

PLANNING BOARD
BOROUGH OF MONTVALE
COUNTY OF BERGEN

BLOCK 2702, LOT 1, BLOCK 2801, LOT 2 :
and BLOCK 3201, LOT 6-TRIBORO SQUARE :
- MERCEDES DRIVE, GRAND AVENUE AND : VOLUME 4
GLENVIEW AVENUE - PLANNED UNIT :
DEVELOPMENT, PRELIMINARY AND FINAL :
SITE PLAN (PHASE I) PLANNED UNIT :
DEVELOPMENT AND PRELIMINARY SITE PLAN:
(PHASE II) - GLENVIEW ROAD (PUD) :

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Council Chambers
Municipal Complex
12 Mercedes Drive
Montvale, New Jersey
Tuesday, October 2, 2018

B E F O R E:

JOHN DePINTO, CHAIRMAN
FRANK STEFANELLI, VICE CHAIRMAN, absent
JOHN CULHANE
ROSE CURRY, COUNCIL PRESIDENT
JIMMY D'AGOSTINO, absent
MICHAEL GHASSALI, MAYOR, absent
WILLIAM LINTNER
MAGGIE O'NEILL
ANNMARIE RUSSO
DANTE TEAGNO

ROBERT RECAN, ESQ., BOARD ATTORNEY
DOREEN ROWLAND, ACTING BOARD SECRETARY
JEFFREY FETTE, BOROUGH CONSTRUCTION CODE OFFICIAL
DARLENE GREEN, PLANNER
ANDREW HIPOLIT, BOROUGH ENGINEER
S. MAURICE RACHED, P.E.

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W I T N E S S E S

VOIR
DIRE DIRECT THE BOARD

BETSY DOLAN
BY: MR. DEL VECCHIO 10
BY: THE BOARD

S. MAURICE RACHAD
BY: MR. DEL VECCHIO 6
BY: THE BOARD 34

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By L2A, 9/14/2018

*

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3 July 3, 2018

4 A-1 Id. Affidavit of Notice

5 A-2 Id. L2A Plans, 26 Sheets
Last Revised 5/17/20186 A-3 Id. L2A Completeness Response Letter
5/17/20187 A-4 Id. Landscape Plans by Parker Rodriguez
12 Sheets, Last Revised 3/2/20188 A-5 Id. Lessard Architectural Plans
30 Sheets, Last Revised 3/2/2018

9 A-6 Id. E.I.S. Report by L2A, 3/2/2018

10 A-7 Id. Survey by Gallas Surveying Group
4/8/2016, Last Revised 7/20/2017

11 A-8 Id. L2A Sewer Capacity Report, 3/6/2018

12 A-9 Id. L2A Storm Water Management Report
3/2/201813 A-10 Id. L2A Storm Water Maintenance Manual
3/2/201814 A-11 Id. NJ DEP Flood Hazard Permit and
Verification, 12/7/201615 A-12 Id. Traffic Impact Report by Dolan & Dean
2/28/201816 A-13 Id. Settlement Agreement, 11/2017
With the Borough and S. Hekemian

17 B-1 Id. Completeness Letter, Masco, 5/25/18

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19 July 30, 201820 A-14 Id. Architectural Drawings
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21 A-15 Id. Materials Board

1 September 4, 2018

2 A-16 Id. L2A Site Plan Set, 29 sheets,
3 Last Revision Date 8/17/2018

4 A-17 Id. Parker Rodriguez Landscape Plans
5 9 sheets, revision date 8/18/2018

6 A-18 Id. Lessard Architectural Plans
7 29 Sheets, Last Revision Date 8/17/2018

8 A-19 Id. L2A Prepared Soil Movement Plan
9 3 sheets, Revision Date 8/17/2018

10 A-20 Id. L2A Prepared Response Letter
11 Summarizing Changes to
12 Drawings and Plans, 8/17/2018

13 A-21 Id. Sewer Capacity Report, 8/17/2018

14 A-22 Id. L2A Preliminary Report, 8/17/2018

15 A-23 Id. Dolan & Dean Traffic Report, 8/17/2018

16 A-24 Id. Dolan & Dean Shared Parking
17 Analysis, 8/17/2018

18 A-25 Id. L2A Amended EIS Report, 8/17/2018

19 A-26 Id. Prepared Storm Water Maintenance
20 Manual, 8/17/2018

21 A-27 Id. L2A Prepared Engineering Report
22 8/17/2018

23 A-28 Id. Lessard Prepared Schematic Design
24 Drawings, 6 Sheets, 8/22/2018

25 A-29 Id. Lessard Summary of Changes
to Drawings, 8/28/2018

A-30 Id. Amended Soil Moving Permit Application

B-2 Evid. Montvale Fire Department Plan Review
Committee Memo, 8/31/2018

1 (Agenda)

2 CHAIRMAN DePINTO: Good evening.

3 MR. DEL VECCHIO: Andy Del Vecchio, member
4 of the firm of Beattie Padovano.

5 We're here on continued public hearings I
6 believe from September 4th, our last hearings here.

7 I have a couple of housekeeping items that I'd
8 like to address first.

9 I'd like to mark the utility plan which is
10 labeled Utility Plan 1, Sheet C-12 prepared by L2A
11 dated 9/14/18 as A-31.

12 By way of background this Board had requested
13 that we meet with the Fire Department, Suez Water,
14 representatives of Maser to deal with the water main
15 looping issue that arose in prior testimony. That
16 meeting did occur. We think we came to a consensus
17 between the Fire Department, Suez and ourselves.

18 This plan represents a drawing that we believe
19 is that consensus. We are awaiting final sign off
20 from your Fire Department on its acceptability which
21 we hope to have before the next meeting. That is why
22 that plan was submitted as a standalone drawing in
23 advance of tonight to give you an update and a report
24 as to our follow through on that item.

25 Also by way of follow through, I think the

1 Chair, I think it was the Chair who requested a
2 meeting with the County, with Mr. Timsak. I did speak
3 with Mr. Timsak today. He is trying to arrange for
4 that meeting to specifically discuss the access point
5 from Grand Avenue into this site. And as soon as that
6 meeting is scheduled, we'll bring back an update on
7 that meeting as well and what it is the County is
8 looking for, what the Borough desires at that
9 location; and, hopefully, we'll reach a consensus of
10 that item as well and bring it back to you.

11 So with that said, those are my updates for this
12 meeting.

13 I do have our traffic consultant, Betsy Dolan
14 here this evening. I see Mr. Rachad is here.

15 As I indicated, I gave Mr. Hipolit advance
16 notice that it was our intention to have Miss Dolan
17 provide traffic testimony this evening so Mr. Rachad
18 could be present for that.

19 So with that said, I would like to have Miss
20 Dolan sworn.

21 MR. REGAN: I'm going to swear Miss Dolan
22 as well as Mr. Rachad.

23 Do you swear or affirm that the testimony you
24 give us this evening will be the truth so help you
25 God?

1 MR. RACHAD: Yes, I do.

2 MS. DOLAN: Yes.

3 MR. REGAN: Let the record reflect that
4 Miss Dolan has been sworn as the applicant's traffic
5 engineer and Mr. Rachad the Board's traffic engineer,
6 both have been qualified in traffic engineering.

7 CHAIRMAN DePINTO: The Chair will accept
8 the recommendation of counsel.

9 Please continue.

10 MR. DEL VECCHIO: Just to refresh
11 everybody's recollection, Miss Dolan's report, the
12 traffic report, as well as the shared parking analysis
13 was previously marked in at the September 4th hearing.
14 They were marked as A-23 and A-24 respectively.

15 DIRECT EXAMINATION BY MR. DEL VECCHIO:

16 Q Miss Dolan, those traffic reports and the
17 shared traffic analysis were prepared by you or under
18 your supervision?

19 A Yes, they were.

20 Q And you made yourself -- I was going to
21 say that you made yourself re-familiar with the
22 Mercedes Drive corridor along which this property
23 sits?

24 A Yes.

25 Q And the neighborhood and the traffic

1 neighborhood that this property will impact as it is
2 redeveloped?

3 A Yes.

4 Q And, just again by way of background for
5 the record, you were the traffic consultant who
6 prepared the reports for The Shops at DePiero Farms
7 which is located directly across the street from this
8 project?

9 A Yes, that's correct.

10 Q And that project shares essentially the
11 same traffic network, roads and systems that this
12 project will potentially share as it is redeveloped?

13 A Yes, particularly because of the access
14 along Mercedes Drive.

15 Q So I'm going to give you an opportunity
16 to, in life that doesn't always happen, you got to
17 prepare some reports and you got an opportunity to
18 restudy the same road pattern, with zero projection
19 the last time.

20 Right?

21 A Yes.

22 Q So your projections met expectations for
23 the site that was developed at The Shops at DePiero
24 Farms?

25 A I think we actually had an over-projection

1 at The Shops at DePiero Farms based on the traffic
2 counts.

3 Q So you went out and took new counts?

4 A Yes, we did because the initial traffic
5 study was dated February of 2018.

6 So our traffic counts were performed back at the
7 beginning of the year, actually the end of December of
8 2017 into January and February of 2018.

9 Q So if you could tell the Board what you
10 did and the conclusions you reached in the road study
11 of this road network and let's stick with the traffic
12 impact analysis. For now we'll deal with the shared
13 parking analysis.

14 A Okay. So sticking with the traffic count
15 program we studied Grand Avenue and Mercedes Drive.
16 They are providing primary access to the subject
17 property. Grand Avenue and Philips Driveway opposite
18 Paragon Drive, Mercedes Drive and Farm View. Farm
19 View is the main access at the signalized intersection
20 on Mercedes into Wegmans.

21 And then also at the various unsignalized
22 existing driveways along Mercedes Drive.

23 As I said, these were all performed in the
24 beginning of 2018. We counted on both weekday
25 evenings and Saturdays.

1 Back through 2013, the traffic studies for The
2 Shops at DePiero Farms had focused on the weekday
3 evening peak hour only. That was determined to be the
4 busiest hours where we have a concentration of peak
5 street traffic and projected site traffic.

6 But since Wegmans has opened, we wanted to see
7 how the Saturday volumes actually were with, compared
8 with the weekday evening to make sure that we need to
9 study the Saturday peak hour. And that was actually a
10 question from Maser, from the original traffic review.

11 What we found was that the Saturday traffic
12 volumes through the system during the Saturday peak
13 hour is several hundred vehicles lower, for example,
14 on Grand Avenue meaning that the weekday evening peak
15 hour remains the most important for the analysis of
16 the traffic conditions, both existing and proposed.

17 At the time that we performed these counts back
18 in the beginning of 2018 Wegmans was open, a few other
19 stores were open, the overall what you called Parcel
20 A, the upper parcel, the main development parcel at
21 The Shops at DePiero Farms 80 percent was occupied.
22 So we had to account for the 20 percent of unoccupied
23 retail space at Parcel A at DePiero's Farm and we also
24 had to account for what's called Parcel B at DePiero
25 which is the smaller portion accessed on Philips

1 Drive.

2 So with the projection of future traffic volumes
3 we used our updated counters from 2018. We accounted
4 for full build out at The Shops at DePiero Farms. We
5 also incorporated a background growth factor which is
6 typical in the projection of future traffic volumes
7 again to make sure we account for on-going other area
8 development. And, also, our revised traffic study
9 includes traffic from the KPMP expansion over on
10 Chestnut Ridge Road and also the redevelopment at 2
11 Paragon Drive.

12 So we forecast all of this known and approved
13 area of development plus the background traffic flow
14 factored certainly project future traffic volumes and
15 then, of course, we have to generate volumes for the
16 Triboro site, the site that we're here to talk about
17 tonight.

18 As you heard in prior hearings, the Triboro site
19 is a mixed use development that is proposed to consist
20 of office space, a hotel, multi-family housing and
21 also restaurant and retail space.

22 We go to the ITE Trip Generation Manual to
23 project traffic volumes for these proposed uses and we
24 also, again, to make sure that the evening peak hour
25 was the correct hour for analysis. We did run the

1 numbers for the morning peak hour, the evening peak
2 hour as well as the Saturday peak hour.

3 The Saturday peak hour came in at 630 trips
4 versus the evening of 602. So that's comparable but,
5 again, recognizing that the volumes, existing volumes
6 traveling through the roadway system are lower on the
7 Saturday peak hour. Our analysis focused on the
8 evening peak hour.

9 The full projection of traffic volumes were
10 developed for the various intersections that I
11 mentioned, the Grand Avenue and Mercedes, Grand and
12 Philips and then, of course, the different
13 intersections along Mercedes Drive and that consists
14 of, for Triboro, a right in, right out driveway
15 towards the Grand Avenue end of the site, a driveway
16 that aligns up with Farm View, that's the signalized
17 driveway, and then another unsignalized driveway
18 opposite the existing Wegmans unsignalized driveway
19 and that's further south at the southern limits of the
20 development parcels.

21 This revised traffic study also included the
22 existing driveway on Grand Avenue which has a
23 dedicated left turn lane existing on Grand Avenue.
24 That driveway historically permitted left in, right in
25 and right out. This was a change in our revised

1 traffic study based on the County's request where the
2 original study had looked at a right turn in only on
3 Grand Avenue.

4 Overall, the projections that are included in
5 our latest traffic study which is dated August 17,
6 2018 showed lower volumes along the Grand Avenue
7 corridor and the Mercedes Drive intersection at Grand
8 Avenue than had been projected and used for the
9 redesign and upgrade of these roadways and
10 intersections at the time we were studying The Shops
11 at DePiero Farms.

12 So we've counted and made new projections which
13 are very conservative and they actually came out a
14 little bit lower than the volumes that had been
15 originally projected. So I think that the design that
16 has been implemented adjacent to the subject property
17 is sufficient to accommodate the Triboro development
18 but nevertheless we did go through all of the
19 calculations, the Level of Service calculations not
20 only at the offsite intersections but at the site
21 driveways to ensure that they would operate at
22 acceptable Levels of Service.

23 And based on the existing geometry along
24 Mercedes Drive, the existing signal at Farm View,
25 there is sufficient capacity to accommodate the

1 additional trips.

2 We also did a count for some cross-activities
3 between the two sites recognizing that that is likely
4 to occur.

5 So the overall traffic impact study shows
6 acceptable Levels of Service and lower overall
7 projections and acceptable operations at the driveways
8 for the Triboro. Whether or not that left in off of
9 Grand Avenue occurs or not, there is sufficient
10 capacity to accommodate that volume if that existing
11 left turn into Grand Avenue is prohibited and the
12 movements are made at the signalized intersection of
13 Grand and Mercedes.

14 So that's an overview of the traffic study.

15 I can certainly go into more detail if you like
16 or I can go into the shared parking setting.

17 Q If I could just ask you a couple
18 questions, Betsy.

19 The site that we are studying for purposes of
20 this application commonly known as the Mercedes site
21 is not vacant land?

22 A That's correct.

23 Q There are improvements in terms of office
24 buildings that exist on there, had been occupied
25 heavily by the prior tenant and, obviously, they would

1 have produced trips into the roadway network?

2 A That is correct.

3 Q What did you do about those trips relative
4 to your traffic analysis?

5 Are they accounted for, are they ignored?

6 What did you do with those trips?

7 A We had actually counted the driveways that
8 were producing traffic volumes under existing
9 conditions. There is some office space that's
10 occupied and generating traffic. We prepared that
11 figure that shows those existing volumes entering and
12 exiting the driveways into the Mercedes site during
13 evening peak hour. Those were removed before we made
14 our projections.

15 It's not a substantial amount of traffic. It's
16 maybe about a hundred trips in and out during the
17 evening peak hour so that was counted and then removed
18 before we added all the new traffic from the mixed use
19 development.

20 Q Now as a property that's improved with a
21 couple hundred thousand square feet of office space it
22 would be anticipated in its full occupancy mode to
23 generate significant can't traffic into the roadway
24 network would it not?

25 A Yes.

1 Q And in terms of analyzing impact, your
2 report does not take a credit for that pre-existing
3 traffic as a deduct against what you projected as
4 additional traffic into the roadway network?

5 A No. No. The only thing we credited was
6 the actual volume being produced which is about a
7 hundred whereas you have a few hundred with fully
8 occupied premises that have historically been. We did
9 not take any credit for any traffic that's not
10 happening now.

11 Q Now, based upon your review of the traffic
12 projection and accounts, is it your opinion that the
13 additional projected traffic can be safely and
14 efficiently handled at the controlled access points to
15 and from the site including the signalized and
16 unsignalized locations?

17 A Yes. As I said, with the geometry that's
18 in place on Mercedes Drive and the one lane approaches
19 that we are proposing on our approaches, there is
20 significant capacity, enough capacity to allow all
21 driveway movements to operate at Levels of Service A,
22 B and C during the busiest weekday hour.

23 Q And relative to the intersection of
24 Mercedes and Grand Avenue from a traffic impact
25 standpoint is there any need for any further

1 improvement or modifications to that intersection
2 based upon the redevelopment of this site?

3 A No.

4 Q Okay. Let's switch gears if we can into
5 the shared parking report.

6 A The shared parking report is also dated
7 August 17, 2018. It's in its first version. This is
8 not a revision.

9 In the plan set that's been submitted, and Mike
10 is going to put up the exhibit, we have a color coded
11 parking plan that summarizes the required parking for
12 the residential units based on the Residential Site
13 Improvement Standards and for all others based on the
14 ordinance requirement.

15 I have summarized in my table, on Page 2 of the
16 report, the number of required parking for each use.
17 Office 135, restaurant 135, retail 142, hotel 188 and
18 then 500 plus for the residences based on the bedroom
19 count and the applicable RSIS ratio. So 1,197 parking
20 spaces are required to meet the individual
21 requirements of each of the uses. The plan provides
22 1,172 parking spaces so we're 25 short.

23 The Residential Site Improvement Standards state
24 that when housing is in a mixed use setting that
25 shared parking shall apply and your ordinance also

1 permits the shared parking approach.

2 Shared parking is the idea that one parking
3 space can offer two uses, two land uses. The original
4 shared parking report was published by the Urban Land
5 Institute and since then the Institute of
6 Transportation Engineers has updated hour by hour
7 parking demand tables for different land uses.

8 So the idea behind shared parking is, for
9 example, residential parking is going to have a
10 maximized demand overnight throughout the week and a
11 little bit higher on weekends during the midday.
12 Similarly a hotel experiences peak parking demands
13 overnight but the retail and the offices are going to
14 have a peak demand during the day. Restaurants,
15 depending upon the type they are, are probably going
16 to have a maximized demand midday and then later in
17 the evening when the offices and general retail have a
18 little bit less parking demand.

19 So by looking at each of these uses on an hour
20 by hour basis, on local weekday and a Saturday, what
21 the shared parking analysis does is take the maximum
22 required parking for each use and run them through an
23 hour by hour analysis to determine, based on the
24 different peaking characteristics of the different
25 land uses what the actual parking demand would be.

1 And I have included tables that summarize those
2 hour by hour analyses for both the weekday and the
3 Saturday. And what we have calculated for a weekday
4 is 807 parking spaces during the busiest hour and on a
5 Saturday we calculated, of course, you would expect a
6 higher demand, of 878 spaces.

7 So this would indicate that the plan, even
8 though we're deficient 25 spaces when you look at the
9 use requirements for each type of land use, overall,
10 from a shared parking perspective, we have a surplus
11 of about 300 spaces.

12 So the analysis I think helps to support the
13 deficit of only 25 spaces by conservatively assessing
14 the maximum demand for each use but looking at it on
15 an hour by hour basis which is the shared parking
16 philosophy.

17 Q Now, Betsy, based upon your work and
18 research in the shared parking calculations, do you
19 feel that the site will have sufficient and adequate
20 parking for each of the proposed uses that are
21 proposed at the time when that parking is needed for
22 those uses?

23 A I do.

24 And I think that L2A's parking allocation plan
25 really helps to show that there is an appropriate

1 number of parking spaces proximate to the different
2 uses. They are color coded so it would help us all
3 understand the overall parking. And this plan does
4 allocate 100 percent of the requirement for all of the
5 uses but for the 25 we're deficient is taken out of
6 the orange or the residential spaces.

7 Q Now a good -- the parking that is proposed
8 on the site is a mix of both surface and structured
9 parking.

10 Correct?

11 A Yes.

12 Q And based upon the allocation that is
13 depicted on Drawing C18 of L2A's drawings, the
14 allocation between structure and surface parking, you
15 remain comfortable with that it will adequately
16 service the demand for the proposed project as
17 proposed on C18?

18 A Yes, particularly because the number of
19 residential coded parking spaces matches the number of
20 residential units above that parking structure.

21 Q So essentially there is enough garage
22 space for each residential unit to be fully serviced?

23 A That's correct.

24 MR. DEL VECCHIO: All right. I have no
25 further questions of Miss Dolan at this point and make

1 her available to the Board and their professionals for
2 any questions that you may have.

3 CHAIRMAN DePINTO: Okay. Thank you. I
4 guess I am starting with Mr. Culhane.

5 Mr. Culhane, do you have any questions for Miss
6 Dolan?

7 MR. CULHANE: I notice in the report that
8 you have projections for Two Paragon Drive and also
9 for the KPMG. I don't see anything for Hornrock where
10 the future development both in Montvale and Park
11 Ridge.

12 THE WITNESS: That would be correct. I
13 didn't include that.

14 MR. CULHANE: Any particular reason why?

15 MS. DOLAN: I wasn't aware of it.

16 And I had communicated with Maser and actually
17 it turned out our office had done the other two, KPMG
18 and Two Paragon. Those were the two that were
19 mentioned in my dialogue with the representative of
20 Maser regarding the traffic.

21 MR. CULHANE: I believe, Mr. Chairman, we
22 will need some more information about the potential
23 for the traffic generated out of the developments both
24 in Montvale and Park Ridge recognizing Park Ridge has
25 other issues.

1 CHAIRMAN DePINTO: Mr. Hipolit, did you
2 communicate with Miss Dolan?

3 MR. HIPOLIT: So our office did
4 communicate with her.

5 Right now, other than the what we have in
6 Montvale, we don't have a development for Hornrock as
7 far as the entire development which I know has been
8 discussed could be anywhere from 480 units to a
9 thousand units. We could, as the Borough, be
10 conservative and estimate a thousand units or you can
11 --

12 As a development, Montvale is limited in scope
13 but they could include those numbers. But, obviously,
14 that's not really the scope of development. The scope
15 of development is mostly in Park Ridge.

16 MR. DEL VECCHIO: From our perspective,
17 from the applicant's perspective they are a project
18 that is behind us. And if they're going to add
19 traffic to the network they need to be responsible for
20 that traffic and any road improvements that come from.

21 I can't envision us anticipating traffic from
22 every project that may come and then be responsible
23 for mitigating it. So I just want to understand where
24 we're going.

25 CHAIRMAN DePINTO: I understand what

1 you're saying, Mr. Del Vecchio. But with the
2 improvements that have been made, you're not proposing
3 to make any other improvements because I believe the
4 report and the testimony says that the roads as
5 currently improved will be able to withstand the
6 traffic being generated off the Mercedes site.

7 MR. DEL VECCHIO: Correct.

8 CHAIRMAN DePINTO: I think the question
9 is, we do know how many vehicles are proposed or
10 parking spaces I should say are proposed with the
11 Hornrock project, that portion of the project is, that
12 is in Montvale.

13 I think your calculations should minimally
14 include that because that was part of the settlement
15 agreement and it's the inevitable that eventually it
16 will be built.

17 MR. HIPOLIT: We now have preliminary, we
18 now have a submission for that. Originally we didn't.

19 CHAIRMAN DePINTO: We could review, in an
20 effort to adjust your numbers.

21 MR. HIPOLIT: We can.

22 MR. DEL VECCHIO: I have no objection to
23 providing the Board with the information, I want to be
24 clear about that, from an information standpoint. I
25 have no problem giving the Board that information.

1 The thing that differs, KPMP and Two Paragon
2 from Hornrock is they are approved projects that have
3 been through the Planning Board process so there is
4 greater definitiveness to them.

5 To the extent --

6 MR. HIPOLIT: Well, hold on, hold on.
7 Hornrock is now complete. We deemed them complete.

8 MR. DEL VECCHIO: But they're not
9 approved. And we all know, particularly I know all
10 too well standing on this side of the podium what you
11 put in isn't necessarily what you see come out on the
12 other side. It ends up being massaged. So we don't
13 know what that process bears for Hornrock.

14 CHAIRMAN DePINTO: Mr. Del Vecchio, we
15 have two traffic experts here.

16 If we were to add the parking requirements that
17 we believe will result from the plan that has been
18 submitted which is consistent with the settlement
19 agreement in Montvale, if we add that into the mix and
20 we take a projection that Mr. Hipolit has said,
21 between 400 and 1,000, if you take the total, is the
22 road network, as it has been improved, capable of
23 supporting that traffic?

24 MR. DEL VECCHIO: And I'm saying we can
25 give you that information. There's no question. But

1 I'm taking it one more step just to be absolutely
2 certain that the applicant's position is clear, that
3 Hornrock's traffic is Hornrock's responsibility to
4 deal with and mitigate.

5 CHAIRMAN DePINTO: But if we have a water
6 mark, if we have a benchmark --

7 MR. DEL VECCHIO: Sure.

8 CHAIRMAN DePINTO: -- from you, when we
9 hear the Hornrock application, and it would be, and it
10 would be in Park Ridge's best interest and our best
11 interest that as they hear their application for site
12 plan approval we share with them the traffic
13 information that we receive both from Betsy and
14 Maurice.

15 Can you provide that?

16 MR. DEL VECCHIO: We can provide a
17 'supplemental letter just saying if you were to
18 consider Hornrock the result would be X, Y or Z, sure.

19 CHAIRMAN DePINTO: Mr. Hipolit.

20 MR. HIPOKIT: So, Betsy, we'll send you
21 what we have for Hornrock. In Montvale it's 185 units
22 and then we don't know what Park Ridge is going to be.

23 CHAIRMAN DePINTO: Unless someone has a
24 better feel on the Park Ridge development than we
25 do --

1 MR. HIPOLIT: It's in court.

2 CHAIRMAN DePINTO: -- it's, nothing is
3 coming out of the court at this time.

4 MR. DEL VECCHIO: I assume they submitted
5 a traffic report with their application. It would be
6 helpful if we could get that.

7 MR. REGAN: That would aid Betsy in doing
8 her work.

9 MR. HIPOLIT: Give me a few seconds and
10 I'll tell you that.

11 CHAIRMAN DePINTO: Everything we have on
12 that we'll share with you.

13 MR. DEL VECCHIO: Thank you.

14 CHAIRMAN DePINTO: Maurice, what are your
15 thoughts on what you have heard from Ms. Dolan?

16 MR. RACHAD: Good evening, everyone. Mr.
17 Chairman, I think the Board is making a good point.
18 However, I also want to remind the Board that this
19 traffic study also included a 1.5 percent background
20 growth for three years. So when you compound that
21 number you would say that the traffic study is
22 accounting for a 5 percent increase in traffic
23 volumes.

24 And we do that to account for what we refer to
25 as the background growth. So that gives us a little

1 bit of a buffer in our analysis.

2 But if the applicant agrees to consider the
3 traffic from Hornrock, I think that would give the
4 Board a very good assessment as to how the
5 intersections would operate once all these
6 developments are producing traffic.

7 But I also would like to add to just give the
8 Board more comfort in this application, the fact that
9 when I looked at the numbers I felt the numbers were
10 conservative and here is why.

11 This is a mixed use development. And it's being
12 developed across the street from another mixed use
13 development. And the applicant's engineer, to be
14 conservative, only applied the trip capture to one
15 side but not both sides.

16 Let me explain what I mean by that. I'll give
17 you a simplistic example.

18 Let's say that the, this development will
19 generate certain stores. Let's say one of them is a
20 nail salon and in the future, once that nail salon is
21 open, it's going to attract trips. Some of these
22 trips are already on Mercedes Drive coming to Wegmans
23 or coming to the juice shop or other places and then
24 they come to this development. We refer to that as
25 trip capture. That was not accounted for, which is a

1 good thing by the way, in the study.

2 So we will see in the future that the actual
3 trip demand from this development will be lower than
4 what is projected in this traffic study.

5 I'm saying this to give the Board a little bit
6 of comfort with these numbers. They look high but in
7 reality they will be lower than that.

8 But I do have some other questions when the time
9 is appropriate I would like to ask the applicant.

10 CHAIRMAN DePINTO: Well, I think now would
11 be the appropriate time.

12 MR. RACHAD: Okay.

13 MR. HIPOLIT: I just want you to know I
14 sent all three of you the report.

15 MR. RACHAD: So, Mr. Chairman, being that
16 this is a mixed use development and is going to have
17 retail, office use and development we will see quite a
18 bit of interaction between this development and the
19 other one across the street which is the DePiero
20 development site. And, I would recommend that the
21 applicant provides some better connectivity between
22 the two to enhance pedestrian mobility and pedestrian
23 safety between the two which would include crosswalks,
24 maybe some lighting which would include a
25 well-designed system so people can walk from one site

1 to the other without having to take their vehicles.
2 And that would further actually help in decreasing
3 future trip demand.

4 And I would like to hear from the applicant's
5 engineer what they can offer in that regard to enhance
6 pedestrian mobility and pedestrian safety.

7 CHAIRMAN DePINTO: I think that's a fair
8 question.

9 Mr. Del Vecchio.

10 MR. DEL VECCHIO: Yes. Miss Dolan, if you
11 could.

12 MS. DOLAN: Yes. We had talked about the
13 pedestrian crosswalks that are at that main signalized
14 intersection. They're faded. They're not really
15 highly visible and there's a lot of different
16 techniques that can be used with either textured
17 pavement or actual cobble stones or different color
18 schemes that can be used to enhance the pedestrian
19 crosswalks through that very important intersection.
20 Also the entire intersection can be raised into a
21 raised table with the crosswalks again on all four
22 corners as they have been designed with the signal but
23 with higher visibility to promote that pedestrian
24 crossing.

25 And that can be carried to the pedestrian

1 crossings that are currently shown on the plan at the
2 unsignalized four leg intersection on Mercedes Drive
3 between the two sites because, obviously, we don't
4 want them crossing in between.

5 And on the DePicro side there's really no
6 pedestrian penetration until you get to those
7 driveways because of grades and the buildings. So we
8 want them to cross at highly visible locations.

9 And something along those lines is what the
10 applicant has been talking about is possible
11 enhancements to Mercedes Drive.

12 MR. RACHAD: So you're not proposing any
13 mid block crossing for example?

14 MS. DOLAN: There is one shown on the plan
15 that we may want to talk about a little bit but it is
16 shown as a four part crossing at that lower southern
17 unsignalized location.

18 MR. RACHAD: Okay. Mr. Chairman, I am
19 okay with the answer we received today. It would be,
20 I think, nice for the Board and the professionals to
21 receive a pedestrian circulation plan, nothing
22 complicated, could be on one sheet to show us what do
23 they envision in terms of pedestrian generation from
24 one site to the next and how these pedestrians would
25 navigate two sites and cross the street.

1 I think that would help us and also help the
2 applicant in providing a pedestrian circulation that
3 is safe and efficient.

4 CHAIRMAN DePINTO: Well, Mr. Rachad, she
5 mentioned a raised table as an alternative or markings
6 or change in materials.

7 What would be your recommendation to connect the
8 two sites for pedestrian passageway?

9 MR. RACHAD: I definitely think that the
10 different material would be very desirable from an
11 esthetic perspective and also from a functional
12 perspective.

13 Raising the intersection, I'm not sure we need
14 to go that far. This becomes more like a speed hump
15 in the roadway and there are people that like speed
16 humps and ones that don't. Speed humps could be used
17 to calm traffic down but also they have other issues
18 in terms of noise pollution, in terms of interference
19 with the vehicles.

20 It's really something up to the Board whether or
21 not you want to create that vertical elevation, the
22 roadway.

23 But in my opinion, I think at least using
24 different material, nice signage, good connectivity,
25 very nicely designed ADA compatible ramps and a path

1 that makes common sense that people walk from Point A
2 to Point B following that path.

3 CHAIRMAN DePINTO: And you would do a
4 similar type of pathway interchange at the
5 unsignalized access point?

6 MR. RACHAD: Yes.

7 CHAIRMAN DePINTO: And, Mr. Hipolit,
8 you're in agreement with that as well?

9 MR. HIPOLIT: So I am. I just, as I said
10 before, getting pedestrians between the two sites is
11 very important.

12 And I, I have a concern that pedestrians can
13 cross freely between the two sites, specifically
14 because they have residents across the street and if
15 I'm on the, say the southern side of the bigger
16 residential building what's going to stop me from just
17 walking straight across an unsignalized intersection,
18 just walking across to a signalized? Not much. I
19 want to just go shopping, I'll walk across my back.

20 So, I think getting a pedestrian plan, showing
21 how it can work, showing what the positive and
22 negatives are, evaluating all the options we have,
23 there's a lot of options.

24 CHAIRMAN DePINTO: Does anyone recall if
25 we heard any testimony from Mr. Preiss with respect to

1 this pedestrian crossover, to what extent we could
2 anticipate that? I don't recall.

3 MS. O'NEILL: We spent the vast majority
4 of his testimony last time on the concept of a
5 boulevard.

6 MR. HIPOLIT: Correct.

7 MS. O'NEILL: We didn't get really much
8 past that.

9 MS. RUSSO: And a crossing bridge.

10 MR. HIPOLIT: He didn't like the boulevard
11 idea or the bridge.

12 COUNCILWOMAN CURRY: Why was the boulevard
13 discontinued?

14 MR. HIPOLIT: I don't believe it's
15 discontinued.

16 COUNCILWOMAN CURRY: So certainly keep
17 people from just doing what they do on Kinderkamack
18 Road, just crossing the street because they want to go
19 to the bank, not that I've ever done that.

20 But the boulevard, we would have areas where it
21 would be available for people to cross.

22 Right?

23 If you had the lovely floral and fauna, hence
24 beautiful island going down the center of Mercedes.

25 MR. DEL VECCHIO: The one thing we haven't

1 gotten to that impacts that decision, and you'll hear
2 it when Mr. Dipple gets back to testifying, is you
3 have to recall the setting in which the roadway sits.

4 If the Board allows me I'll approach the drawing
5 here for a second.

6 If you look at the DePiero side of the street
7 you have the CycleBar building and the Starbucks
8 building. If you remember, essentially the back of
9 those buildings are the wall that holds up Mercedes
10 Drive.

11 The area that forms that outdoor seating area
12 between the two buildings is probably set 10 feet
13 down.

14 So the likelihood of anybody coming out of the
15 DePiero site in that segment would require them to
16 scale a wall in order to get to the sidewalk to cross
17 mid block.

18 I don't know about you but I find pedestrians to
19 be generally lazy. They're not going to climb the
20 wall. They're going to take a much easier path.

21 And the part of the testimony you haven't heard
22 yet is that this portion that lies between the
23 signalized intersection of the proposed site and the
24 northerly most driveway here is also set down. It has
25 a retaining wall on this side of the street as well.

1 So that retaining wall on that side of the street
2 coupled with the landscaping is really going to
3 discourage and prevent -- and there is a fence as well
4 proposed -- that will discourage anybody from wanting
5 to scale, go through the landscaping, scale a wall to
6 get to the sidewalk to cross mid block to then jump
7 down a wall to get back into the DePicco site. It
8 really is very circuitous.

9 And to Mr. Rachad's point on the pedestrian
10 circulation plan, that's what will end up being
11 highlighted when that kind of plan is produced.

12 So we're left with really focusing -- this is
13 the main point and this is what I call the Borough
14 Hall access. Only folks from Borough Hall are going
15 to be coming from this side of the street to come to
16 this access point to get into the site.

17 And we think that focusing our attention to
18 those two points is most critical. And, we're going
19 to seek Ms. Dolan's advice and any advice that Maser
20 is willing to share with us as we design something to
21 enhance both the esthetics and the safety aspects of
22 those two likely crossing points.

23 MR. HIPOLIT: So Rose, to kind of
24 summarize that a little bit, they need to show us
25 being the Board and the professionals, that they come

1 up with a plan for pedestrians that works. Whether
2 it's people coming from the west, the south going
3 north or going east to west across both sites how is
4 it going to happen; and, instead of showing it just on
5 one colored drawing on one side, we want to see a plan
6 from Grand Avenue all the way down Mercedes to show
7 how this is going to be happen.

8 It's the two largest developments ever developed
9 across from each other in Montvale and that
10 connectivity is important.

11 Pedestrians are going to come here. They go
12 there now just on the one side. And, you know, I had
13 some concerns with respect to the retail, the life
14 style area versus Wegmans because when you park on one
15 side you can do it but...

16 CHAIRMAN DePINTO: Here, here is my
17 concern. From an esthetic point of view the boulevard
18 is very nice. It's very interesting. I have seen
19 them. They're, they're very attractive.

20 However, we have a unique or somewhat unique
21 situation. We have the DePiero development. We have
22 a pretty good idea what it's going to generate in
23 terms of traffic. And, we're pretty comfortable with
24 what we design to handle that traffic albeit not all
25 of the stores have tenants in them.

1 Then we have the unknown which we merely could
2 project is the mixed use development from
3 Mercedes-Benz.

4 If it were just limited to those two major
5 developments, then I'd say a boulevard might make a
6 lot of sense because we can improve the overall
7 connectivity between the two developments.

8 But there's another huge element and that huge
9 element, in my opinion, is Lifetime. And I know when
10 I come down Mercedes Drive to make a left-hand turn
11 onto Philips, the traffic coming out of Lifetime
12 trying to go north on Mercedes Drive is pretty
13 horrendous.

14 Now if you create a fancy boulevard where you
15 convert Mercedes to this fancy boulevard, how is it
16 going to accommodate the pedestrian traffic that we're
17 so concerned about recognizing that we have all that
18 pass through Lifetime traffic going north and south on
19 Mercedes? I don't know if you could do that.

20 MR. HIPOLIT: You know, Maurice and I
21 looked at it, we drove there today and looked at this
22 whole concept and the point Maurice brought across was
23 is we're so limited by width on Mercedes. It's not
24 like we have an 80 foot wide road there where we can
25 create these great islands. We don't have 80 feet.

1 We have turning lanes that fall inside of it. We have
2 restriction to the Borough Hall and the corner site.
3 So it may not make sense but we still think they
4 should provide a diagram, sketches and how they plan
5 to address pedestrian traffic around there with or
6 without a boulevard.

7 I think the width does pose a problem.

8 CHAIRMAN DePINTO: Pose a problem for the
9 creation of a boulevard --

10 MR. HIPOLIT: Correct.

11 CHAIRMAN DePINTO: -- that could safely
12 handle the vehicles from Mercedes Benz, DePiero's and
13 Lifetime.

14 MR. HIPOLIT: Correct. Because when
15 you're started the turning lane, they're long enough
16 where they take so much of the boulevard out, that it
17 makes no sense. You are just creating another problem
18 to take care of. It does not accomplish...

19 CHAIRMAN DePINTO: And, Miss Dolan you are
20 recommending this speed table over say pedestrian
21 walkways or vice-versa?

22 MS. DOLAN: Well, the pedestrian walkways
23 are already a part of the plan and they were designed
24 into the traffic signal that controls the driveways.
25 So, the crosswalks are there. It's a matter of

1 enhancing that with different materials to create a
2 visual cue and to make a highly visible location for
3 the pedestrians to cross.

4 And, you know, in speaking tonight with Mr.
5 Rachad, talking about the problems with the table, the
6 table actually might work better at that southern
7 intersection that's unsignalized.

8 So I think we have treatments that will help to
9 keep the pedestrian crossings where we want them and
10 with other things like benefits of landscaping, in
11 addition to all the obstacles that exist on the
12 DePiero's side, I think we can come up with a plan
13 that, that will allow that connectivity that the Board
14 and your professionals are looking for.

15 MR. RACHAD: Just to be clear, Mr.
16 Chairman, I did not have an opportunity to fully
17 review the idea of a speed table. There are drainage
18 issues, sometimes speed tables are actually very
19 convenient to pedestrian activity because now the road
20 is at the same level as the sidewalk. So there are a
21 lot of pluses and maybe some minuses so we need to
22 look at the details to figure out if overall it's a
23 good idea or not.

24 But going back to the boulevard, while I love
25 the idea of a boulevard, just to follow-up on what

1 Andy said, the width for every side needs to be most
2 likely 19 feet; that's an 8 foot shoulder and a 12
3 foot lane.

4 And the reason for that is, if a car breaks down
5 you don't want that side of the boulevard to be
6 blocked. So you need free passage of vehicles around
7 a car that is disabled.

8 Now you add 19, 19 and the center of the roadway
9 we don't have that space, in my opinion.

10 MR. HIPOLIT: No.

11 CHAIRMAN DePINTO: Now could, Mr. Hipolit,
12 we ask the applicant, instead of a boulevard, to make
13 improvements to the sides of the Mercedes with respect
14 to things like ornamental lighting or bollard type
15 lighting and landscaping and interesting walkways and
16 things of that nature so it gives the appearance of a
17 boulevard absent an island?

18 Would that improve connectivity between the two
19 sites for pedestrian and vehicle movement?

20 Could it be designed that way?

21 MR. HIPOLIT: So you make may get two
22 different answers. I can tell you that if they were
23 to add street enhancements such as a street print --
24 me, personally, I'm not a fan of raising the
25 intersections, I'll say enhance the intersection with

1 different materials but not raise it. I don't -- I
2 think it's called street print. I think they have a
3 product that they put in the street that looks like
4 brick pavers or looks like cobble stones. You could
5 make it look different colors. You could even put a
6 strip down the center where the yellow line goes and
7 then put the yellow line on both sides. It looks like
8 cobble stones down the center. You could enhance the
9 whole street to make it look as if it has it but it's
10 not constricting you, preventing the traffic issues
11 with breakdowns and widths and all that stuff.

12 The place that's doing it right now, in my area,
13 is Morristown. So Morristown is doing this on a
14 number of streets because they can't create boulevards
15 because they don't have widths and where they have
16 done it so far seems to be working very well.

17 Unless you have anything different.

18 MR. RACHAD: I agree.

19 I do have one more question for the applicant.

20 CHAIRMAN DePINTO: Sure.

21 MR. RACHAD: If I can.

22 Betsy, when will you construct the driveways
23 vis-a-vis the phasing of the project?

24 MS. DOLAN: I don't know that I can answer
25 that but -- I'm sorry -- Phase I.

1 MR. RACHAD: Okay. Thank you.

2 MR. HIPOLIT: So, Betsy, on that drawing
3 start on Mercedes -- on Grand Avenue coming east and
4 talk me through all the driveways and what their
5 access is in and out.

6 MS. DOLAN: Okay. Sure. So I'm starting
7 at the, at the north end of the Mercedes Drive.

8 MR. HIPOLIT: I think, Andy, maybe --
9 okay. Point there, please. Start on Grand Avenue.

10 MS. DOLAN: Start on Grand Avenue.

11 Okay. What's shown on Grand Avenue is a, a new
12 right in right out driveway.

13 MR. HIPOLIT: And that driveway is going
14 to be west of where it currently exists?

15 MS. DOLAN: That's at the western limits
16 of the site, west of the existing -- wait. I'm sorry.
17 I'm looking at the wrong plan.

18 That is the existing driveway. This is the
19 existing driveway that had served the office
20 buildings. This is located so that it provides right
21 turn ingress, right turn egress and there is a striped
22 125 foot long left turn lane on Grand Avenue that had
23 permitted left turn movements directly from Grand
24 Avenue.

25 MR. HIPOLIT: So from the Board's

1 perspective, stopping in that driveway, that's going
2 to be, for all intents and purposes, at the exact
3 location it exists today and the only movement that's
4 prohibited is left turns out?

5 MS. DOLAN: That's correct. That's the
6 existing configuration.

7 MR. HIPOLIT: Okay. Go to the second --

8 MR. TEAGNO: Can I interrupt?

9 Whose jurisdiction is that to decide whether you
10 can, if you're headed west on Grand Avenue, if you can
11 make a left turn into the site.

12 MR. DEL VECCHIO: The County.

13 MR. HIPOLIT: That's why we're -- we
14 haven't met with the County, that's why we're going to
15 meet them.

16 MR. TEAGNO: I just want to say right now
17 I'm totally opposed to that because there's too much
18 traffic there.

19 MS. DOLAN: The first traffic study did
20 not include that. We all thought it was going away.
21 It was the County who asked us to study it. So that
22 meeting will determine what actually happens there.

23 MR. HIPOLIT: I'll make a note for the
24 County meeting.

25 MR. TEAGNO: When there was a left, there

1 was a left in and a left out there as I recall when it
2 was the Mercedes site and I can't believe how many
3 calls there were.

4 MS. DOLAN: I agree with you. And I
5 didn't know that there was any way to turn left out of
6 there.

7 MR. TEAGNO: Well, it was allowed. The
8 striping and everything was there for it. It's
9 ridiculous.

10 MS. DOLAN: The first analysis without
11 that showed the intersection, the signalized
12 intersection can accommodate those turning movements
13 should that all go away.

14 MR. TEAGNO: I am totally in favor of
15 right in right out and that's it.

16 MS. DOLAN: And moving eastward on Grand
17 Avenue we have a right turn ingress only between
18 Buildings 4 and 5 and that would be the extent of
19 access on Grand Avenue.

20 MR. HIPOLIT: So why would we need that
21 driveway with one right next to it? Why?

22 MS. DOLAN: I don't really think you do.
23 I think this plan iteration, this access modification
24 was at the request of the County because when you go
25 back to the first plan that I analyzed, we had one

1 right in right out on Grand Avenue. And I didn't even
2 think that the right out would be approved by the
3 County because it's on a right turn lane onto Mercedes
4 Drive. So I analyzed it as a right in only because,
5 from a traffic perspective, I thought that was the
6 only thing that was needed and because the outbound
7 movement would be along that right turn lane.

8 So from my perspective, right in would suffice.

9 And even when you look at this, it's a driveway
10 and it's existing configuration, you got to come in
11 for all of the uses so someone new to the area might
12 just bypass that driveway altogether.

13 Do you want me to continue now going down
14 Mercedes?

15 MR. HIPOLIT: Keep going.

16 MS. DOLAN: So the northern driveway is
17 right in right out and that was purposely designed
18 because we are on the approach to the Grand Avenue
19 signalized intersection so that's right in right out.
20 And the main --

21 MR. HIPOLIT: Well, I have a question on
22 this one, too.

23 So if you look at the driveway my concern --
24 and, Maurice, maybe you can help me with this -- I'm
25 coming off of Grand on to Mercedes and just by using

1 that a lot, it's what I do a lot, the speed is pretty
2 high. Cars aren't going 50 miles an hour but they're
3 coming around the corner pretty quickly and that
4 driveway is going to come up on you fast.

5 MS. DOLAN: I agree with you.

6 And, again, for someone who shops here on a
7 regular basis, someone who lives here, I think that
8 they may be attracted to that driveway but someone who
9 is coming here for the first time, they may miss it.
10 just as they might miss a driveway if it's placed at
11 the western limits of the site on Grand Avenue.

12 I think it does have a benefit, though, of
13 distributing traffic. We have a very long site so I
14 think that it's beneficial in providing circulation
15 around the different buildings because, otherwise,
16 you're not going to get another opportunity until
17 you're --

18 MR. HIPOLIT: Let me ask you a question.
19 At least me, I'm okay with the right in, I come off, I
20 know it, I live in the area, I make the right in and
21 I'm in the site. The right out just seems like a
22 dangerous move because sight distance is going to be
23 very limited because of the corner.

24 MS. DOLAN: Right. And the good thing is,
25 if you want to go south on Mercedes you can be drawn

1 down to other circulation aisles.

2 The volume on any of these individual driveways
3 is not very high based on our projections. So if it's
4 relocated it could be absorbed into the signalized
5 intersection, for example. Or if there was an ability
6 to introduce an egress perhaps just south of Building
7 3 it, but then you're going to maybe have to sit at
8 the light at Farm View.

9 MR. HIPOLIT: So I think you need, I think
10 on that driveway, maybe it's my purview, I think we
11 need to look at the site distance for that driveway
12 based on actual speeds because the speeds are actually
13 a little bit higher than actual posted speeds.

14 So use five above the posted speed and then come
15 up with a sight triangle.

16 MS. DOLAN: Okay. So, as I said, you
17 know, we might be able to look at introducing another
18 right turn egress on the south side but that's
19 something the team will work with and Mike will
20 probably have more to say about that.

21 The main access is that the signalized location
22 opposite Farm View, the driveway into the
23 Wegmans/DePiero's site and then at the bottom or
24 southern limits of the site we would be aligning a new
25 driveway opposite the existing driveway at the

1 southern limits of the DePiero shopping center.

2 MR. CULHANE: Mr. Chairman, this might be
3 an appropriate time.

4 CHAIRMAN DePINTO: Yeah. Let me just run
5 quickly through Board Members. Questions starting
6 with Mr. Culhane.

7 Any questions of either Miss Dolan or Mr. Rachad
8 or Mr. Hipolit?

9 MR. CULHANE: The only other question I
10 would like to raise is in the site, is there any
11 accommodations for a biker, bicycle use?

12 MS. DOLAN: I believe there is. Mr.
13 Dipple can confirm that.

14 MR. DEL VECCHIO: We have a significant
15 number of bicycle racks. Mr. Dipple will give you the
16 details when he finishes his testimony.

17 CHAIRMAN DePINTO: Okay. Thank you.
18 Mr. Fette.

19 MR. FETTE: Just one question.

20 Mr. Rachad, you asked about adjusting the trip
21 figures based on the Hornrock property. And then you
22 also had -- in Miss Dolan's report she had the 1.5
23 percent per year for background growth.

24 MS. DOLAN: Correct.

25 MR. FETTE: Do you want both of those or

1 is it one or the other?

2 MR. RACHAD: Actually, the Board asked for
3 the Hornrock property to be added and I mentioned the
4 1.5 percent. Typically you do both.

5 MR. HIPOLIT: I know it's kind of off the
6 cuff but real quick. Maurice hasn't gotten it yet.

7 The Hornrock on our piece, the 185 units is only
8 producing 16 trips in the peak hour. Keeping in mind
9 it's residential and keeping in mind that Sony was a
10 16,000 square foot building that generated a lot. So
11 I can take a look at it, you guys. They're saying
12 they have no impact at all is what they're saying.
13 I'm not saying they're right but that's what they're
14 saying.

15 MS. DOLAN: We'll look at it.

16 MR. DEL VECCHIO: No comment.

17 MR. FETTE: NO other questions, Mr.
18 Chairman.

19 CHAIRMAN DePINTO: Thank you.

20 Ms. Russo.

21 MS. RUSSO: I have no questions.

22 CHAIRMAN DePINTO: Thank you.

23 Miss Curry.

24 COUNCILWOMAN CURRY: Yes. On Mr.

25 Culhane's question about accommodating bicyclists, you

1 said you have bike --

2 MS. DOLAN: Bike racks.

3 COUNCILWOMAN CURRY: Bike racks, bike
4 lanes?

5 MS. DOLAN: Not bike lanes, no.

6 COUNCILWOMAN CURRY: Because young people
7 will be living there, hop on their bikes and go over
8 to Wegmans.

9 MS. DOLAN: I'll let Mr. Dipple confirm
10 but I don't think bike paths are included. We have a
11 substantial sidewalk pedestrian system and that same
12 crossing for bikes would apply. We would like them to
13 cross at the same location.

14 COUNCILWOMAN CURRY: Thank you.

15 CHAIRMAN DePINTO: Thank you.

16 Mr. Lintner.

17 MR. LINTNER: No questions, Mr. Chairman.

18 CHAIRMAN DePINTO: Thank you.

19 Ms. O'Neill.

20 MS. O'NEILL: I have one question and a
21 comment.

22 The comment is just I think we can achieve the
23 visual aspect of what the Board seems to want on a
24 boulevard through landscaping which will also
25 accomplish traffic coming for issues on the street

1 that everyone seems to think there are going to be
2 problems with.

3 Second, we talked a lot about the pedestrian
4 side for the Mercedes. I'm not honestly familiar with
5 if there are sidewalks on the Grand Avenue side. But
6 are there, are there plans for them?

7 I know it's a county road. I know the County
8 will be involved in that. We seem to have
9 conversations with the County about this coming up. I
10 think that would be a really good integration
11 considering that the park and ride bus stop is a very
12 close distance. And I would imagine that there would
13 be people who are living there who will be using that
14 park and ride bus stop.

15 MS. DOLAN: You reminded me the County
16 only wanted us to have a sidewalk on Grand Avenue up
17 to the access point. I know our access point is
18 likely to be redefined but we can certainly consult
19 with the County. There's eventually going to be a
20 meeting with everyone involved so that would be
21 something to just confirm with regard to the park and
22 ride.

23 MS. O'NEILL: Okay.

24 CHAIRMAN DePINTO: All right. Thank you.

25 And, Mr. Teagno.

1 MR. TEAGNO: Just a comment, anything you
2 can do on the non signalized intersection to slow
3 traffic down for pedestrians is a good idea whether
4 it's cobble stones, a raised bed or whatever you want
5 to do. But, that's got to be done. Otherwise, people
6 are going to accelerate from the signalized, heading
7 south on Mercedes. It's going to be a hazard.

8 CHAIRMAN DePINTO: Okay. Very good.

9 We're going to have to carry this meeting. I
10 believe we are going to carry it to October 16th.

11 And, members of the public that are here that
12 have an interest in this application, please be
13 advised of such.

14 Sir, did you have questions or comments?

15 MALE SPEAKER: No.

16 CHAIRMAN DePINTO: That, the meeting will
17 be carried to that date, no further notice will be
18 provided other than this announcement. And I presume
19 Counsel for the applicant will grant the extension
20 needed to the Board to carry it to that date.

21 Is that correct?

22 MR. DEL VECCHIO: Yes. We will carry it
23 to the October 16th meeting.

24 CHAIRMAN DePINTO: Okay. Very good.
25 Thank you.

1 Have a good evening.

2 MR. DEL VECCHIO: Thank you, Mr. Chairman.

3 (The hearing adjourns.) C

4 E R T I F I C A T E.

5 I CERTIFY that the foregoing is a true and
6 accurate transcript of the testimony and proceedings
7 as reported stenographically by me at the time, place
8 and on the date herein before set forth.

9 I DO FURTHER CERTIFY that I am neither a
10 relative nor employee nor attorney or counsel of any
11 of the parties to this action, and that I am neither a
12 relative nor employee of such attorney or counsel, and
13 that I am not financially interested in this action.

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DONNA LYNN J. ARNOLD, C.C.R.
21 LICENSE NO. XI00991
MY COMMISSION EXPIRES 08/04/19

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