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HUDSON COUNTY
PLANNING BOARD

RE:

REGULAR MEETING : TRANSCRIPT OF
OF THE :
HUDSON COUNTY PLANNING : PROCEEDINGS
BOARD :
:

O P E N S E S S I O N

Bergen Square Center
Floor 9A
830 Bergen Avenue
Jersey City, New Jersey
Tuesday, August 18, 2020
6:30 p.m.

V I A Z O O M:

- SAMANTHA LUGO, Chairwoman
- JOHN ALLEN, Commissioner
- DANIEL CHOFFO, Commissioner
- ELIZABETH HERNANDEZ, Commissioner
- FLOYD JETER, Commissioner
- THOMAS MALAVASI, PE, Commissioner
- RUSHABH MEHTA, Commissioner
- KENNEDY NG, Commissioner

A L S O P R E S E N T:

- JENNIFER BOGDANSKI, ESQ., Board Counsel
- STEPHANIE LEE, Assistant Planner
- FRANCESCA GIARRATANA, PP, AICP, Secretary
- MARIO TRIDENTE, Inspector
- PAUL CRAY, PE

1 CHAIRWOMAN LUGO: Great. Thank you
2 so much. Good evening, everybody. I would like to
3 call the Tuesday, August 18th, 2020, Planning Board
4 to order. Has the meeting properly been advertised?

5 MS. BOGDANSKI: Yes, Madam
6 Chairwoman. The meeting was properly noticed in the
7 Jersey Journal and the Star Ledger. And it was also
8 noticed by posting on the County Clerk's bulletin
9 board and bulletin board for the Board of
10 Freeholders. The notices specify that this is a
11 virtual meeting in accordance with the Open Public
12 Meetings Act.

13 CHAIRWOMAN LUGO: Thank you. Can I
14 have a roll call, please?

15 MS. GIARRATANA: Yes. Commissioner
16 Allen.

17 COMMISSIONER ALLEN: Present.

18 MS. GIARRATANA: Commissioner
19 Bettinger. Absent. Commissioner Choffo.

20 COMMISSIONER CHOFFO: Present.

21 MS. GIARRATANA: Commissioner
22 Glembocki. Absent. Commissioner Hernandez.

23 COMMISSIONER HERNANDEZ: Present.

24 MS. GIARRATANA: Commissioner Jeter.

25 COMMISSIONER JETER: Present.

1 MS. GIARRATANA: Commissioner
2 Malavasi.

3 COMMISSIONER MALAVASI: Here.

4 MS. GIARRATANA: Commissioner Mehta.

5 COMMISSIONER MEHTA: Present.

6 MS. GIARRATANA: Commissioner NG.

7 COMMISSIONER NG: I'm here.

8 MS. GIARRATANA: Commissioner Torres.
9 Absent. Commissioner Walker. Absent. And
10 Chairwoman Lugo.

11 CHAIRWOMAN LUGO: Here.

12 MS. GIARRATANA: Chairwoman, we have
13 a quorum.

14 CHAIRWOMAN LUGO: Fantastic. Can we
15 please stand for the flag salute, please?

16 (Flag salute.)

17 CHAIRWOMAN LUGO: Has everyone had
18 the opportunity to read the minutes from our last
19 meeting? If so, can I get a motion to approve?

20 COMMISSIONER MEHTA: Motion.

21 COMMISSIONER JETER: Motion.

22 MS. GIARRATANA: On a motion made by
23 Commissioner Mehta and seconded by Commissioner
24 Jeter. Commissioner Allen.

25 COMMISSIONER ALLEN: I abstain.

1 MS. GIARRATANA: Commissioner Choffo.

2 COMMISSIONER CHOFFO: I vote aye.

3 MS. GIARRATANA: Commissioner
4 Hernandez.

5 COMMISSIONER HERNANDEZ: I abstain.
6 I wasn't at the meeting.

7 MS. GIARRATANA: Commissioner Jeter.

8 COMMISSIONER JETER: Yes. I'm here.
9 Thank you.

10 MS. GIARRATANA: Commissioner
11 Malavasi.

12 COMMISSIONER MALAVASI: Aye.

13 MS. GIARRATANA: Commissioner Mehta.

14 COMMISSIONER MEHTA: Aye.

15 MS. GIARRATANA: Commissioner NG.
16 Commissioner NG.

17 COMMISSIONER NG: Abstain.

18 MS. GIARRATANA: Okay. Thank you.
19 And Chairwoman Lugo.

20 CHAIRWOMAN LUGO: Aye.

21 MS. GIARRATANA: Chairwoman, the
22 motion has passed.

23 CHAIRWOMAN LUGO: Thank you.

24 MS. GIARRATANA: The next item on the
25 agenda are matters scheduled for public hearing.

1 First is the adoption of changes to the Hudson
2 County Land Development Regulations. Specifically,
3 for Green Infrastructure. These were sent out to
4 the Board for review and introduced at the last
5 meeting. We simply -- we revised our green
6 techniques, which had been in place with the Board
7 for almost about ten years, and focused them a
8 little bit more on stormwater management to develop
9 more efficiently and encourage developments that
10 came before to include those techniques.

11 So we do have a supermajority to vote on
12 these, but first, I wanted to ask were there any
13 additional questions or comments?

14 COMMISSIONER CHOFFO: I'll make a
15 motion to adopt the changes to the Hudson County
16 Land Development Regulation.

17 MS. GIARRATANA: Thank you, Dan.

18 COMMISSIONER JETER: Second.

19 MS. GIARRATANA: Thank you. On a
20 motion made by Commissioner Choffo and seconded by
21 Commissioner Jeter. Commissioner Allen.

22 COMMISSIONER ALLEN: Yes.

23 MS. GIARRATANA: Commissioner Choffo.

24 COMMISSIONER CHOFFO: Aye.

25 MS. GIARRATANA: Commissioner

1 Hernandez.

2 COMMISSIONER HERNANDEZ: Yes.

3 MS. GIARRATANA: Commissioner Jeter.

4 COMMISSIONER JETER: Yes.

5 MS. GIARRATANA: Commissioner

6 Malavasi.

7 COMMISSIONER MALAVASI: Aye.

8 MS. GIARRATANA: Commissioner Mehta.

9 COMMISSIONER MEHTA: Aye.

10 MS. GIARRATANA: Commissioner NG.

11 COMMISSIONER NG: Yes.

12 MS. GIARRATANA: Chairwoman Lugo.

13 CHAIRWOMAN LUGO: Aye.

14 MS. GIARRATANA: Thank you. The
15 motion has passed and those amendments have been
16 adopted. They'll now go before the Freeholder Board
17 and so they won't be effectively in use until they
18 get adopted by the Freeholders as well.

19 The next item on the agenda is the
20 memorization and resolutions at the previous
21 meeting. There was one. Application
22 2020-006-SP/SC; Russo Development, LLC; at 65
23 Passaic Avenue, Block 1, Lots 5, 6.01, 6.02, 7,
24 8.01, 8.02, 9, 10, and 11; in Kearny. It's an
25 application to construct a mixed-use building and

1 residential building connected by a clubhouse with
2 associated amenities. Do I have a motion?

3 COMMISSIONER CHOFFO: I'll make a
4 motion.

5 COMMISSIONER MEHTA: Second.

6 MS. GIARRATANA: On a motion made by
7 Commissioner Choffo and seconded by Commissioner
8 Mehta. Commissioner Choffo.

9 COMMISSIONER CHOFFO: Aye.

10 MS. GIARRATANA: Commissioner Jeter.

11 COMMISSIONER JETER: Aye.

12 MS. GIARRATANA: Commissioner
13 Malavasi.

14 COMMISSIONER MALAVASI: Aye.

15 MS. GIARRATANA: Commissioner Mehta.

16 COMMISSIONER MEHTA: Aye.

17 MS. GIARRATANA: Chairwoman Lugo.

18 CHAIRWOMAN LUGO: Aye.

19 MS. GIARRATANA: Thank you. The
20 motion has passed. The next item on the agenda are
21 Site Plans, Subdivisions, and Other Matters
22 Scheduled for Public Hearing. The first application
23 is 2020-019-SP. The applicant is Nicholas Babalis.
24 The location is 251 14th Street; Block 117, Lots 5
25 and 7; in Hoboken. It's an application to construct

1 a five-story building with 23 dwelling units, 4,400
2 square-feet of retail ground floor commercial, and
3 23 off-street parking spaces.

4 MS. NABBIE: Good evening, everyone.
5 Commissioners. My name is Nylema Nabbie. I'm an
6 attorney with the Firm of Cleary, Giacobbe, Alfieri,
7 Jacobs. It's my pleasure to be here this evening on
8 behalf of the applicants. Throughout the course of
9 this presentation, our team will refer to the site
10 as the Malibu Diner site. Many of you are perhaps
11 certainly -- I'm sure familiar with it. My client
12 received preliminary site plan approval from the
13 Planning Board back in 2019, December of '19, to be
14 specific.

15 Essentially what the applicant is
16 proposing and received approval for is a mixed-use
17 building, which will consist of 23 residential
18 units. This is also a residential component as well
19 and a restaurant. The Malibu Diner, in terms of its
20 size, will be identified and you'll hear the
21 testimony from the witnesses that I intend will
22 testify today. I'm going to keep my presentation
23 short. I have some other witnesses who are lined up
24 as well. I will be calling Adrian Melia. He is the
25 project architect. He'll walk the Board through the

1 -- he'll basically give you an overview of the
2 project. I intend to have him be my first witness.

3 My second witness will be John McDonough.
4 He's a professional licensed planner with the State
5 of New Jersey, and he'll walk you through the
6 planning testimony. Although I do not think it is
7 necessary, I have two other witnesses that are on
8 standby. I have Lou Lusio in traffic. Should there
9 be any testimony or questions, Mr. Lusio can answer
10 those. I also have the project engineer on standby
11 as well.

12 My understanding is that all stormwater
13 issues have been addressed, and so I don't see the
14 necessity to have him appear this evening, but I
15 felt that in fairness to the Commissioners and to
16 this Board that he should be present so we can -- we
17 can deal with any issues that may arise. So if I
18 may call my first witness? That would be Mr. Adrian
19 Melia.

20 CHAIRWOMAN LUGO: Thank you.

21 MS. BOGDANSKI: Mr. Melia, could you
22 unmute yourself, please? And if you could raise
23 your right hand?

24 (The witness is sworn.)

25 MS. BOGDANSKI: Okay. And if you

1 could state your name for the record and your firm
2 spelling your first and last name for us?

3 MR. MELIA: Okay. It's Adrian,
4 A-D-R-I-A-N; last name, M-E-L-I-A. My firm is MVMK
5 Architecture in Hoboken.

6 MS. NABBIE: Good afternoon, Adrian.
7 Or rather I should say good evening. And you and I
8 have actually spoken before tonight's hearing. Can
9 you just please briefly walk the Commissioners
10 through the project?

11 MR. MELIA: Certainly.

12 MS. BOGDANSKI: Excuse me. Before we
13 do that, could you state your qualifications for the
14 Board to accept?

15 MR. MELIA: Yes. I am a 2002 Dublin
16 graduate in architecture. I've been licensed in New
17 Jersey since 2011. I'm a lead accredited
18 professional in building design and construction. I
19 have been in front of this Board and numerous Boards
20 in Hudson County, I mentioned Hoboken, Jersey City.
21 I'm a partner.

22 MS. BOGDANSKI: Thank you.

23 MS. NABBIE: Now, you heard my
24 presentation. Did the applicant receive approval in
25 December of 2019 for a mixed-use project, is that

1 correct?

2 MR. MELIA: Yes.

3 MS. NABBIE: And we're now before
4 Hudson County Planning Board seeking approval for
5 this project as well, correct?

6 MR. MELIA: Correct. Yes.

7 MS. NABBIE: Now, we received -- and
8 when I say "we," I mean the applicant received a
9 number of comments and the applicant has committed
10 to addressing the concerns, as expressed by certain
11 professionals, as well as the Site Plan and
12 Subdivision Committee; is that correct?

13 MR. MELIA: Yes. Correct.

14 MS. NABBIE: Why don't you just very
15 briefly walk the Commissioners through what this
16 project entails? And I see you have an exhibit up
17 as well.

18 MR. MELIA: Certainly. The exhibit
19 you're looking at is a -- you can scroll to the
20 second page. So this is the existing conditions.
21 And this application -- and if anybody is not
22 familiar with the Malibu Diner, it is located on the
23 southwest corner of 14th Street and Park Avenue in
24 Hoboken, which is right at the base of the viaduct
25 that goes to Union City. Both 14th Street and Park

1 Avenue are County roads. The site is 11,575 square
2 feet and currently occupied by the Malibu Diner and
3 service parking associated with the Diner. Just --
4 you can see from this image that the service
5 parking, the cars actually encroach into the
6 right-of-way.

7 And so if you want to scroll back up to
8 the first image of what we're proposing, the parking
9 associated with this parcel will be contained,
10 covered as ahead of the right-of-way at the
11 intersection of 14th Street. What we're proposing,
12 as mentioned, is approximately 23 residential unit
13 buildings and on the -- those residential units are
14 on the upper levels. You have a 3,200 square-foot
15 restaurant space and also a 1,200 square-foot retail
16 space, and 18 covered parking spaces.

17 We can switch to Exhibit-J, which is the
18 architectural zoning. It was dated 7/22/20. This
19 first sheet, Z-1, it -- if you look at the chart it
20 identifies what Hoboken approved. You can see these
21 are a couple of the variances. I just want to touch
22 on those quickly. Two of the variances were for lot
23 coverage and rear setback, and that's because where
24 60-percent is permitted, we have one hundred percent
25 coverage on the first floor. And essentially, the

1 local ordinance is close the door on each block, and
2 they don't really address corner lots specifically
3 with that. So the 60-percent coverage would lead to
4 a very awkwardly shaped building, and I think
5 Hoboken was amenable to extending the opening to
6 beyond 60 percent just so that we could have a
7 building along the coverage on both streets.

8 The third variance -- that's lot coverage
9 and rear setback -- The third variance is the
10 parking with 23 spaces were required for this
11 project, but it was approved for 18. And
12 essentially, there's an abundance of parking garages
13 around the area. So Hoboken actually requested that
14 we remove some spaces and we did present this, and
15 they hoped to improve circulation and add bicycle
16 storage. So we have 18, and the shortfall of five
17 needs to be addressed with off-site spaces. So
18 that's part of the municipal approval, and with
19 consent to the County of how that's going to be
20 addressed. We won't be able to get a seal until
21 that agreement is satisfied.

22 Lastly, the variance for glazing on the
23 residential. I think Hoboken acknowledged that the
24 45-percent requirement they have in Hoboken with
25 this variance, is that this is excessive and they

1 haven't gotten around to changing it, but to give
2 you an example, 45 percent in a ten-foot
3 floor-to-floor -- typical floor-to-floor, that would
4 be a continuous five-foot-five window running the
5 entire entrance, which it just -- it's completely
6 excessive. So that's a variance that they readily
7 grant on most of the projects.

8 Moving to Sheet Z-2. So Z-1 is the
9 property owners listing. Z-2 is the existing
10 conditions and, this is a survey of what is there
11 right now. You see the diner at one hundred percent
12 impervious, a parking area all around it. And you
13 can see that the parking spaces encroach and take up
14 more than half of the available sidewalk on 14th
15 Street, which is a very busy road right at the base
16 of the viaduct. They also encroach onto 14th
17 Street, which is a little bit more less traveled.
18 Nonetheless, we'll be eliminating that
19 nonconformance with our proposal.

20 If you want to switch to Sheet Z-3? So
21 this is our proposed site plan, and it gives you
22 kind of a clear definition of where the five-story
23 building is. It's a 60-percent coverage fronting
24 onto 14th Street, and the one-story section is
25 towards the back on Park Avenue, and that's covered

1 parking.

2 Next sheet, Sheet Z-4, has more detail on
3 that. So Park Avenue is on the bottom of the
4 screen. 14th Street is on the right side. The
5 restaurant and retail space both front onto 14th
6 Street, because it's more traveled by pedestrians.
7 It's generally commercial in nature, a first floor
8 level. And so those uses run onto 14th Street,
9 whereas Park Avenue on that block is primarily
10 residential in nature. So we have our entry over
11 here along with the entry to the parking garage.

12 Next sheet, Z-5, this is a landscaping
13 plan, and I just want to touch on the right-of-way.
14 Seven trees are required by Hudson County, as you're
15 looking at six right now there's a bubble on the
16 bottom of the screen to the left of the driveway,
17 and that represents where we cut a tree and we
18 removed it at the request of the County, because
19 they were concerned about vine growth. It looks
20 like this latest report we have is looking to
21 reintroduce that tree. So when we submit updated
22 plans of Z-7, we'll see if we meet that requirement.

23 All of the sidewalk will be new sidewalks,
24 with the exception of the public bump out. I just
25 want to go back to Sheet Z-5. So we have a bump out

1 across 14th Street, it's a traffic-calming measure,
2 and these are all new sidewalks newly constructed.
3 So they will likely remain, and we'll work with the
4 engineering department at Hudson County to make sure
5 they are all -- they are ADA compliant at this time,
6 but the new section where there's a curb cut all
7 along 14th Street will also be ADA compliant.

8 Next sheet, Z-6. And just we're -- the
9 site plan has some typical details. If anybody has
10 any questions about lighting, I can come back to it.
11 Sheet Z-6 is our flood mitigation plan. We're in a
12 flood zone. FEMA requires lifting of the
13 residential, meaning, if there's a floor, we allow
14 water to flow in. We do so with vents, which all
15 along the facade on 14th Street. And then all of
16 the commercial uses are required to be dryable. So
17 they would have flood panels that would get directed
18 in the event a storm is approaching.

19 The next sheet, Z-7. So this is the
20 second floor plan. We're now in the residential
21 component, you see six units, and that occupies the
22 60 percent section of the building. Again, to the
23 left here is 46-feet of one-story covered landscaped
24 terrace over parking. And that is a 50-percent
25 green roof with some private decks and a common

1 deck. That's a flood mitigation and stormwater
2 control feature. We also have it on the upper roof.

3 Going to the next sheet, Z-8. Just to
4 give a breakdown of the units; 23 in total. There
5 are eight one-bedrooms, there are nine two-bedrooms,
6 and there are six three-bedrooms. They range in
7 size from 700 square feet to 1,600 square feet.

8 The next sheet. This is the upper roof
9 plan above the fifth floor. There is a common roof
10 deck, and the remainder of the roof is 50-percent
11 green. There is some detail here showing the roof
12 trees that are planted. They are basically
13 maintenance-free and dry of pollen. So they
14 essentially mitigate stormwater impact by absorbing
15 rainfall. In addition to this, we also have a
16 stormwater detention plan, which we create the
17 double requirement of the NHSA. That's located
18 underneath the parking as well.

19 Sheet Z-10 and Z-11. And there's some
20 typical detail on Z-9. Z-10 and Z-11 are the --
21 sorry. Z-10 and Z-10B are the material spreadsheet.
22 This is just a representation of some of the
23 materials that we're using. It's a contemporary
24 building. The scale fits right in line with
25 adjoining structures in Hoboken where it's primarily

1 mason brick. It's a mix of brick colors to break
2 off what's quite a long facade. That's just helping
3 the continuous brick facade. There are also some
4 modern elements like the angled roof at the corner
5 to accentuate the entry. So these are all approved
6 by Hoboken, and we'll be required to use these
7 materials on the building.

8 The next sheet, Z-11 and Z-11B, are just
9 the other side. It's just 14th Street. You can see
10 where the scale steps down from five stories to one
11 story. You can see the parking garage, flood vents,
12 and two street trees, and the third street tree.

13 Lastly, Sheets Z-11 and Z-12 are just
14 images of the site. If anybody has any questions
15 about what's in the area, there's two -- just jump
16 real quick to Z-12, there are -- there are two gas
17 stations directly opposite the site on 14th. To the
18 west is a tall -- you can see the top left picture,
19 there is a tall structure there. It's residential
20 over a commercial, and there's 360 spaces in that
21 building; 360 parking spaces. There is also a
22 parking garage to the northeast one block away. So
23 you can see that it is primarily commercial adjacent
24 to the north. And then to the east it's primarily
25 residential in nature. So we are in the mix and

1 that make up foundation.

2 And then to just point you to some of the
3 green features again, the stormwater detention
4 provided is twice the size required by the NHSA.
5 And that's located in a subsurface detention plant.
6 50 percent of the site -- that's 50 percent of the
7 lower roof and 50 percent of the upper roof, are
8 covered in green roof trays. We're proposing seven
9 street trees, per the County requirements. And also
10 we have 18 wall-mounted bike spaces and additional
11 bike storage room on the first floor.

12 So if there's anything that anybody wants
13 me to elaborate in greater detail, I can answer
14 questions, but that's essentially the entire
15 project.

16 MS. NABBIE: I just have a follow-up
17 question to you, Adrian. With regard to the
18 parking, let's just circle back to that for a
19 minute. You had testified that we're going to have
20 -- well, the applicant will have 18 spaces on-site,
21 correct?

22 MR. MELIA: Yes. Correct.

23 MS. NABBIE: Now, the retail
24 component does not generate any parking demand,
25 correct?

1 MR. MELIA: There's a -- there's
2 retail on -- per Hoboken standards, for every -- for
3 every 400 square feet, there is a small requirement
4 where it's -- in Hoboken, if people are familiar
5 with it, you know, retail in Hoboken, they mainly
6 are catering toward Hoboken residents. People don't
7 generally drive to the retail space, similarly to
8 the restaurants. I think Hoboken Board said itself
9 that 18 spaces was adequate for this, and if we
10 needed to meet the shortfall, there is ample
11 off-site parking lot within a block and even beyond
12 that, further spaces. So to answer your question,
13 the retail space doesn't, in practical terms, have a
14 parking requirement.

15 MS. NABBIE: Now, Hoboken adopted --
16 well, the ordinance, I want to say around June of
17 2020, and it's my understanding, and I just want to
18 get this on the record tonight, that the intent was
19 to create a more pedestrian-friendly-type of
20 environment. So not really make this a destination,
21 but make it easy for its residents to walk to and
22 from this site and other uses within the area,
23 correct?

24 MR. MELIA: Yes.

25 MS. NABBIE: Okay. And in terms of

1 the five additional spaces, the applicant will
2 secure those spaces offsite within whatever distance
3 requirements have been established by Hoboken,
4 correct?

5 MR. MELIA: Yes. Correct.

6 MS. NABBIE: But we'll have 18
7 on-site, we'll have five spaces off-site for a total
8 of 23?

9 MR. MELIA: Yes.

10 MS. NABBIE: Okay. And just one or
11 two more quick questions. There were some comments
12 that were made regarding, as you testified to, the
13 tree I think on the southeastern corner, as well as
14 tree braces and things of that nature. The
15 applicant will certainly comply with those comments
16 and recommendations and submit revised plans,
17 correct?

18 MR. MELIA: Correct. The screen
19 you're looking at actually shows our preliminary
20 updated drawings showing the seventh tree.

21 MS. NABBIE: And I'm not sure if this
22 is a question for you or Mr. McDonough, but there is
23 also a concern, or rather an issue, with regard to
24 the awnings that project into the right-of-way. The
25 applicant will enter into all necessary franchise

1 agreements as well with regard to that item,
2 correct?

3 MR. MELIA: Correct. Just to
4 elaborate there, there are two entry canopies. One
5 at the restaurant face and one at the residential
6 lobby that are nine-feet wide by eight-feet deep.
7 And we require a franchise agreement, which I have
8 the surveyors working on, that will be submitted
9 along with amended plans.

10 MS. NABBIE: Thank you. I have
11 nothing further for Mr. Melia.

12 MR. TRIDENTE: Madam Chair, I have a
13 question?

14 CHAIRWOMAN LUGO: Yes.

15 MR. TRIDENTE: Mario Tridente from
16 Hudson County Planning. In regards to the tree
17 pits, there's been ongoing discussion with the City
18 and the County regarding the detail of the tree
19 pits. Could the architect of record please go over
20 the tree pit detail, please?

21 MR. MELIA: Let me -- that is on
22 Sheet Z-5. So there is ongoing discussion about
23 grates or no grates. And the best compromise we can
24 reach is to provide grates that are fragmented so
25 that they come -- they come in two halves, you can

1 remove sections as the tree grows, so that easily
2 you just -- it doesn't require any special equipment
3 to dismantle them. You can essentially increase the
4 size of the hole in the tree grate as the tree
5 increases in size. So Hoboken liked the approach of
6 the three-sided guard, as opposed to providing this,
7 but we can do either or. Hudson County wants to
8 take jurisdiction and have a preference, we can do
9 the grates or the tree pits. It's -- there's room
10 to accommodate, but it's subject to hash with the
11 parties.

12 MR. TRIDENTE: Okay. Being that both
13 14th Street and Park Avenue are both county roads,
14 then I would think that the ADA compliant tree
15 grates would be installed, as opposed to the tree
16 guards around the tree pit?

17 MR. MELIA: That's absolutely fine.

18 MR. TRIDENTE: No further questions.
19 Thank you.

20 CHAIRWOMAN LUGO: Anyone else have
21 any questions?

22 COMMISSIONER MEHTA: Chairwoman?

23 CHAIRWOMAN LUGO: Yes?

24 COMMISSIONER MEHTA: For Mr. Mehta.
25 Just a quick question regarding the flood zone.

1 Hoboken has mostly like a 50-year or 100-year flood
2 area. So this -- where the parking area and other
3 spaces, how much above the grade of the flood zone?

4 MR. MELIA: So the design -- so the
5 design flood elevation is 13-feet above sea level or
6 13-feet per ADA. And our sidewalks are between
7 eight and nine-feet. And one of those flood zones,
8 we have to design our building to -- the commercial
9 -- or the retail space on the restaurant have to
10 have fortified flood plans. That's the height to
11 which we're required to flood proof for this site.

12 COMMISSIONER MEHTA: So according to
13 you, this is above a flood zone area of 100-year
14 flood zone?

15 MR. MELIA: The flood zone is -- one
16 second. Yeah, it's a 100-year flood zone. We're
17 squarely in a flood zone here.

18 COMMISSIONER MEHTA: Okay. Thank
19 you. Thank you.

20 CHAIRWOMAN LUGO: Anyone else have
21 any questions?

22 COMMISSIONER MALAVASI: Not a
23 question, but I just want to reiterate what Mario
24 had said, and I agree that the tree pits need to be
25 handicap accessible grates, unless some different

1 accommodation is reached through our conversation
2 with Hoboken. So I think the tree grates are fine.

3 CHAIRWOMAN LUGO: Okay.

4 MR. CRAY: Madam Chair, this is Paul
5 Cray. Would you like me to overview my reviews?

6 CHAIRWOMAN LUGO: Yes, please. Thank
7 you.

8 MR. CRAY: Thank you. While we're on
9 tree pits, I'll say yes, I'd rather the plan stay
10 as-is. And what we had found is with sticking to
11 trees more suitable to urban environments, PSE&G put
12 together a good list, which we have applicants stick
13 to. They don't grow excessive in size like the old
14 ones did. So trees pits would be fine, but as the
15 architect explained, there is a contingency to make
16 them larger, but in this case I think the selection
17 of the trees is appropriate, and they've added the
18 seventh tree as we requested.

19 Because the tree that was there was not a
20 good tree for the environment. It was too big and
21 problematic with the shallow roots. So they are
22 basically replacing that with the new one, which
23 will also have less obstruction to vehicles in the
24 sight triangle.

25 The -- I issued a second review letter

1 dated August 12th, 2020, in response to the
2 applicant's response letters and additional
3 information and plan revisions. So basically they
4 addressed just about all the comments, all that
5 remains is a minor comment about an additional plan
6 to -- for ADA compliance at the intersection. They
7 showed me a draft of what they are doing, they've
8 already addressed it, so that's an easy thing. And
9 adding the seventh tree is something that they've
10 already agreed to. So that was a couple of review
11 comments.

12 The only thing that's left -- I have no
13 additional concerns or questions, because they've
14 addressed them all in their point-by-point response
15 letters and additional documentation, but what I do
16 think needs a little bit of testimony is I had
17 brought up the parking before just to try to better
18 understand the residential versus the diner. And
19 they explained -- they showed us the approval
20 resolution from the City, and also explained the
21 diner will just function differently. It's going to
22 be much more of a neighborhood diner, not really a
23 destination as it has been in the past with the
24 large parking lot.

25 And we do agree, it's an improvement not

1 to have -- to reduce the driveways on the more major
2 road. That's definitely a circulation improvement.
3 But I think for the record, whether it be the
4 architect or the engineer, just a little bit of
5 testimony just to show how the diner itself will
6 function very differently than before, and that is
7 why there is not a need for hardly many parking
8 spaces designated for the diner, because of the
9 zoning encouragement from the city, it's just not
10 going to function as the one did historically. With
11 that little bit of testimony requested, that's all I
12 have, Madam Chair.

13 CHAIRWOMAN LUGO: Okay. Anyone else?
14 I believe I have to ask, this question is from the
15 public, is that correct?

16 MS. GIARRATANA: Yes.

17 CHAIRWOMAN LUGO: Okay. I don't know
18 if -- I can't see if anyone is here from the public,
19 but if there are, are there any questions? Okay.
20 Is there another witness?

21 MS. NABBIE: We do. I do have one
22 more witness. That would be John McDonough, he's a
23 licensed professional planner in the State of New
24 Jersey, and he is ready to address the comments that
25 were just raised by Mr. Cray, and as well as

1 everyone through his planning testimony.

2 CHAIRWOMAN LUGO: Okay.

3 MS. NABBIE: McDonough?

4 MR. MCDONOUGH: Yes. Do I need to be
5 sworn first?

6 MS. BOGDANSKI: Yes, you do. If you
7 could raise your right hand, please?

8 (The witness is sworn.)

9 MS. BOGDANSKI: Okay. And if you
10 could just state your name and your firm for the
11 record? Spelling your first and last name?

12 MR. MCDONOUGH: Sure. Hi, everyone.
13 My name is John McDonough. That's spelled
14 M-C-D-O-N-O-U-G-H with John McDonough Associates.
15 We're a planning firm here in New Jersey. I'm a
16 licensed professional planning in the State of New
17 Jersey. I'm also a member of the American Institute
18 of Certified Planners. I have a national
19 certification, and I am also a licensed landscape
20 architect. That's not really my capacity here this
21 evening. I'm here this evening as the project
22 planner.

23 MS. NABBIE: Mr. McDonough, thank
24 you. Please try to walk everyone through the
25 planning testimony?

1 MR. MCDONOUGH: Sure. If I could --
2 if I could just ask if we could scroll back to the
3 existing condition picture that Adrian had shown on
4 the original slide? The slide exhibit? There it
5 is. Okay.

6 So we're going to do it in the reverse of
7 the way Adrian did it. We're going to start with
8 the before, and then we'll just go with the after.
9 But there are really three core planning benefits
10 for this application, which again has been approved
11 by the City of Hoboken, but from a County
12 standpoint, in terms of impact on County facilities,
13 County road networks, County drainage systems,
14 again, there are three core benefits here. I think
15 the visual speaks for itself.

16 We're looking at number one, what is going
17 to be a circulation safety benefit. If you look at
18 this particular photograph taken from the
19 intersection, you will see that those most
20 convenient parking spaces presently are those right
21 in front of the front door. That's the ones that
22 people use the most. Those are also the ones that
23 hang out into the sidewalk and are obstructed by the
24 building itself. And basic conditions where we have
25 cars that are backing up into a lane of traffic. In

1 this particular view, you see cars coming right down
2 the street. Again, this is going to be a much safer
3 design than that which presently exists.

4 We are also providing the circulation
5 benefit of eliminating a number of curb cuts along
6 the road network system and channelizing that to a
7 single point on Park Avenue, which will be all the
8 way to the left. In this particular vantage point,
9 again channeling the circulation and eliminating all
10 those potential conflict points, not only from
11 vehicle-to-vehicle, but vehicle-to-pedestrian as
12 well. So that's the clear safety benefit number
13 one, is that from a functional standpoint, it's
14 going to be a much freer flow of traffic, and it
15 makes more of an efficient design than that
16 presently exists.

17 Planning benefit number two is more of a
18 visual benefit. And you can see there, that the
19 building at this corner here in its current
20 condition is inconsistent with what I would say is
21 good urban design. We're looking at an infill
22 development that is going to be a nice blend of
23 those two buildings that are flanking it and should
24 create a nice wraparound effect on the corner. It's
25 going to be a mid-rise building that's in scale with

1 that building that you see on the right. It will,
2 to the certain extent, block that graphic that you
3 see on the side of the adjacent building as well.
4 So I think overall it is certainly going to be an
5 improvement to the visual quality of the corner
6 here.

7 That's a benefit for the County facilities
8 as well. This is going to provide a nice continuous
9 street wall effect. And as you've heard, it is
10 going to provide more of a -- I'll say a pass by
11 entry type destination, not something that would be
12 more of a -- I'll say of a regional attraction or
13 something that would draw patrons from a much larger
14 array. This is going to be the type of an eatery,
15 given the change in the configuration, given the
16 location, and then -- I'll say the pedestrian scale
17 of the area and the site itself, the integration
18 with a mixed-use development. Again, it's going to
19 cater more towards a localized population than the
20 current usage on the property right now. So that
21 goes towards benefit number two, the improved
22 aesthetics of the site.

23 And then finally, the third planning
24 benefit is going to be an environmental benefit.
25 This is going to move, what is now an older site,

1 over construction, more in line with today's more
2 constrained construction code standards, and
3 certainly more sustainable standards. I've read
4 your master plan in -- 2017 master plan with all of
5 those great infrastructure elements in there. And
6 it sounds like tonight you're implementing
7 regulations that would effectuate that or enhance
8 some of those purposes. So again, this is a
9 development that is more in line with contemporary
10 standards for green infrastructure.

11 You heard about the green roof, which is
12 something we don't see on a lot of mid-rise
13 buildings. You can see them more on the taller
14 buildings, but you're getting that here. So we see
15 that as an environmental benefit as well. So with
16 those three practical planning benefits, I think
17 that this application certainly is going to be in
18 the interest of advancing the goals and purposes of
19 the County master plan, certainly to promote compact
20 mixed use development, which is a recurring theme in
21 the master plans as I read them. Certainly a more
22 efficient use of land, taking a developed site,
23 repurposing it, bringing it up to what I would say
24 modern standards and compatible development with
25 that which is around it.

1 I don't think this applicant is seeking
2 any relief from your development regulations. The
3 relief was on the municipal side. Again, it is
4 somewhat a technical relief, particularly to the
5 extent that 23 parking spaces are required on the
6 municipal scale, 23 are provided, 18 will be
7 on-site, five will be off-site. That's a condition
8 of approval on Hoboken level, and certainly that
9 would carry forth here as well. And so in that
10 regard, I believe the overall intent of the
11 regulations to avoid congestion, to avoid parkings
12 going out into the streets and those types of things
13 that conflicts with the free flow of traffic. We
14 certainly met and are justifiable here.

15 All said, I believe that this application
16 will certainly be an improvement to the County
17 system and can certainly be approved without
18 creating any substantially negative impacts on
19 County facilities, including the stormwater
20 facilities, the surrounding road networks, and of
21 course, the pedestrian scale as well, the
22 streetscape. I think the Board has asked good
23 questions about the tree grates and the streetscape
24 improvements, and you have a receptive applicant
25 here as well.

1 With that, I would say that this
2 application certainly meets the intent and purpose
3 of your land development regulations and warrants
4 approval as requested by the applicant.

5 MS. NABBIE: Thank you, Mr.
6 McDonough. I have nothing further for Mr.
7 McDonough.

8 CHAIRWOMAN LUGO: Any questions?
9 Anyone have any questions, Commissioners? Is there
10 anyone from the public with any questions?

11 COMMISSIONER CHOFFO: I'll make a
12 motion to approve.

13 COMMISSIONER ALLEN: I'll second
14 that.

15 MS. GIARRATANA: My apologies, was
16 that Commissioner Choffo who made the motion?

17 COMMISSIONER CHOFFO: Yes.

18 MS. GIARRATANA: On a motion made by
19 Commissioner Choffo and seconded by Commissioner
20 Allen. Commissioner Allen.

21 COMMISSIONER ALLEN: Yes, and
22 congratulations, Nick.

23 MS. GIARRATANA: Commissioner Choffo.

24 COMMISSIONER CHOFFO: I vote aye.

25 MS. GIARRATANA: Commissioner

1 Hernandez.

2 COMMISSIONER HERNANDEZ: Aye.

3 MS. GIARRATANA: Commissioner Jeter.

4 COMMISSIONER JETER: Aye.

5 MS. GIARRATANA: Commissioner

6 Malavasi.

7 COMMISSIONER MALAVASI: Aye.

8 MS. GIARRATANA: Commissioner Mehta.

9 COMMISSIONER MEHTA: Aye.

10 MS. GIARRATANA: Commissioner NG.

11 COMMISSIONER NG: Yes.

12 MS. GIARRATANA: Chairwoman Lugo.

13 CHAIRWOMAN LUGO: Aye.

14 MS. GIARRATANA: The motion has
15 passed.

16 MS. NABBIE: Thank you very much.

17 Have a wonderful evening, everyone.

18 CHAIRWOMAN LUGO: Thank you.

19 MS. GIARRATANA: Thank you. The next
20 item on the agenda is application 2020-036-SP. The
21 applicant is Accordia Harrison Urban, LLC. The
22 location is at 700 Frank E Rodgers Boulevard, Block
23 133, Lots 1.03 and 1.05, in Harrison. It's an
24 application to construct two mixed-use buildings
25 consisting of 884 units, 211,658 square-feet of

1 retail space, a 200-room hotel, and automated
2 parking.

3 MR. TRAUTNER: Good evening,
4 everyone. My name is Thomas Trautner. I'm an
5 attorney from the Law Firm Chiesa Shahinian &
6 Giantomasi, here on behalf of the applicant,
7 Accordia Harrison Urban Renewal, LLC. We appreciate
8 everybody's time. I don't want to belabor what was
9 just reviewed in terms of the subject of tonight's
10 application for County Planning Board approval,
11 except I should note that the applicant recently
12 obtained site plan approval from the Town of
13 Harrison.

14 There was a resolution about it on August
15 12th, memorializing the town's decision to grant
16 approval on July 14th. The application is in a
17 redevelopment area in Harrison, as you probably are
18 aware, and the site plan approvals for the --
19 basically what we're going to present this evening.
20 There were a few deviations in conjunction with
21 Harrison's redevelopment plan requirements, notably
22 related to building setbacks, and retail depth, and
23 things of that nature, but there's no encroachment
24 into the County roadway.

25 And we'll have two witnesses for you this

1 evening. We have Louis Zuegner from MidAtlantic
2 Engineering. Our site plan engineer. He will give
3 an overview of the project. We also have Matt
4 Seckler from Stonefield Engineering. He's our
5 traffic engineer, and he can speak to a number of
6 the traffic issues, which have been discussed with
7 this Board's professionals for some period leading
8 up to this evening.

9 So with that, Ms. Chairwoman, and Members
10 of the Board, we'll ask them to be sworn in, and
11 I'll seek to qualify him as an expert in civil
12 engineering.

13 (The witness is sworn.)

14 MS. BOGDANSKI: Okay. And if you
15 could state your name and firm for the record?
16 Spelling your first and last name, please?

17 MR. ZUEGNER: Sure. My name is Louis
18 Zuegner, L-O-U-I-S; last name, Z-U-E-G-N-E-R. I'm
19 with the firm of MidAtlantic Engineering Partners.

20 MS. BOGDANSKI: Okay. And if you
21 could state your qualifications for the Board so
22 that you can be accepted as a witness expert?

23 MR. ZUEGNER: Sure. I have a degree
24 in civil engineering from Virginia Tech. I've been
25 practicing in the field for over 20 years. I am the

1 founding principal of MidAtlantic Engineering.
2 Licensed in New Jersey as a professional engineer,
3 as well as several other states, and have testified
4 before planning and zoning boards, including this
5 one, although it's been quite a few years. I've
6 testified across the state in many boards.

7 CHAIRWOMAN LUGO: Thank you.

8 MR. TRAUTNER: I presume Mr. Zuegner
9 is accepted as an expert in civil engineering. I
10 don't want to make --

11 CHAIRWOMAN LUGO: Yes. Yes. Thank
12 you.

13 MR. TRAUTNER: Great. Thank you. So
14 Mr. Zuegner, you're familiar with the project that's
15 the subject of tonight's hearing?

16 MR. ZUEGNER: Yes. And I'll be happy
17 to provide an overview of detail. I don't know if
18 there's a way for me to screen share or if the
19 County puts up plans? I'm not quite sure the best
20 way to do that.

21 MS. BOGDANSKI: Yes, you can feel
22 free to share your screen.

23 MR. ZUEGNER: So what I've put up --
24 can everyone see this? The colored rendering? This
25 is a module of our plan set so -- site plan set. So

1 you can see along the left-hand side up and down is
2 Frank E. Rodgers Boulevard. I'm sure everyone is
3 familiar with the town of Harrison. This particular
4 site, Harrison Yard, actually had been approved
5 previously as a mixed-use redevelopment. You can
6 see, we've been working on the site in phases and
7 particular buildings. So shaded out in sort of a
8 tan color is phase one. This is a mixed-use
9 residential retail building. It's not part of this
10 application. It's actually nearing completion of
11 construction.

12 The rest, which is in the darker orange,
13 that is the new phase two, what we refer to as
14 Building B, which is on the bottom of the plan.
15 Below that building you can see a semi-circle, which
16 is the front of the PATH station. And Building C,
17 which is towards the rear of the site away from
18 Frank E. Rodgers Boulevard. If you look at this
19 overall plan, it's informative because from what was
20 previously approved, Angelo Cifelli Drive, which
21 cuts through the middle from left to right, and all
22 of the utilities that sort of follow along with
23 those internal roadways, they've actually been
24 built, that was all part of the original approval,
25 all that work has been done. And this amended

1 approval is really making the two buildings taller
2 and changing the mixed-use of residential retail and
3 other uses.

4 COMMISSIONER CHOFFO: Louis, excuse
5 me. This is Commissioner Choffo. You are -- this
6 is sworn testimony, so I just want you to be clear.
7 The building north of Angelo Cifelli Drive, that's
8 in the grayish area, that's not near completion.
9 That hasn't been worked on in a year. I live in
10 town and I'm a Commissioner on this Board.

11 So when you're going to testify to all the
12 other Members, let's be clear that this building
13 that you're discussing, the gray one, that's been
14 sitting there pre-COVID with nothing going on and
15 Holister was the building -- was the contractor, and
16 I understand they've had financial problems, but
17 nothing has been done there. So it's not near
18 completion. So I wouldn't testify to that if I were
19 you.

20 MR. ZUEGNER: Well, I will let others
21 fill you in on the phase one. That's not part of
22 this application. It actually is back under
23 construction and the time frames I've been given are
24 somewhat --

25 COMMISSIONER CHOFFO: It is part of

1 the application though. It is part -- it's one
2 large application that came in front of this Board
3 back in 2016. So you can't say it was part of the
4 application and it wasn't, because it was part of
5 the original application.

6 MR. TRAUTNER: Commissioner, if
7 possible, we do have representatives of the -- of
8 the applicant here. I can have them speak at the
9 conclusion of Mr. Zuegner's testimony to give a
10 status update, and you can certainly ask any
11 questions you want of our applicant in terms of
12 where they stand. I understand what you're
13 referring to, Commissioner, and we can -- we can
14 give some clarifying testimony on that.

15 COMMISSIONER CHOFFO: Looking for it
16 at the end of the testimony, Mr. Trautner.

17 MR. TRAUTNER: Thank you.

18 MR. ZUEGNER: Okay. So in terms of
19 the project and the buildings, lower on this plan is
20 what we refer to as building B. What's proposed
21 there is a 26-story mixed-use building that would
22 have 620 apartments. It would have other commercial
23 space, and then the rear half of it would actually
24 have hotel space in it; 200 rooms. You can see in
25 the lighter color underneath at ground level, you

1 can actually drive through that building, and where
2 you would drive through that building provides
3 access to automated structured parking, and that's
4 how the parking is achieved in that building. That
5 building has 648 spaces within the automated parking
6 and has 17 surface spaces. It surrounds that
7 particular building. There are a few spaces on
8 Angelo Cifelli Drive as well, including spaces that
9 have been set aside for ride share and other types
10 of access to that building.

11 One of the key elements of the change to
12 this building was obviously a much greater mixed-use
13 component, and then also that this building, you can
14 see at the bottom of it, is some curvature lines in
15 this area in here. This building, in the change of
16 its amended approval, is much more connected to the
17 PATH station. There's a pedestrian plaza there. It
18 would have all sorts of pedestrian inter-
19 connectivity, both to the street and directly to the
20 PATH station, which depended on some effort with
21 PATH.

22 The building in the rear, Building C,
23 again a mixed-use building. This particular
24 building is 17-stories so not quite as tall. There
25 are 278 apartments in that building. That building

1 also has retail space and also has automated parking
2 within it. The structured parking in that building
3 is 571 spaces. And then there are 114 surface
4 spaces surrounding that particular building. You
5 can see 5th Street, which runs across up and down
6 that plan, across the base of Building C, again that
7 -- effectively, utility and curbs are in place.
8 That would connect going north and that would have
9 some parallel spaces on that as well.

10 There is some functional green space at
11 the rear of this site. You can see that as well.
12 That had a prior approval, and it's simply all been
13 parking, and the added parking and structures within
14 these buildings, that space has been able to be
15 converted from impervious to green space. As I'm
16 sure all of you know, Frank E. Rodgers itself is
17 below the flood elevation.

18 So these buildings, in particular Building
19 B, and the internal part of this site is higher,
20 it's raised above the flood elevation. It creates a
21 two-tier pedestrian sidewalk along Frank E. Rodgers.
22 So we have a sidewalk at the curb level right at the
23 street, that's going north and south. There's also
24 an elevated level that goes straight into Building
25 B's retail area and connects to the pedestrian path

1 -- or pedestrian plaza and then into the PATH
2 station. Currently, we require parking for this
3 site.

4 This changed approval -- and actually very
5 similar to the original site, there's not a
6 tremendous amount of topography across this site.
7 The general topography remains the same. The plan
8 for drainage connection into what is a long
9 stormwater system going down Angelo Cifelli Drive,
10 that was part of the prior approval and remains the
11 same. There are street trees along this. We had
12 spoken with Mr. Tridente. We'll certainly get these
13 trees in there.

14 And the island that you see on Angelo
15 Cifelli Drive, that's similar to the original
16 approval, that's what was designed there, up and
17 down Frank E. Rodgers, and continues through there.
18 That's essentially the overview that I have for the
19 project and site prospective.

20 MR. TRAUTNER: That's good. I don't
21 think we have any further specific questions, but
22 certainly if there are questions, obviously there
23 were a number of issues that are identified in a
24 letter that my office had submitted to the Board on
25 August 7th, as well as some things identified in the

1 completeness letter, which we'll agree to abide by,
2 but certainly can get into the specific questions.

3 CHAIRWOMAN LUGO: Commissioners, do
4 we have any questions?

5 COMMISSIONER CHOFFO: Madam Chair,
6 I'm going to wait until more testimony before I have
7 any other questions.

8 CHAIRWOMAN LUGO: Okay.

9 MR. TRAUTNER: We can -- with that,
10 actually we'll now have two more witnesses. So at
11 this point actually, I would ask Joe Romano from
12 Accordia Harrison Urban, LLC to maybe be sworn in,
13 and he can speak to Commission Choffo's questions
14 regarding the status of the phase one construction,
15 particularly the building in gray that's currently
16 on the screen on Mr. Zuegner's screen share.

17 (The witness is sworn.)

18 MS. BOGDANSKI: If you could state
19 your name and spell it for the record? And also
20 your position with the company and the exact name of
21 the company for us, please?

22 MR. ROMANO: My name is Joseph.
23 J-O-S-E-P-H. Romano. R-O-M-A-N-O. I am a
24 principal with Accordia Realty Ventures, which is
25 the supervising partner of the Harrison -- Accordia

1 Harrison Urban Redevelopment.

2 MR. TRAUTNER: And Mr. Romano, we're
3 not swearing you in as an expert, but really as a
4 fact witness. But you heard the questions posed by
5 Commissioner Choffo regarding the status of the
6 construction, he noted the Holister bankruptcy, and
7 that there's been I guess an observable delay from
8 the standpoint of a resident of the Township of
9 Harrison in terms of what's been going on
10 construction-wise with that phase one of the
11 project. Could you I guess enlighten the Board in
12 terms of where things stand, what's been going on,
13 and what's projected to occur?

14 MR. ROMANO: Yeah. The last
15 approximately nine to ten months have been extremely
16 frustrating. I sense that in Commissioner Choffo's
17 voice also. First, we were faced with the prior
18 project being shut down when our general contractor,
19 Holister, filed Chapter 11 Bankruptcy. It took us
20 several months to work through that. We reached a
21 resolution on the issues of payment and we commenced
22 construction -- and I'll excuse myself, I'm not sure
23 the exact dates on that.

24 So we had just begun to ramp up
25 construction, bring subcontractors back onto the

1 job, when the Governor shut down all nonessential
2 construction, and the job was shut down again. When
3 that was released, we finally were able to start to
4 ramp up again, and it's been a very slow process
5 getting the subs back on, but I can assure the
6 Commissioner that there are crews on-site every
7 single day. Some of the work may not be evident, a
8 lot of what's going on is finished work.

9 We literally had a meeting with the
10 Harrison Redevelopment Authority just this past
11 week. And tomorrow morning at nine o'clock, we're
12 meeting with the town's code official, Rocco
13 Russomanno, to do a walk-through preliminary to
14 creating a checklist to get TCOs on the first
15 building. We expect that the area that you're
16 referring to in the kind of taupe-ish gray color is
17 actually two buildings. The first is Building A,
18 and that fronts on Frank Rodgers. We expect to have
19 that building completed, ready for occupancy, and
20 have TCOs by the end of September. Building B is
21 scheduled for about 30 days later.

22 It has been a struggle to get some of the
23 subs back on. We have small crews. Ninety percent
24 of the work being done though is finished work.
25 Part of tomorrow's inspection is to set guidelines

1 for completion of the work on Cifelli Drive and 5th
2 Street so we can open those streets up to the
3 public. So I can assure you, there is work ongoing
4 on the project. Every day we have work crew. The
5 logs showing the numbers of employees of each
6 subcontractor on-site. We've had ongoing
7 discussions, as I said, with the Mayor, the Council,
8 and with the Redevelopment Authority on this, and I
9 believe that there is satisfaction. The work is
10 ongoing, and we are as anxious to complete those
11 buildings as you are.

12 COMMISSIONER CHOFFO: Thank you, Mr.
13 Romano. I appreciate your time. Question for you.
14 This might be a question for the engineers though.
15 In your resolution for Harrison that was just passed
16 for phase two, I've seen it, there's a different
17 widths in particular areas of the sidewalk along
18 Frank Rodgers Boulevard. I'm by that building at
19 least six times a week. I live in Harrison. I'm
20 always down in that area. The sidewalk that fronts
21 phase one, I know -- and part of phase two is
22 already done, because of the proximity to the PATH
23 train.

24 But that sidewalk -- and you know how much
25 it's traversed with the PATH traffic, it just seems

1 like it's only four to maybe six feet wide. It
2 talks about an eight -- a ten-foot sidewalk. I know
3 it's not ten feet wide. I'm not an engineer, but in
4 your resolution that was just passed, it talks about
5 different elevations of sidewalk and then it talks
6 about different widths. Can you give me an exact of
7 what the width of the sidewalks that would be along
8 your property, whether it's phase one, phase two,
9 along Frank Rodgers Boulevard?

10 MR. ROMANO: Part of what we
11 discussed with the Planning Board is we're making
12 some changes to the sidewalk in phase two to widen
13 that. Louis, do you want to explain it?

14 MR. ZUEGNER: Sure. I think that Mr.
15 Choffo's is referring to what you can see, of
16 course, in phase one, and that is a particular
17 concern. I think in that it is restricted probably
18 more than anyone had expected or wanted. We're in
19 the process of that construction and completion.
20 We're seeing if there's ways to widen that. That's
21 separate from phase two.

22 And phase two, as I mentioned as you're
23 seeing in the resolution, and that is going to be
24 wider than what was in phase one. Frank E. Rodgers,
25 at the street level -- as the plan was submitted to

1 the Board -- was a five-foot wide sidewalk and a
2 three-foot paver strip at that lower level, and then
3 up at the higher level, there was at least six feet
4 through the area where it was restricted by steps.
5 Some areas it was wider. What Mr. Romano is talking
6 about is there has not been changed on that plan,
7 but it has been looked at with Harrison, and there's
8 ways to make that lower level wider by stealing from
9 the upper level essentially and limiting the stairs.

10 And the intent is to make that as wide as
11 possible at Frank E. Rodgers for the main pedestrian
12 flow, and that it's expected that there can be an
13 additional four to six feet, where we get nine feet
14 to ten feet of sidewalk, plus the three-foot paver
15 strip.

16 COMMISSIONER CHOFFO: I agree.
17 That's what it should be, Louis. I agree. And Mr.
18 Cray, while I have you on, that's stuff that you
19 should bring to the Board, because that's
20 embarrassing you see that sidewalk down there. Not
21 because I live in the town, but if that was any
22 development in the County, I would be embarrassed by
23 that the Board voted on it. It's so narrow. It's
24 not even with the amount of people that walk on
25 there. That's a tripping hazard. There's less

1 sidewalk than there is anything else, and it's
2 highly traversed. That's stuff that should come
3 across with the engineers or engineering consultant
4 to look at that. That should be notified. We
5 should be told that, because not every Commissioner
6 gets a chance to see every single site. I don't see
7 what happens sometimes in Hoboken or Jersey City.

8 This is my backyard and that's why I feel
9 like I should be the voice for the rest of the
10 Commissioners at this point, because it's
11 embarrassing when I see that site. I mean, no
12 offense to you, Mr. Romano. I know you put a lot of
13 money into it. I commend you for what you're doing
14 so far. You're taking on a huge project, and good
15 luck. I want to see you succeed. But when I see a
16 sidewalk like that, it's embarrassing because that's
17 lawsuits and just an entrapment for people walking
18 to the PATH. Even just walking by, it's a hazard.
19 I wouldn't want my kids riding a bike on there it's
20 so bad.

21 It shouldn't be a four to six-foot-wide
22 sidewalk. It should be ten to 15 feet wide.
23 There's the space there. There's sections of
24 Harrison where you can't put a sidewalk that size
25 because of the narrow streets, but this part of the

1 Boulevard is wide enough you do that. You can have
2 a 12-foot sidewalk. It should have been there from
3 the beginning.

4 MR. ROMANO: I can only see that the
5 plans for phase one, as you probably know, we bought
6 this project -- that portion was already in the
7 construction and approved. As we go to this stage
8 of it, we recognize what you're saying, and we're
9 looking for ways to improve that, because we agree
10 wholeheartedly. But as part of the reason why in
11 front of the Planning Board, we recommended some of
12 the changes to the sidewalk layout on phase two to
13 make it wider also.

14 We think that the plaza that's going to be
15 built adjacent to the PATH station on the southern
16 side of the project is also going to help alleviate
17 some of that by taking some of that traffic off the
18 primary sidewalk. So we agree with your concern
19 wholeheartedly, and we're looking to address it.

20 COMMISSIONER CHOFFO: All right.
21 Thank you, Mr. Romano. I have no other questions at
22 this time.

23 CHAIRWOMAN LUGO: Anyone else?

24 COMMISSIONER MALAVASI: Madam Chair.

25 CHAIRWOMAN LUGO: Yes.

1 COMMISSIONER MALAVASI: Other than
2 the echo I hear in the background, which it sounds
3 like me. Just to -- and I'm sure Mr. Cray will
4 bring it up again too, but just to say, we had a
5 meeting with my traffic engineer and representatives
6 of both parties back in I think in February, and
7 there were a lot of conversations and commitments
8 about fixing -- fixing things like broken ped
9 heads -- pedestrian signal heads, temporary
10 striping, paving, and pretty much nothing has
11 happened.

12 So I just wanted to get -- and I
13 understand from Mr. Romano, the concerns and the
14 issues he's been having, but -- and there's a recent
15 letter from one of the attorneys about what's our
16 responsibility, what's not our responsibility. I
17 think just that, you know, I look at this as one
18 whole project, and I think the parties, the
19 developers, just need to get together and coordinate
20 what needs to be done. Because right now, one of
21 the statements was they were going to do the
22 temporary striping by the end of the year, which in
23 my mind is unacceptable.

24 There's a safety issue out there. It
25 needs to be addressed now. So one of the things I

1 wanted to see is that the temporary striping be done
2 very quickly. And the other things can wait, but I
3 just want to -- you know, instead of people pointing
4 fingers at each other, the developers need to get
5 together and decide who is going to do what and get
6 it done. And that's really all I have at this
7 point.

8 CHAIRWOMAN LUGO: Okay.

9 COMMISSIONER CHOFFO: I have another
10 concern now that -- thank you, Tom. My other
11 concern would be that traffic light at Bergen Street
12 and Frank Rodgers Boulevard, that's an issue for all
13 the developers, including this one, because that's
14 going to be a timing issue across the board. So I
15 don't know what the status is. If it's a
16 County-owned light or if it's a town-owned light,
17 but it's just driving down that Boulevard at either
18 -- between seven or nine in the morning or at any
19 peak hour, it could be a disaster.

20 COMMISSIONER MALAVASI: I know that
21 that's not a County light. That's not a County
22 intersection. And I believe -- and he's not able to
23 attendance tonight, but Antonios, I believe
24 represents the town, and he made mention that the
25 developer and the town were working some

1 accommodations to improve that light. Maybe they
2 can address that.

3 MR. TRAUTNER: This might actually be
4 a good lead in for our final witness, Matt Seckler
5 from Stonefield. He can speak to obviously the
6 traffic engineering testimony and the -- that and
7 maybe other questions are going to involve that in
8 terms of he would be the best person to answer.

9 CHAIRWOMAN LUGO: Okay. Does anyone
10 have any questions for this witness before we move
11 on? Anyone from the public?

12 COMMISSIONER CHOFFO: I think he has
13 to be sworn in before he testifies?

14 CHAIRWOMAN LUGO: Yes, but I'm just
15 saying this witness that we just finished with.
16 Does anyone have anything else? If not, then we can
17 swear him in and move forward.

18 (The witness is sworn.)

19 MS. BOGDANSKI: Okay. And if you
20 could state your name and your firm for the record?
21 Spelling your first and last name, please.

22 MR. SECKLER: Yes. My name is
23 Matthew Seckler, that's S-E-C-K-L-E-R; with
24 Stonefield Engineering and Design. Address is 92
25 Park Avenue in Rutherford, New Jersey.

1 MS. BOGDANSKI: Okay. And if you
2 could state your qualifications so the Board can
3 accept you as an expert witness? Thank you.

4 MR. SECKLER: Certainly. I have a
5 professional engineer licensed in the State of New
6 Jersey. I'm also a recognized professional traffic
7 operations engineer from the Institute of
8 Transportation Engineers; bachelor's of science in
9 civil engineering from Union College. I have a
10 masters in planning from Rutgers University.

11 I've been practicing in the field for over
12 15 years, I've been accepted in front of over a
13 hundred boards in the State of New Jersey, including
14 this board on a previous application. And those are
15 my credentials.

16 CHAIRWOMAN LUGO: Okay. Accepted.
17 Thank you.

18 MR. TRAUTNER: Thank you. So Mr.
19 Seckler, you're familiar with the project that's the
20 subject of tonight's hearing?

21 MR. SECKLER: Yes. Yes, I am. And
22 I'd be happy to give a brief summary of the traffic
23 study we prepared. And I have obviously heard a
24 number of the questions or concerns that the Board
25 Members and professionals have raised, either

1 through this hearing or through review letters, and
2 I'll be happy to address those items in my testimony
3 and answer any questions that may arise.

4 Again, we did an extensive traffic study
5 as part of this project. That traffic study
6 included doing traffic counts, an analysis on a
7 number of intersections up and down the Frank E.
8 Rodgers Boulevard corridor. As part of this
9 project, we actually were able to look back at some
10 older traffic studies to see how traffic has changed
11 over time.

12 In fact, traffic I wouldn't say has
13 changed significantly, compared to when the original
14 traffic studies were done I believe back in 2012.
15 The volumes in the morning peak hour actually are --
16 I'm sorry. 2015. The volumes in the morning are
17 comparable. In fact, they went down a little bit
18 compared to 2015. In the evening, again they also
19 changed plus or minus five percent in terms of the
20 amount of traffic on the roadways compared to 2015.

21 As part of this development and adding to
22 this I would say transit hub development around the
23 PATH station, there's a number of factors that made
24 the impacts of this site a little less severe than
25 if we were going to throw this amount of development

1 into let's say a suburban site without mixed uses
2 and without a PATH station nearby. A significant
3 amount of the traffic that would normally be
4 generated by a residential and a retail office use
5 is actually going to be -- instead of being a motor
6 vehicle trip, it will be a pedestrian trip.

7 Right now, about 25 -- well, not right
8 now. Pre-COVID about 2,500 people take the PATH
9 from this station in the morning and the evening
10 peak hours each. So that's a large number of people
11 that come in or out of this station will either be
12 adding to that if we have new residents and new
13 office workers coming in and out of this building,
14 or this building's retail aspects will basically be
15 sucking in those people that come and out of that
16 development.

17 Whether it's the retail that gets
18 developed on this site becomes a barbershop or -- or
19 a restaurant, and those types of uses, basically
20 provides another destination for those people that
21 are currently already getting in and out of the PATH
22 station at this location. In addition, one of the
23 reasons why this does not generate levels of traffic
24 that it would if it was an individual isolated
25 development is the fact that this is a mixed-use

1 development. There are obviously people that will
2 be living upstairs that perhaps will be working in
3 the buildings down below or being able to shop, not
4 only at the retail establishments in these
5 buildings, but also the restaurants that are across
6 the street on the other side of the development. On
7 the other side of Frank E. Rodgers Boulevard.

8 So this is again a mixed-use development
9 where you see all those types of uses work together
10 and help reduce your overall impacts of traffic. In
11 the alternative, in a suburban development, where
12 they would all be at different locations, you'd have
13 to drive for your place of work to your place of
14 relaxation. That is not an issue at this site.
15 Where basically all of your days, your general work,
16 can be done within this site or just a PATH station
17 away or across the street.

18 Overall, one of the other benefits of this
19 development is the connection to 5th Street; 5th
20 Street, the access underneath 280 seems to be gated
21 up, and it probably has been for a number of years.
22 The goal of this project is to reopen that access.
23 So that means anyone coming from 280 to this site
24 coming in the westbound direction would actually be
25 able to access this site without going onto Frank E.

1 Rodgers Boulevard, without accessing a County
2 roadway in that manner. In addition, if you're
3 going to Route 280 in the westbound direction, again
4 you could take 5th Street, under 280, exit that way,
5 and make a left on Bergen Street, and enter 280 in
6 that direction. Again, taking some -- or
7 alleviating some of the traffic from Frank E.
8 Rodgers Boulevard so it doesn't force all the
9 traffic out to a singular location. It serves as a
10 main access point to Angelo Cifelli Drive and Frank
11 E. Rodgers Boulevard.

12 We're working closely with your
13 engineering staff on coming up with the best signal
14 timing that we can at this location to help mitigate
15 and support the traffic that we'd be generating from
16 this site. What we were told was that we are not to
17 affect or change the amount of green time that Frank
18 E. Rodgers has in its current condition, meaning
19 that that through traffic that travels up and down
20 Frank E. Rodgers Boulevard will be unaffected by
21 this development. They will have the same amount of
22 green time up and down this corridor
23 post-development.

24 What we are doing is we're modifying
25 slightly the amount of green time that is given to

1 the left turns from Frank E. Rodgers Boulevard into
2 Angelo Cifelli Drive and allowing and reallocating
3 that time to allow for a sufficient access from
4 Angelo Cifelli Drive onto Frank E. Rodgers
5 Boulevard. We believe that we have met the County's
6 standards in terms of the level of service and delay
7 criteria at this intersection.

8 We do agree to the condition that your
9 staff has made, that obviously the County has the
10 ability to perform any type of post-occupancy study
11 to see how the traffic works in this area, that any
12 mitigation that the County feels is necessary to
13 guarantee sufficient traffic flow along Frank E.
14 Rodgers Boulevard can be provided. So in the
15 future, if the County feels like they need to adjust
16 the signal timing and take time away from Angelo
17 Cifelli Drive, that would only essentially hurt this
18 proposed development, and it would just be one or
19 two more cars at the queue at our site, as opposed
20 to -- as opposed to going -- as opposed to affecting
21 any of the traffic along Frank E. Rodgers Boulevard.

22 Heading up to the north of the other side
23 of Route 280 is the intersection of Bergen and Frank
24 E. Rodgers Boulevard. Again, this is brought up by
25 a number of the Board Members. This intersection is

1 actually a town signal, as was previously mentioned.
2 It looks like that signal has not been touched since
3 around 1974-'75, when it was installed as part of
4 the 280 project. It appears to suffer from the fact
5 of being a very old signal. It doesn't have the
6 timing capabilities that you would see at most
7 modern traffic signals, meaning that right now it
8 functions with the same traffic signal timing, no
9 matter what time of day, no matter how many cars are
10 out there. If cars are waiting to make left turns,
11 it has no idea. It doesn't have any detection or
12 doesn't appear to have any detection out there. So
13 it is clearly not a smart traffic signal. As.

14 Part of our local approval, we've agreed
15 to provide our fair share of improvements at that
16 intersection, if we can modify the signal, it is
17 able to be modified to have signal timing that is
18 more adjustable to the time of day factors and
19 vehicle detection, we will modify the signal. If
20 not, we are working with the town to provide
21 whatever our legal obligation is in terms of the
22 mitigation to that signal, whether it is a full
23 signal rebuild or not.

24 And again, I think that the town is
25 working with the applicant, as well as other

1 applicants in the area, to ensure that everyone pays
2 their fair share to approve that traffic signal,
3 because again, it is somewhat of a choking signal as
4 it relates to the flow along Frank E. Rodgers
5 Boulevard. So we are in full agreement with
6 providing updated traffic signal timing of that
7 intersection. As previously discussed with your
8 engineering staff, we would bring the County
9 engineering staff to review the signal timing to
10 ensure that Frank E. Rodgers Boulevard is treated
11 correctly. While it is not a County signal, we
12 understand that it does affect the traffic flow
13 along Frank E. Rodgers Boulevard.

14 So in general, that's what we've mitigated
15 and what we've come up with in terms of the roadway
16 improvements to this project. Slight signal timing
17 changes on Angelo Cifelli Drive and Frank E.
18 Rodgers, but no effect or no change in the amount of
19 green time that Frank E. Rodgers Boulevard has to
20 the through traffic. The -- what I'll call is the
21 alternative access point on 5th Street, which I
22 think will help alleviate and help reduce the amount
23 of stress that's put onto Frank E. Rodgers
24 Boulevard, and then the future signal timing
25 replacement or signal replacement at Bergen Street

1 and Frank E. Rodgers Boulevard to help alleviate the
2 traffic concerns at that location.

3 Again, this is I would say definitive and
4 kind of a SMART growth project, adding density,
5 adding mixed-uses on the PATH station. I see this
6 project as somewhat -- from a stormwater standpoint,
7 as somewhat of a retention design where you're
8 actually giving people that live, work, or commute
9 through this area, another spot where they could use
10 retail, use restaurants, use office to kind of keep
11 them on this site a little bit longer, so that they
12 could leave the site a little outside of your
13 typical traffic peaks.

14 The office buildings typically close out
15 at five, six o'clock. Everyone gets on the roadway.
16 If you add enough retail establishments, you add
17 enough other things to do in the area, maybe those
18 people don't leave the site or leave the area until
19 7:30 or eight o'clock when traffic volumes on Frank
20 E. Rodgers, 280, Bergen, they are a little bit less,
21 and you kind of release it at those off peak time
22 periods. So again, I think that's kind of the bulk
23 of the project. Overall, we could conclude that
24 this project will not have a significant negative
25 impact on the County roadway system.

1 MR. TRAUTNER: Thank you. We don't
2 have any further questions for Mr. Seckler. But
3 certainly, if the Members of the Board have
4 questions? And just to pick up, it wasn't in his
5 testimony, but on the subject of the refreshing of
6 the striping on Frank E. Rodgers Boulevard, which is
7 requested improvement, which was referenced a few
8 moments ago, we did indicate it in one of the
9 letters submitted on August 7th that would be
10 installed by the end of 2020.

11 That was an outside date. We certainly
12 can do that much sooner, as soon as possible, and it
13 could be done in conjunction with the completion of
14 Angelo Cifelli Drive by phase one of the project,
15 which I think Mr. Romano testified a few moments
16 ago, it's happening imminently soon, at the risk of
17 putting words in his mouth, September 30th, but
18 certainly around that time or before correct?

19 MR. ROMANO: Yeah. When we were
20 asked for the date to do that in the letter, the
21 last thing we wanted to do was to give the Board a
22 date that we could not live up to and come back and
23 say we're sorry we didn't make it. And with some of
24 the things that we faced with completion of this, we
25 have kind of grown accustomed to hedging our bets a

1 little bit. We expect to be finishing with phase
2 one very shortly, and we would expect that upon that
3 completion we will do that striping.

4 COMMISSIONER CHOFFO: Does that
5 answer your question, Tom? Commissioner Malavasi?

6 COMMISSIONER MALAVASI: Yes. Yes, it
7 does. It does. Thank you.

8 COMMISSIONER CHOFFO: Thank you for
9 your testimony, Mr. Seckler.

10 MS. GIARRATANA: Chairwoman, if I
11 may?

12 CHAIRWOMAN LUGO: Uh-huh.

13 MS. GIARRATANA: Just not to prolong
14 this discussion of the timeline, but if our
15 engineers on the Board aren't satisfied with the
16 progress on the striping and installation of the
17 pedestrian signal, at the time of memorialization,
18 we call consider postponing the memorialization of
19 your resolution. Our next meeting is September
20 15th.

21 MR. CRAY: Madam Chair, if I could,
22 as Board Engineer for this application?

23 CHAIRWOMAN LUGO: Sure.

24 MR. CRAY: Thank you. I was going to
25 wrap into my other comments, but I will weigh in on

1 the restriping. There are two items. I mean, a lot
2 of the items the applicant has referred to the other
3 developers, so we'll track that. The one that they
4 acknowledged at length to is the resurfacing, but
5 that's more of a pro rata, but we hope that they
6 work to coordinate with the other developers, so
7 that happens sooner than later, but it's not
8 completely within their control.

9 The two things totally within their
10 control is fixing the push button of the pedestrian
11 signal, and they committed to September 30th as a
12 date, which makes sense because that has to -- it
13 should be fixed right away; at the latest, before
14 they occupy one of the buildings. The other thing
15 is the striping. And I -- I'm just not following
16 this. I mean, it's temporary striping. It's not
17 even the more expensive striping. Everything on
18 Frank E. Rodgers, as I understand, you have to deal
19 with traffic and whatnot. But for the actual
20 typical cost that we pay, it's temporary striping.

21 There was prior correspondence based on a
22 site meeting a long time ago in 2019, I believe, and
23 they agreed to March 8th as the date. It was before
24 the COVID start. March 8th, you know, came and
25 went, regardless of the pandemic it's -- there's --

1 the motoring public is out there regardless. So now
2 it's not March 8th. It's the second half of August,
3 and it's temporary striping. So I'm really not
4 understanding why it's getting wrapped into a CO of
5 one of those buildings and why it's just not done
6 sooner. I'm just -- as an engineer, I'm just not
7 following it.

8 MR. ROMANO: If I may? It's not tied
9 into the CO. It's -- I mentioned that one of the
10 things we're talking about with Rocco tomorrow is
11 the opening of Cifelli and the completion of that
12 work. That's what the striping is tied to. It will
13 all be tied in. There's approximately -- I believe
14 two to three more weeks of work that's involved in
15 that and finishing off the curbing and everything
16 else. And we would make the striping as part of
17 that. So we're talking about something that should
18 be done in three to four weeks at the most.

19 MR. CRAY: Okay. Madam Chair, I
20 defer to you with whether you want me to also touch
21 upon the rest of my review letter?

22 CHAIRWOMAN LUGO: Yes, please.

23 MR. CRAY: Okay. Thank you. The --
24 it's a second review letter on this, because since
25 the initial submission, plan revisions were made,

1 additional documentation provided. What remains is
2 a need for some testimony that -- of what they
3 provided. We concur that the pedestrian length
4 between the development and the PATH station has
5 been improved, and there's an exhibit provided to
6 augment that. The other biggest change was just the
7 density increase. The footprints are the same and
8 just more units.

9 The reality of it is when their traffic
10 engineer -- I mean, he certainly worked hard at it,
11 it's a challenge, because Frank E. Rodgers cannot be
12 widened. The signals are where they are, and the
13 traffic flow is heavy on Frank E. Rodgers. So
14 there's not many options, and he pursued a few and
15 the County was looking to cooperate, but in reality,
16 there's just not much he can do. The traffic is
17 what it is now, and this will be an increased
18 traffic flow.

19 So we can talk about mitigation, but I
20 just wanted to be clear, even if we time it now, and
21 as mentioned, the County reserves the right to
22 retime it in the future, but it won't fully mitigate
23 the increase. And that's something that's
24 controlled by the town. I mean, they control the
25 zoning, and they control the amount of units that

1 are approved. So the position -- what was referred
2 to is that it's understood, green time will not be
3 taken from Frank E. Rodgers. What that really means
4 is that the queuing will happen on-site to this
5 property, instead of to the general motoring public
6 along the County road. So people will find other
7 ways to go, and there is an alternative route as we
8 discussed. Not all of that alternate traffic will
9 go out and then up coming back to Bergen Street, and
10 Frank E. Rodgers intersection, but some will.

11 So the biggest thing that can be done,
12 since the traffic signal at this intersection is --
13 it's very limited what you can do. We appreciate
14 the effort to have a slight change, and you got to
15 have a little bit. It won't be a full mitigation.
16 But at Bergen Street, because it's an adequate
17 signal, there's even less you can do with retiming
18 it. So it really does need a full upgrade, and
19 that's something the town is going to have to do.
20 In part, from a fair share contribution, the most it
21 will be on them. So hopefully, they are able to get
22 a DOT grant or whatever it may be, because the
23 sooner that signal is improved -- again, there's
24 only so many options they have. They can't blow out
25 the entire intersection geometry, but it will

1 certainly help more to that signal than any retiming
2 that we can do in the Cifelli way.

3 And that's -- the other items in my
4 letter, they have addressed or they've provided
5 testimony to. Most of the features of this are
6 similar to the prior approvals. There were
7 mitigating factors with the sidewalk about how they
8 had to address a higher flood elevation. And prior
9 planning for the site, and I think that was the
10 reason for the two-tiers -- the main reason for the
11 two-tier sidewalk, but as your rep had stated,
12 through observations it's apparent that there's a
13 need to refine it, so that will have to happen
14 somewhere. So the compromise will happen on the
15 second tier, closer to the proposed buildings, to
16 make the bottom wider.

17 And I think there's an agreement between
18 the developer, and their engineer, and the town,
19 that they can live with less sidewalks that are
20 perpendicular to the road as that will also reduce
21 the amount of checkpoints. So they've been working
22 with the town on that and will provide revised plans
23 to us as well. That was something that was
24 discussed at our last review committee meeting. So
25 it does not come as a surprise, but it's an

1 improvement. So that -- we'll work with them, as
2 well as with the town to facilitate that. That's
3 all I have, Madam Chair.

4 CHAIRWOMAN LUGO: Okay. Does anyone
5 else have any questions, or comments, or statements?
6 Is there anyone from the public? Okay.

7 COMMISSIONER CHOFFO: I'd like to
8 make a motion with the conditions set forth by our
9 consulting engineer, Paul Cray, and the
10 recommendations by Commissioner Malavasi, and
11 hopefully they are able to abide by the timeline.
12 So thank you and good luck.

13 COMMISSIONER NG: I second the motion
14 with the same conditions as the Commissioner
15 mentioned.

16 MS. GIARRATANA: Thank you. On a
17 motion made by Commissioner Choffo and seconded by
18 Commissioner NG. Commissioner Allen.

19 COMMISSIONER ALLEN: Yes.

20 MS. GIARRATANA: Commissioner Choffo.

21 COMMISSIONER CHOFFO: I vote aye.

22 MS. GIARRATANA: Commissioner
23 Hernandez.

24 COMMISSIONER HERNANDEZ: I would vote
25 -- I would vote yes under the conditions mentioned

1 before.

2 MS. GIARRATANA: Commissioner Jeter.

3 COMMISSIONER JETER: I will vote aye
4 with the conditions.

5 MS. GIARRATANA: Commissioner
6 Malavasi.

7 COMMISSIONER MALAVASI: Aye.

8 MS. GIARRATANA: Commissioner Mehta.

9 COMMISSIONER MEHTA: Aye with the
10 conditions.

11 MS. GIARRATANA: Commissioner NG.

12 COMMISSIONER NG: Yes, I vote aye.

13 MS. GIARRATANA: Chairwoman Lugo.

14 CHAIRWOMAN LUGO: Aye with the
15 conditions.

16 MS. GIARRATANA: Thank you. The
17 motion has passed.

18 MR. TRAUTNER: Thank you, everyone.

19 MR. ROMANO: Thank you, all.

20 COMMISSIONER CHOFFO: Good luck.

21 CHAIRWOMAN LUGO: Thank you.

22 MS. GIARRATANA: The next item on the
23 agenda are applications to be administratively
24 approved. The application is 2020-032-SP. It's New
25 Singular Wireless, PCS, LLC. AT&T. The location is

1 1200 through 1202 Kennedy Boulevard, Block 33, Lot
2 2, in Jersey City. It's a telecommunications
3 application along a County road. Do I have a
4 motion?

5 COMMISSIONER MEHTA: Motion.

6 COMMISSIONER CHOFFO: Second.

7 MS. GIARRATANA: On a motion made by
8 Commissioner Mehta and seconded by Commissioner
9 Choffo. Commissioner Allen.

10 COMMISSIONER ALLEN: Yes.

11 MS. GIARRATANA: Commissioner Choffo.

12 COMMISSIONER CHOFFO: Aye.

13 MS. GIARRATANA: Commissioner
14 Hernandez.

15 COMMISSIONER HERNANDEZ: Yes.

16 MS. GIARRATANA: Commissioner Jeter.

17 COMMISSIONER JETER: Aye.

18 MS. GIARRATANA: Commissioner
19 Malavasi.

20 COMMISSIONER MALAVASI: Aye.

21 MS. GIARRATANA: Commissioner Mehta.

22 COMMISSIONER MEHTA: Aye.

23 MS. GIARRATANA: Commissioner NG.

24 COMMISSIONER NG: Aye.

25 MS. GIARRATANA: Chairwoman Lugo.

1 CHAIRWOMAN LUGO: Aye.

2 MS. GIARRATANA: The motion has
3 passed. The next item on the agenda are
4 Applications to be Exempt. There are a few, so I'll
5 read through all of them. Application 2020-031-SD;
6 the applicant is Laundry Time JC Holdings, LLC; at
7 756 through 758 Communipaw Avenue, Block 18301, Lot
8 44, in Jersey City. This is a subdivision
9 application not along a County road.

10 Application 2020-0330-SC, Equinox, Inc. at
11 105 Enterprise Avenue South; Block 23, Lot 4.022; at
12 -- in Secaucus. This is a site plan application not
13 along a County road. My apologies for the record,
14 that lot should be 4.02.

15 The next application is 2020-34-SC. The
16 applicant is UE North Bergen Tonnelle Plaza, LLC.
17 The location is 2100 88th Street, Block 4, 5, 8.01,
18 Lot 8, in North Bergen. This is a subdivision
19 application not along a County road.

20 Application 2020-035-SC, Newport
21 Associates Development Company at 700 Washington
22 Boulevard, Block 7302, Lot 3.04, in Jersey City.
23 This is a subdivision application not along a county
24 road.

25 Application 2020-036-SP. Applicant is

1 14-16 Burma Road Industrial, LLC at 14-16 Burma
2 Road, Block 24304, Lot 8, in Jersey City. It's a
3 site plan application not along a County road.

4 COMMISSIONER MEHTA: Motion.

5 COMMISSIONER NG: Second the motion.

6 MS. GIARRATANA: On a motion made by
7 Commissioner Mehta and seconded by Commissioner NG.
8 Commissioner Allen.

9 COMMISSIONER ALLEN: Yes.

10 MS. GIARRATANA: Commissioner Choffo.

11 COMMISSIONER CHOFFO: Aye.

12 MS. GIARRATANA: Commissioner
13 Hernandez.

14 COMMISSIONER HERNANDEZ: Yes.

15 MS. GIARRATANA: Commissioner Jeter.

16 COMMISSIONER JETER: Aye.

17 MS. GIARRATANA: Commissioner
18 Malavasi.

19 COMMISSIONER MALAVASI: Aye.

20 MS. GIARRATANA: Commissioner Mehta.

21 COMMISSIONER MEHTA: Aye.

22 MS. GIARRATANA: Commissioner NG.

23 COMMISSIONER NG: Yes.

24 MS. GIARRATANA: Chairwoman Lugo.

25 CHAIRWOMAN LUGO: Aye.

1 MS. GIARRATANA: The motions have
2 passed. For old business, we have none listed, but
3 I will mention that the Freeholders adopted some of
4 our recent amendments to the Land Development
5 Regulations, including making it official that our
6 sidewalk application, as well as our
7 telecommunications pole application, and our new fee
8 schedule, which was adopted by the Board several
9 months ago, and this -- it does include the new set
10 price for tree contribution and also considered
11 inflation in terms of escrow. We hadn't changed our
12 fee schedules in over ten years.

13 COMMISSIONER CHOFFO: What is the
14 tree contribution?

15 MS. GIARRATANA: It is 1,200. I
16 believe -- yes. So that was an average of the fee,
17 which includes everything that we're -- we used to
18 ask for a landscape architect for and the labor for
19 the tree and all of that.

20 So for new business, I just wanted to
21 mention about our Planning Board meeting, we will
22 continue to go virtual, but potentially in the
23 future, as early as September, we'd have a hybrid
24 meeting for just the County staff. The HCIA
25 recently has new equipment in their boardroom, so

1 we'd be able to have the County staff host the
2 meeting there and be able to call in the applicants
3 and Commissioners. Again, it's -- we're going to be
4 following it each day on how they conduct their
5 meetings. It's a large space. And as of right now,
6 they are not having the Commissioners in the
7 building.

8 And then -- so our next meeting is
9 Tuesday, September 15th, at 6:30.

10 CHAIRWOMAN LUGO: Thank you so much.

11 MS. GIARRATANA: Thank you, guys.

12 COMMISSIONER CHOFFO: Thank you,
13 Stephanie, for hosting it.

14 CHAIRWOMAN LUGO: Enjoy the rest of
15 the summer.

16 COMMISSIONER MEHTA: Motion to
17 adjourn the meeting.

18 CHAIRWOMAN LUGO: Have a good
19 evening, everyone. Be safe.

20 (Whereupon the proceeding is then
21 concluded at 8:24 p.m.)

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C E R T I F I C A T I O N

I, SHARI CATHEY, CCR, RPR, License No.
30XI00234700, and Notary Public of the State of New
Jersey, hereby certify that the proceedings herein
are from the notes taken by me of a Regular Meeting
of the Hudson County Planning Board, held on
Tuesday, August 18, 2020; and that this is a correct
transcript of the same.



SHARI CATHEY, CCR, RPR
A NOTARY PUBLIC of the
State of New Jersey
I.D. No. 2283786
Commission Expires 2/4/22

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