to me and I saw them flower  
17 year after year. And there's no place that  
18 they can happily be replanted, huh?

19 THE WITNESS: Yeah, unfortunately  
20 it's a little -- it becomes difficult to  
21 transplant existing mature trees. It's a  
22 little -- it could be sad to lose a tree, but,  
23 I promise, these new trees that we're going to  
24 plant, they're going to be healthier. They're  
25 going to be -- they're going to last longer



1 and they're not going to be weak. The pear  
2 trees that are there now, they tend not to  
3 last too long. Eventually disease and storms  
4 and wind will damage their leaders.

5 MS. OGENS: I've enjoyed them for 13  
6 years.

7 That's all I have.

8 CHAIRMAN HANDS: Oh, great. Thank  
9 you, Pam.

10 I see a Laurence Petras.

11 COORDINATOR COONCE: All right.

12 Mr. Petras?

13 MR. PETRAS: Can you hear me?

14 COORDINATOR COONCE: Yes. Can you  
15 please state and spell your name and the town  
16 you're from?

17 MR. PETRAS: Sure. All right. My  
18 name is Larry Petras. Last name is  
19 P-E-T-R-A-S. And I'm from Millington, right  
20 around the corner from the Tifa site. I just  
21 want to quickly address my questions to both  
22 the committee and to Paul.

23 Am I correct in saying that the  
24 residents that will be moving in will be  
25 restricted from planting gardens in the

1 property that they're going to be living in  
2 around their residences? Is that correct?

3 MR. FOURNIADIS: Yes, that's  
4 correct. I can answer that.

5 MR. PETRAS: Okay. And the  
6 reason -- I'm a little unclear, but I'm  
7 assuming the reason is because of the  
8 contaminants that are known to be in the soil,  
9 is that correct?

10 MR. FOURNIADIS: That would have  
11 been the rule regardless of the environmental  
12 history. In an apartment project like this,  
13 you don't want people planting their own  
14 gardens because they don't own the land. They  
15 just rent the apartment. The land belongs to  
16 the overall apartment complex.

17 So whether this was a site with or  
18 without an environmental history, we wouldn't  
19 allow people to walk outside their apartment  
20 and then plant gardens or roses or anything  
21 else.

22 MR. PETRAS: But it's also a  
23 consideration that it's a known contaminated  
24 soil and we wouldn't want liability to -- in  
25 contaminated soil.

1           So my question is, to Paul, if  
2     you're going to be excavating and you're going  
3     to be planting trees, landscaping, how are you  
4     going to go about protecting both your  
5     employees as well as the residents when you  
6     excavate this known contaminated soil to do  
7     all this landscaping?

8           THE WITNESS: Yeah. So all  
9     excavation is going to have to be under the  
10    guidance of the LSRP. I'm not -- I mean, I  
11    can't attest to the measures that he's going  
12    to have to implement. I'm going to have to  
13    defer on that one.

14          MR. PETRAS: And you are the  
15    landscape expert that has to, in this  
16    particular hearing, answer those questions,  
17    correct?

18          MR. REGAN: Well, I think he  
19    indicated that it's the LSRP that would  
20    have -- that has the legal responsibility over  
21    any contamination and remediation of the site  
22    and he would be the one that would oversee any  
23    excavation that may impact any of the  
24    contaminated soil that remains on the  
25    property. The site is going to have fill

1 placed on it also.

2 MR. PETRAS: Okay. All right.

3 And if the trees that you plant do not take,  
4 whose responsibility is it to maintain the  
5 entire look and treescape of the site? Does  
6 that fall on Prism or does that fall back on  
7 you? If the tree does not, you know, sustain  
8 itself in this contaminated soil, what happens  
9 then?

10 MR. FOURNIADIS: Well, it's -- I can  
11 answer that. The trees are the responsibility  
12 of the owner of the apartment community, not  
13 the person that designed it.

14 MR. PETRAS: So a renter is  
15 responsible for the 3-and-12-caliper tree?

16 MR. FOURNIADIS: No. The owner of  
17 the apartment community, not the person who  
18 rents.

19 MR. PETRAS: Okay. I understand.  
20 And that would be Prism, is it not?

21 MR. FOURNIADIS: It would be Prism  
22 for the foreseeable future. We may sell it  
23 one day and then it will fall on that person.

24 MR. PETRAS: Okay. And is there any  
25 requirement as far as the town to make sure

1 that there's actual follow-through there?

2 THE WITNESS: Yes. Typically  
3 towns -- and I believe Long Hill has it as  
4 well -- they have performance standards. If a  
5 tree or plant is dead or dying within a  
6 certain time period, the applicant would be  
7 required to replace it. But there is a  
8 certain time period on that. It doesn't last  
9 forever.

10 MR. REGAN: Yeah. There is a  
11 performance bond as well as a maintenance bond  
12 that the applicant --

13 MR. FOURNIADIS: No, there's no  
14 bonds here.

15 MR. PETRAS: No?

16 MR. FOURNIADIS: It's not public  
17 roads. There's no bonds.

18 MR. REGAN: You're right.

19 MR. LANZAFAMA: There's a two-year  
20 maintenance requirement on all landscaping  
21 under the ordinance.

22 MR. FOURNIADIS: Right. And we  
23 would get the same warranty from the company  
24 that installs the trees. So that would be --  
25 we would comply with that. Absolutely, yeah.

1           MR. PETRAS: And then so after two  
2 years, no one is responsible?

3           THE WITNESS: Well, typically if a  
4 plant is -- if a tree has been established for  
5 two years, it's going to take. The only -- at  
6 that point disease -- which we haven't planted  
7 trees that are susceptible to disease. And  
8 other than natural hazards, like a storm that  
9 could potentially damage a tree, the tree  
10 should be fine.

11           MR. PETRAS: All right. But,  
12 again, my concern is the contaminated soil  
13 that is known to exist there and what that  
14 effect might be over the long term over the  
15 treescape of this entire site.

16           So, you know, as a resident that  
17 lives particularly close to the site, that is  
18 my number one concern, is that I'm listening  
19 to a variety of -- yes, I know you'll meet  
20 your, you know, legal obligation, but from the  
21 town's perspective, what will you do to  
22 protect the citizens and the air quality when  
23 the asbestos starts flying?

24           And I'm not convinced as a resident  
25 and neither are the people that I talked to.

1 So when we sit and we talk about it, we're not  
2 convinced that the town is doing enough to be  
3 the watchdog above and beyond the legal  
4 obligation of Prism to aide and abet any  
5 additional contamination that becomes  
6 airborne and does affect our health over the  
7 long term.

8 MR. FOURNIADIS: So we're not  
9 talking about trees anymore? Because I think  
10 the --

11 MR. PETRAS: It's a combination --  
12 (Indiscernible cross talk; reporter  
13 requests one speaker).

14 MR. FOURNIADIS: I think we've  
15 addressed this issue that we will comply with  
16 all environmental regulations.

17 MR. PETRAS: Right.

18 MR. FOURNIADIS: And that we will  
19 include and advise the township engineer of  
20 everything that we submit to the DEP; of all  
21 notices we get from the DEP. We have nothing  
22 to hide here. The safety of the residents is  
23 paramount as is the safety of the employees  
24 of Prism and the subcontractors who Prism  
25 hires. I think we've testified to that time

1 and time again over these past few months and  
2 nothing's going to change from that.

3 CHAIRMAN HANDS: Larry, did you have  
4 any more questions?

5 MR. PETRAS: Pertaining to planting?

6 CHAIRMAN HANDS: Please, yeah.

7 MR. PETRAS: No. I guess I would  
8 then have to hear from the person who's  
9 responsible to find out how the excavation of  
10 the landscape is going to be done. Because  
11 that wasn't addressed in the previous Zoom  
12 meetings, am I correct?

13 CHAIRMAN HANDS: I don't know if it  
14 was specifically addressed. I mean --

15 MR. FOURNIADIS: We didn't  
16 specifically address how the curbs were going  
17 to be put in either or how the footings were  
18 going to be put in. What we addressed was  
19 all the work that's going to be done on the  
20 site -- whether it's curb, road, footings,  
21 sidewalks, steps, driveways or trees -- will  
22 be done in compliance with all applicable  
23 regulations as they relate to the health and  
24 safety of the people in surrounding areas and  
25 the people working on the property. How we



1 handle a tree is no different from how we will  
2 handle a piece of curbing.

3 MR. REGAN: And that will be under  
4 the guidance of the LSRP for the site.

5 MR. FOURNIADIS: Correct.

6 CHAIRMAN HANDS: Not to belabor the  
7 point, but just -- I'm going to just expect  
8 then, Paul, from your perspective, you expect  
9 the land, the soil, to be in good state to  
10 support the plantings that you are requesting  
11 or suggesting?

12 THE WITNESS: Oh, sure. Yes.

13 CHAIRMAN HANDS: That's an  
14 expectation that you will have.

15 THE WITNESS: Yes, as well as  
16 healthy plant material and all that.

17 CHAIRMAN HANDS: Okay. Thank you.

18 Larry, thank you if that's the end  
19 of those questions on the landscape.

20 MR. LANZAFAMA: I have one more  
21 question, Mr. Chairman, that I forgot to  
22 ask.

23 Will there be an irrigation  
24 system?

25 THE WITNESS: Yes. I would

1 recommend an irrigation system for the  
2 perennial plantings around the building.

3 MR. LANZAFAMA: Thank you.

4 THE WITNESS: Buildings.

5 MR. LANZAFAMA: That's all I have,  
6 Mr. Chairman.

7 CHAIRMAN HANDS: Okay. I don't see  
8 anybody else.

9 Deb, do you agree with that?

10 COORDINATOR COONCE: I do. I don't.

11 Again, public, any further  
12 questions?

13 Going once.

14 CHAIRMAN HANDS: Okay. Don.

15 COORDINATOR COONCE: Don. Well, he  
16 just lowered his hand again.

17 CHAIRMAN HANDS: Don, do you wish to  
18 speak? Then we'll take you as the last public  
19 speaker tonight.

20 COORDINATOR COONCE: Okay. This  
21 is -- raise your hand if you need to speak.  
22 Going once. Going twice.

23 I would say we have no members of  
24 the public wishing to speak.

25 CHAIRMAN HANDS: Thank you. I don't

1 see anybody either.

2 COORDINATOR COONCE: Or ask  
3 questions. I should say ask questions.

4 CHAIRMAN HANDS: Thank you.

5 Frank, is this an appropriate time  
6 to end? Then the discussion for tonight and  
7 what's the carryover to the next meeting, et  
8 cetera?

9 MR. REGAN: I think, Mr. Chairman,  
10 yes. Obviously I think we've completed the  
11 testimony of the landscape architect and we  
12 would anticipate the architect, the project  
13 architect, testifying the next scheduled  
14 hearing.

15 CHAIRMAN HANDS: And just so I just  
16 record that, I think there will be a revised  
17 landscape plan at some point that we will take  
18 another look at, right?

19 MR. REGAN: Yes. I think based on  
20 the suggestions of the Board engineer, we will  
21 do that plan. And then, also, obviously, we  
22 will finalize a lighting plan.

23 CHAIRMAN HANDS: Thank you.

24 Jolanta, is there anything we need  
25 to make note to carry the application to

1 another meeting that we discussed?

2 MS. MAZIARZ: When does the time of  
3 decision run, Deb?

4 COORDINATOR COONCE: It's pretty  
5 much done this week. So the applicant will  
6 need to provide us, I would say -- I would  
7 assume we should take it through the end of  
8 September because the next meeting is August  
9 18th.

10 And, Mr. Regan, based on if you have  
11 the architect beginning testimony on the 18th,  
12 what -- how many witnesses do you have after  
13 that?

14 MR. REGAN: That's it.

15 COORDINATOR COONCE: Oh, the  
16 architect. Okay.

17 MR. REGAN: The architect would be  
18 the last.

19 COORDINATOR COONCE: So do you want  
20 to take it into September just to be safe or  
21 do you want to make that call at the next  
22 meeting in August?

23 MR. REGAN: Yeah, I just want to --  
24 I just want to discuss it with my client,  
25 but --

1 MR. FOURNIADIS: Frank. Frank,  
2 that's fine.

3 MR. REGAN: Okay. All right. Then  
4 we'll do that. I'll get you a letter  
5 tomorrow.

6 COORDINATOR COONCE: Okay.

7 MS. MAZIARZ: Then, on the record,  
8 the applicant is stipulating to an extension  
9 of time until the end of September?

10 MR. REGAN: Correct.

11 MR. FOURNIADIS: Correct.

12 MS. MAZIARZ: Okay. Until September  
13 30th, then, and that's on the record. And we  
14 will follow that up with a writing this week.

15 CHAIRMAN HANDS: Thank you.

16 MS. MAZIARZ: Okay?

17 COORDINATOR COONCE: Okay. So the  
18 Board -- so for the Board to consider carrying  
19 the application with no further notice, the  
20 next available date will be August 18th.  
21 Tuesday, August 18th.

22 So to do so we will need a motion  
23 and a second.

24 VICE CHAIRMAN JONES: So moved.

25 BOARD MEMBER RAE: Second.

1 COORDINATOR COONCE: All in favor?

2 (Whereupon, a voice vote was taken;

3 chorus of "ayes" heard)

4 COORDINATOR COONCE: Any opposed?

5 Good. So the application is

6 officially carried with no further notice

7 required by the applicant to Tuesday, August

8 18th.

9 CHAIRMAN HANDS: Thank you.

10 SKWRAO: Thank you very much.

11 MR. FOURNIADIS: Good. Thank you,

12 everybody.

13 CHAIRMAN HANDS: Thank you. And

14 we'll continue for a few more minutes our

15 meeting. So, Prism --

16 MR. FOURNIADIS: We're free to go?

17 CHAIRMAN HANDS: Yes, you're off the

18 hook.

19 MR. FOURNIADIS: Thank you.

20 COORDINATOR COONCE: Have a good

21 night.

22 MR. FOURNIADIS: Good night,

23 everybody.

24 MR. REGAN: Thank you.

25 (Whereupon, the hearing was

1 adjourned at 10:43 p.m. to Tuesday, August 18,  
2 2020, at 7:30 p.m.)

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C E R T I F I C A T E

I, BRIDGET LOMBARDOZZI, Notary Public  
and Certified Shorthand Reporter of the State  
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foregoing is a true and accurate transcript of  
the testimony as taken remotely  
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