

1 ROSELLE PARK MUNICIPAL LAND USE BOARD
2 COUNTY OF UNION - STATE OF NEW JERSEY

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4 REGULAR MEETING FOR:

5 MERIDIA AT PARK SQUARE, URBAN RENEWAL, LLC
6 BLOCK 610, LOTS 1&3
7 10 Westfield Avenue
8 Preliminary & Final Major Site Plan
9 - - - - -

10 TRANSCRIPT OF PROCEEDINGS
11 PUBLIC HEARING
12 SPECIAL MEETING VIA VIDEOCONFERENCE
13 MONDAY, APRIL 20, 2020

14 B O A R D M E M B E R S :

- 15 LOREN HARMS, CHAIRMAN
- 16 PAUL BAIAMONTE
- 17 JOHN CURIA
- 18 WILLIAM FERDINANDO
- 19 SUSAN GROSSO
- 20 KEVIN KOLBECK
- 21 ROBERT A. MATHIEU, COUNCILMAN
- 22 J. ALBERT NITCHE
- 23 MICHAEL QUIROGA
- 24 JAY ROBAINA
- 25 JOHN STEPHEN
- 26 JOSEPH SIGNORELLO, III, MAYOR
- 27 THOMAS SIGNORELLO

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

- 29 RICHARD S. SCHKOLNICK, ESQUIRE, BOARD ATTORNEY
- 30 ANTHONY KURUS, P.E., BOARD ENGINEER
- 31 VICTOR VINEGRA, P.P., BOARD PLANNER
- 32 ANDREW J. CASAIS, CHIEF ADMINISTRATIVE OFFICER
- 33 MARTHA BANKS, BOARD CLERK

34 AB COURT REPORTING, LLC
35 CERTIFIED STENOGRAPHIC REPORTERS
36 26 ALGONQUIN TERRACE
37 MILLSTONE TOWNSHIP, NEW JERSEY 08535
38 TEL: (732)882-3590
39 angelabuonocsr@gmail.com

1 TRANSCRIPT of the stenographic notes
2 of the proceedings in the above-entitled matter, as
3 taken by and before ANGELA C. BUONANTUONO, a
4 Certified Court Reporter, Registered Professional
5 Reporter, Certified LiveNote Reporter and Notary
6 Public of the State of New Jersey, held via
7 videoconference on Monday, April 20, 2020,
8 commencing at 6 o'clock in the evening.

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10

11

A P P E A R A N C E S: (VIA VIDEOCONFERENCE)

12

PRIME & TUVEL

13

BY: ALLYSON M. KASSETTA, ESQUIRE

14

2 University Plaza Drive
Hackensack, New Jersey 07601

15

T: (201) 883-1010

F: (856) 273-8383

16

Email: Allyson@primelaw.com

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--Attorneys for the Applicant

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21

ALSO PRESENT:

22

Michael Prawetz, Stonefield Engineering

23

Kathryn Gregory, P.P., Gregory Associates

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I N D E X

3 AVELINO MARTINEZ, RA PAGE

4 BY: Ms. Kasetta..... 16

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7 MATTHEW SECKLER, P.E.

8 BY: Ms. Kasetta 25

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E X H I B I T S

15

16 EXHIBIT DESCRIPTION PAGE

17 A-1 Aerial, labeled EX-0, prepared by 17
18 Stonefield Engineering & Design, dated
4-16-2019 A-2 Site Rendering, labeled EX-1, prepared 30
20 by Stonefield Engineering & Design,
dated 4-16-2021 A-3 Architectural plans, titled "Meridia 32
22 10 Roselle Park, Roselle Park, New
Jersey," prepared by Blackbird
Architects23 A-4 Fire truck turning template, prepared 50
24 by Stonefield Engineering, dated
4-16-20

25

4

1 CHAIRMAN HARMS: Okay, I call the
 2 meeting of -- okay, I call the meeting of the
 3 Roselle Park Municipal Land Use Board of April 20,
 4 2020 to order.
 5 Rich, do you have the agenda? Are you
 6 going to read that part up on top there, "Any
 7 interested member of the public"? Or do you want me
 8 to read it?
 9 MR. SCHKOLNICK: Can you read it,
 10 please, since I don't have it.
 11 CHAIRMAN HARMS: Okay. Any interested
 12 member of the public will have the opportunity to
 13 view the meeting in its entirety. And during
 14 portions of the meeting where the public is invited
 15 to partake, will be heard by
 16 www.gotomeet.me/StonefieldEngineering/roselle-park-
 17 nj-planning-board-meeting and following the provided
 18 instructions to join the online virtual meeting or
 19 by participating by the telephone by calling
 20 1-(571)-317-3122 and entering the following access
 21 code: 307-073-781. Participating by online virtual
 22 meeting or telephone is free of charge to the
 23 public.
 24 All the members of the public
 25 interested in asking questions, providing comments,

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1 or offering evidence concerning any application or
 2 agenda item can do so during the meeting or in
 3 advance of the meeting by sending an email to
 4 acasais@rosellepark.net.
 5 Okay. I call to order. Roll call,
 6 please, Martha.
 7 MS. BANKS: Mayor Joseph Signorello?
 8 CHAIRMAN HARMS: He's here.
 9 MS. BANKS: Okay.
 10 MAYOR SIGNORELLO: Here.
 11 MS. BANKS: Councilman Mathieu?
 12 COUNCILMAN MATHIEU: Here.
 13 MS. BANKS: William Ferdinando?
 14 MEMBER FERDINANDO: Here.
 15 MS. BANKS: Albert Nitche?
 16 MEMBER NITCHE: Here.
 17 MS. BANKS: John Stephen? Is John
 18 Stephen on the call?
 19 MAYOR SIGNORELLO: No. He just tried
 20 calling me now. I think he's having difficulty
 21 logging on.
 22 CHAIRMAN HARMS: Board members, you
 23 got to pay attention.
 24 Mr. Stephen, are you on? Go ahead,
 25 Martha.

6

1 All right, go ahead, Martha. He's in.
 2 MS. BANKS: Kevin Kolbeck?
 3 MEMBER KOLBECK: Here.
 4 MS. BANKS: Jay Robaina?
 5 MEMBER ROBAINA: Here.
 6 MS. BANKS: Paul Baiamonte?
 7 MEMBER BAIAMONTE: Here.
 8 MS. BANKS: John Curia?
 9 MEMBER CURIA: Here.
 10 MS. BANKS: Thomas Signorello?
 11 Michael Quiroga?
 12 MEMBER QUIROGA: Here.
 13 MS. BANKS: Susan Grosso?
 14 MEMBER GROSSO: Here.
 15 MS. BANKS: Loren Harms?
 16 CHAIRMAN HARMS: I'm here.
 17 MS. BANKS: Roll call completed.
 18 CHAIRMAN HARMS: Okay. What I'd like
 19 to do now to give respect to our country is just
 20 repeat the flag -- salute to the flag, please.
 21 (Pledge of Allegiance.)
 22 CHAIRMAN HARMS: Thank you.
 23 We don't have any public notice, so if
 24 there's something happening in your house or
 25 wherever you're at, run to your nearest exit.

7

1 At this time I would ask for a motion
 2 to approve the minutes of February 24th.
 3 MEMBER ROBAINA: I'll make a motion.
 4 A BOARD MEMBER: Second.
 5 THE COURT REPORTER: I'm sorry. Who
 6 made the second?
 7 CHAIRMAN HARMS: Does anybody have any
 8 comments?
 9 MEMBER ROBAINA: John Nitche seconded
 10 it.
 11 THE COURT REPORTER: Thank you.
 12 CHAIRMAN HARMS: Okay.
 13 MEMBER ROBAINA: You're welcome.
 14 CHAIRMAN HARMS: Any comments?
 15 Hearing none, all in favor?
 16 BOARD MEMBERS IN UNISON: Aye.
 17 CHAIRMAN HARMS: Okay. Motion
 18 carries.
 19 At this time -- at this time, if there
 20 is anybody out there in the -- that would like to
 21 have any -- please, I'm not sure how we're handling
 22 this thing here, so whoever's in charge of getting
 23 these people...
 24 MR. SCHKOLNICK: Okay. So, Chairman,
 25 we obviously have unusual circumstances, given we're

1 meeting remotely. I'm going to do this a few times,
2 but I'll do it again now. If anybody is there,
3 either watching or listening, they can call in. And
4 here is the phone number again: 1-(571)-317-3122.
5 Again, the phone number is 1-(571)-317-3122, and
6 then there's an access code, 307-073-781. That's
7 307-073-781. That's a manner to participate where
8 you don't need an Internet connection; you can just
9 call and listen.

10 Also, at this moment or throughout the
11 evening, you can submit via email a question or
12 comment, and we'll get to it at some point in the
13 evening. The email address, again, is
14 acasais@rosellepark.net. That's
15 acasais@rosellepark.net. So if you desire to speak,
16 that is fine. You can also let us know through this
17 website.

18 Michael, can somebody ask a question
19 through the website? Do they have that capacity?

20 MR. PRAWETZ: So they can't ask a
21 question through the website. But if they go to
22 meetings.stonefieldeng.com, then all that
23 information that you just said, Rick, is up there.

24 MR. SCHKOLNICK: Okay. Thank you.

25 MR. PRAWETZ: You're welcome.

1 MS. KASSETTA: Yes.
2 CHAIRMAN HARMS: Okay. Thank you.
3 MS. KASSETTA: Let me know when you're
4 ready.

5 CHAIRMAN HARMS: You can start.

6 MS. KASSETTA: Thank you.

7 Good evening. Again, Allyson Kasetta.
8 I'm an attorney with the firm of Prime & Tuvel. I
9 am the applicant's attorney. And before I get into
10 the details of the application, I want to begin by
11 thanking you--all for your time this evening. This
12 is a very difficult time for all of us, and the
13 applicant is sincerely grateful for your willingness
14 to let us present this application virtually.

15 We have coordinated closely with your
16 professionals as well as Borough officials to make
17 this happen, so a very big thank you to them as
18 well. This is a new experience for all of us. I
19 will try to keep the testimony as focused and as
20 organized as possible. It's possible we may
21 encounter some technical issues and, if we do, we
22 will work through them together.

23 One of the things I want to note that
24 is unusual about tonight is that I am not in the
25 same place as my clients and my project team. So if

1 MR. SCHKOLNICK: So to do our very
2 best, please know that the State of New Jersey
3 Department of Community Affairs directed boards to
4 continue to meet during this period, and I applaud
5 this board for following that direction and, under
6 very difficult circumstances, doing their best to
7 fulfill public duties and continue to process
8 applications and to keep onward going.

9 So, Chairman, we'll make that
10 announcement again at a later point. We do want --
11 (Transmission interference.)

12 CHAIRMAN HARMS: Just so everybody
13 knows, we will announce it just before we have
14 the -- well, if we have a public portion for the
15 applicant. So if we don't have anybody out there,
16 we'll proceed.

17 And under new business, we're going to
18 hear the preliminary hearing and the application for
19 Meridia at Park Square, Urban Renewal, LLC.

20 Who is the representative that
21 will -- the counselor for Meridia?

22 MS. KASSETTA: Good evening,
23 Mr. Chairman. I'm here. Allyson Kasetta. I am
24 the applicant's attorney.

25 CHAIRMAN HARMS: Allyson?

1 you happen to notice me looking down at my phone, I
2 want you to be assured that I'm only communicating
3 with them. I'm not doing anything else that might
4 take my attention away from the hearing. But,
5 unlike a typical setup, I cannot whisper to them
6 over my shoulder if there's something that comes up
7 that I need their input on, so just please keep that
8 in mind.

9 As for the application itself, the
10 property's located at 10 West Westfield Avenue.
11 It's designated as Block 610, Lots 1 and 3 on the
12 tax map. It's located in the B-3 arterial business
13 redevelopment zone and governed by the 10 West
14 Westfield Avenue Redevelopment Plan.

15 The application seeks preliminary and
16 final site plan approval to construct a new
17 mixed-use development consisting of two buildings.
18 Each of those buildings would have four residential
19 stories of both commercial and -- I'm sorry --
20 commercial retail and restaurant space, as well as
21 amenities and off-street parking.

22 I'll let our witnesses tell you more
23 detail about that. But we are requesting relief for
24 a deviation from one requirement of the
25 Redevelopment Plan; that is the side yard setback.

1 5 feet is required, and there's one area in which
2 we're proposing 2.7 feet.

3 Again, I'll let our witnesses tell you
4 more about that, but I do note that, as described in
5 the Redevelopment Plan, this deviation is akin to a
6 bulk or "c" variance. So you will hear testimony in
7 support of that request.

8 A little bit of history: The Borough
9 designated this property as an area in need of
10 redevelopment on October 19th, 2017. The
11 Redevelopment Plan was then adopted on
12 September 6th, 2018, and the applicant has been
13 designated as the redeveloper.

14 This application was originally filed
15 on June 4th, 2019. However, after several meetings
16 with the Borough and the New Jersey Department of
17 Transportation, the plans were revised to
18 incorporate a new four-way intersection at West
19 Westfield Avenue and Chestnut Street. So the
20 application and plans were revised, and that is now
21 part of the proposed project.

22 Just a little bit of housekeeping: As
23 was mentioned previously, the plans and application
24 documents, as well as the reports from the Board
25 consultants and the various Borough departments, as

1 well as the exhibits that we will be -- sorry --
2 that we'll be referring to this evening are all
3 available at meetings.stonefieldeng.com under
4 "Roselle Park." The exhibits will be shown on the
5 screen as we refer to them, but, if anyone wants to
6 look at them separately, you're welcome to.

7 Our witnesses tonight will be the
8 project architect, Avelino Martinez of Blackbird --
9 (Interruption in connection.)

10 MS. KASSETTA: Okay. Civil engineer
11 and traffic expert who is Matthew Seckler of
12 Stonefield Engineering & Design. And, finally, the
13 planner who is Kathryn Gregory of Gregory
14 Associates.

15 And before I begin with the testimony,
16 I just want to confirm for the record that our proof
17 of notice for tonight's hearing was reviewed and
18 found to be acceptable?

19 MR. SCHKOLNICK: Yes, it was.

20 Ms. Kasetta, let me do an introduction.

21 Board members and members of the
22 public, let me just run through how we're going to
23 take down the testimony so that we're a little bit
24 different than we're probably accustomed. We're
25 going to attempt, the best we can, to hear the full

1 testimony from the applicant's three experts before
2 we ask questions.

3 That's what I'm going to recommend,
4 Mr. Chairman, for tonight, that we try to go through
5 -- board members, try to hold your questions, if we
6 can, and then we'll come back. So the goal is try
7 to be as efficient as we can.

8 So we'll have those three experts --
9 that's the architect, the engineer, and the planner.
10 After that, if it makes sense and if it works out,
11 then we'll go to questions from the board members.
12 Then we'll go to our own professionals.

13 I take it Mr. Vinegra and Mr. Kurus are
14 on? Can we get confirmation? Do we have our own
15 experts?

16 MR. KURUS: Anthony Kurus, engineer,
17 present.

18 MR. SCHKOLNICK: Okay. And do we have
19 somebody from Harbor?

20 CHAIRMAN HARMS: Victor is sitting
21 right here next to me.

22 MR. SCHKOLNICK: Okay. Great. Great.
23 So we'll go to them afterwards, and then we'll have
24 a chance for the public to either make questions or
25 comments, and then we'll continue on from there.

1 So that's our goal, board members.
2 Hopefully that will work. I don't know if it will
3 be perfect. Let's see if we can get through at
4 least the bulk of the testimony, and then we'll come
5 back for questions, if that's okay.

6 CHAIRMAN HARMS: Yeah, that's fine.

7 MR. SCHKOLNICK: Okay. Again, if
8 there's something really critical, I'm not trying to
9 cut anybody off. I'm just trying to get some rhythm
10 so that we can do it and get all those questions
11 answered by the end of the night.

12 And, again, if we have time for
13 comments and questions by the public or comments by
14 board members, and questions by the applicant's
15 attorney, and then a vote, if we're able to get to
16 that stage at the end, and maybe at some point --
17 we'll see -- in an hour and a half or so, we'll take
18 a break so everybody could stretch.

19 Chairman, is that okay?

20 CHAIRMAN HARMS: Yes, that's fine, and
21 we'll play it by ear as we go.

22 MR. SCHKOLNICK: Okay.

23 Ms. Kasetta, thank you for that
24 opportunity, and please call your first witness, and
25 we'll have him sworn in.

A. Martinez, R.A.

16

1 MS. KASSETTA: Thank you. Our first
 2 witness will be our architect, Avelino Martinez.
 3 MR. SCHKOLNICK: Okay. I'll swear
 4 him.
 5 AVELINO MARTINEZ, R.A., sworn.
 6 MR. SCHKOLNICK: Thank you, sir.
 7
 8 DIRECT EXAMINATION
 9 BY MS. KASSETTA:
 10 Q. Mr. Martinez, would you give the board
 11 the benefit of your educational background and
 12 qualifications, please.
 13 A. Sure. I hold a degree in
 14 architecture. I am a licensed architect in the
 15 State of New Jersey, as well as a number of other
 16 states. I've been practicing for roughly 20 years.
 17 And my practice focuses primarily on the multifamily
 18 and mixed-use redevelopment project type, similar to
 19 this one.
 20 Q. Thank you.
 21 MS. KASSETTA: Will the board accept
 22 him as an expert?
 23 CHAIRMAN HARMS: If there's no comment
 24 -- if there's no comments from the board members,
 25 we'll accept him.

A. Martinez, R.A.

17

1 MS. KASSETTA: Okay. Thank you.
 2 BY MS. KASSETTA:
 3 Q. Mr. Martinez, just a foundational
 4 question: Can you confirm that you prepared the
 5 architectural plan that was submitted as part of
 6 this application?
 7 A. I did.
 8 Q. Thank you. And before you get into the
 9 details of that, I'd like you to refer to what we've
 10 identified as Exhibit A-1, if we could get that up
 11 on the screen. That's an aerial exhibit?
 12 A. That's correct.
 13 MS. KASSETTA: I apologize.
 14 Stonefield, I think we have a way of marking this
 15 while we're referring to it?
 16 THE WITNESS: Yes, I believe I will be
 17 marking it here.
 18 So just to introduce that, that is
 19 going to be drawing, I believe, EX-0 prepared by
 20 Stonefield Engineering, prepared on April 16th,
 21 2020. And we will call that Exhibit A-1.
 22 Q. Perfect.
 23 (Exhibit A-1, Aerial, Labeled EX-0, is
 24 marked for Identification.)
 25 BY MS. KASSETTA:

A. Martinez, R.A.

18

1 Q. Thank you. And if you could, using
 2 A-1, just orient the Board to where this property is
 3 located.
 4 A. Sure. So the property, as noted
 5 previously, Block 610, Lot 1 and 3, is located on
 6 West Westfield Avenue, 10 West Westfield Avenue, and
 7 that has Westfield Avenue to the north and has a
 8 minor frontage on Locust Street to the west.
 9 Q. Okay. Thank you. I just wanted to
 10 give the Board an idea of where it was before we
 11 move on to the design of the building.
 12 So I will defer to you on whether you
 13 want to speak to the interior or the exterior first.
 14 A. Sure. So, if I may, I'd just go over
 15 the general site layout and placement of the
 16 building. And, of course, our civil expert will
 17 give some additional testimony with regard to all
 18 the site-related features. But in order to do that,
 19 I'm just referring to the architectural plans and
 20 elevations that were submitted as part of the
 21 application, so that's --
 22 MR. SCHKOLNICK: Why don't you call
 23 out the sheet number and the last revision date so
 24 that our record is nice and clear.
 25 THE WITNESS: Okay. So I'm referring

A. Martinez, R.A.

19

1 to Drawing A-10 with a last revision date of
 2 April 3rd, 2020.
 3 CHAIRMAN HARMS: I have a question. I
 4 have a question. Okay. You're showing
 5 architectural drawings now?
 6 THE WITNESS: Yes.
 7 CHAIRMAN HARMS: And you said that we
 8 received them in the packet. That is not true. We
 9 did not receive any architectural drawings.
 10 MS. KASSETTA: Those should have been
 11 delivered to the Board approximately --
 12 CHAIRMAN HARMS: I have all of the
 13 packages that we received, and it does show -- it
 14 has a cover sheet, existing conditions, demolition
 15 plan, site plan, pedestrian detour plan, grading
 16 plan, stormwater management, utility plan, lighting
 17 plan, soil erosion, landscaping plan, landscaping
 18 details, and construction details, but not one thing
 19 did we get on -- on the architectural of what even
 20 the building looks like.
 21 MS. KASSETTA: Can I ask whether any of
 22 the --
 23 CHARIMAN HARMS: So you're going --
 24 MS. KASSETTA: I'm sorry. Go ahead.
 25 CHAIRMAN HARMS: So you're going to

1 ask him and nobody on the Board has received it. So
2 you'll be talking about something we've never seen,
3 and I have a difficulty doing that.

4 MR. SCHKOLNICK: Mr. Chairman, I'm
5 going to suggest we go forward as best we can -- as
6 best we can. I assume the architect is going to be
7 showing us.

8 CHAIRMAN HARMS: I'm not going to --
9 I'm not going to accept that. I need my Board to
10 see something in advance so they can have it.
11 Looking at their computer or looking at the screen
12 that I'm looking at here really doesn't give me any
13 opportunity to look at it closely enough to see if I
14 have any questions on it.

15 You can explain but, again, I need to
16 see the actual drawings, and I think the Board
17 deserves to see the actual drawings.

18 MS. KASSETTA: Would it be a decent
19 compromise to skip the architectural testimony for
20 the moment and just go through the site and traffic
21 testimony?

22 CHAIRMAN HARMS: We can do the other
23 -- we can do the other areas, but the architectural,
24 you're going to have to send us plans so we can look
25 at them. But we can go through the others that you

1 want to go through, just as long as we have plans
2 that we received on whatever you're going to speak
3 about.

4 MS. KASSETTA: Sure. Yeah. I'm not
5 sure, at this moment, what happened with the
6 architectural plans because we did submit them
7 electronically, and I believe they were also
8 delivered to Borough Hall about ten days ago. But
9 because I am just hearing of this issue now, I'm
10 thinking that's the best thing to do, is to move on
11 to the engineering testimony, just leave this aside
12 for the moment, if that's okay.

13 CHAIRMAN HARMS: Well, we're going to
14 leave it aside because we can't see.

15 Martha, did we receive any
16 architectural drawings that we didn't receive or you
17 didn't send out?

18 MS. BANKS: Chairman Harms, everything
19 -- everything that I received from them was in the
20 package, and there was -- there was drawings
21 included in the package. So everyone should have
22 received the same thing.

23 CHAIRMAN HARMS: Well, like I said, I
24 can see -- in the drawings that I received, I can
25 see that it has the -- kind of an aerial view of the

1 property showing me where lights are going to go,
2 showing me where stormwater's going to go, showing
3 me the parking -- where the parking deck is going to
4 be, but not in any of my papers did I see anything
5 that shows me the drawings.

6 And board members, if somebody on the
7 Board has received them and I'm the only one that
8 hasn't, speak up, please let me know. I don't want
9 to be looking like a fool here telling them we don't
10 have them when I asked some board members and they
11 didn't receive it.

12 MR. SCHKOLNICK: So why don't we do
13 this: Witness, can you show us what your
14 architectural elevations are, just go through it?

15 CHAIRMAN HARMS: No. Rich, I'm not
16 going to go through any of the architectural until
17 I have the drawings in front of us. There's no
18 sense of wasting his time or our time with it. All
19 right?

20 MR. SCHKOLNICK: Not to testify --

21 CHAIRMAN HARMS: We need the drawings.

22 MR. SCHKOLNICK: Not to testify,
23 Chairman, just to go through it to show people what
24 it is to see if it's in your packet and to see if
25 they had it, just to identify what the drawings are

1 that apparently there was a glitch.

2 Just asking him to -- so T-1, this is
3 it?

4 THE WITNESS: There should be a total
5 of 11 drawings, T-1 through A-10, T-1 being the
6 cover sheet, building elevations. Now, when we
7 received them --

8 CHAIRMAN HARMS: I didn't receive any
9 of that.

10 THE WITNESS: -- C-1 to C-15.

11 MR. SCHKOLNICK: Okay.

12 THE WITNESS: Are the drawings --

13 CHAIRMAN HARMS: Do you have it?

14 MEMBER ROBAINA: I have C-1 to C-15.

15 CHAIRMAN HARMS: Okay. So we have one
16 person who has received it so far.

17 UNIDENTIFIED SPEAKER: Not the
18 architectural.

19 CHAIRMAN HARMS: C-1 through C-15 is
20 not the architectural; it's the engineering.

21 THE WITNESS: Correct. It's the A-1
22 to A-8 plans.

23 MEMBER NITCHE: I don't have the A-1
24 to A-8, but I have C-1 to C-15.

25 CHAIRMAN HARMS: Right. And we have

24

1 not -- right. Right. Al, that's exactly right, I
 2 have to say, but we do not have any of the
 3 architectural drawings.
 4 MEMBER NITCHE: Right. Okay.
 5 CHAIRMAN HARMS: All right. So we
 6 don't have them. It's C. We need A.
 7 MR. SCHKOLNICK: And, Chairman, the
 8 board received the packets in the normal course?
 9 CHAIRMAN HARMS: Yes. Yes, we have.
 10 MR. SCHKOLNICK: Okay. So --
 11 CHAIRMAN HARMS: As Martha stated,
 12 anything that she received was given to all the
 13 board members. And, again, the architectural
 14 drawings are not part of what we received.
 15 MR. SCHKOLNICK: Okay. So we're
 16 obviously just learning of this now, and that's
 17 unfortunate. Let's try to move on and go to the
 18 next witness.
 19 CHAIRMAN HARMS: We can do that.
 20 MS. KASSETTA: Thank you. So our next
 21 witness will be the civil engineer and traffic
 22 expert which is Matthew Seckler of Stonefield
 23 Engineering & Design.
 24 MR. SCHKOLNICK: Okay. Mr. Seckler,
 25 can you wave or identify yourself so I can see you.

M. Seckler, P.E.

25

1 Thank you.
 2 M A T T H E W S E C K L E R, P.E., is
 3 sworn.
 4 MR. SCHKOLNICK: Thank you, sir.
 5
 6 D I R E C T E X A M I N A T I O N
 7 BY MS. KASSETTA:
 8 Q. Mr. Seckler, would you give the board
 9 the benefit of your educational background and
 10 qualifications, please.
 11 A. Certainly. My name is Matthew
 12 Seckler; that is S-E-C-K-L-E-R, the principal at
 13 Stonefield Engineering & Design. Address is 92 Park
 14 Avenue in Rutherford, New Jersey.
 15 I have a Bachelor of Science in Civil
 16 Engineering from Union College in Schenectady, New
 17 York; master's in city and regional planning from
 18 Rutgers University, New Brunswick.
 19 I am a licensed professional engineer
 20 and professional planner in the state and recognized
 21 professional traffic operations engineer by the
 22 Institute of Transportation Engineers.
 23 I've been practicing in the field for
 24 over 15 years and previously accepted before this
 25 Board on the Wawa application as an expert in the

M. Seckler, P.E.

26

1 field of civil and traffic engineering.
 2 MS. KASSETTA: Thank you.
 3 Will the Board accept Mr. Seckler as an
 4 expert?
 5 CHAIRMAN HARMS: Does anybody on the
 6 Board not accept his credentials?
 7 Hearing none, we'll accept him.
 8 MS. KASSETTA: Thank you very much.
 9 BY MS. KASSETTA:
 10 Q. And, Mr. Seckler, your firm prepared
 11 the site plan, as well as the Traffic Impact Study
 12 and the associated engineering reports for this
 13 application, correct?
 14 A. That is correct.
 15 Q. If you would begin by stating the
 16 existing conditions on the property before you get
 17 into the proposed development.
 18 A. Absolutely. And sorry for -- just
 19 getting my screen back up in order here.
 20 As you heard recently from the
 21 architect, this application is for Block 610, Lots 1
 22 and 3, which has frontage along West Westfield
 23 Avenue, also known as Route 28, and Locust Street;
 24 however, it's not the corner property. People who
 25 are familiar with this area would know the corner

M. Seckler, P.E.

27

1 property here, this southeast corner of Locust
 2 Street and Westfield Avenue, is that Mavis and
 3 Little Caesars, kind of, shopping center up in the
 4 corner. But we do have an extensive frontage, about
 5 600 feet of frontage along Westfield Avenue that
 6 extends all the way to Chestnut Street and, again,
 7 that smaller area located along -- all the way to
 8 Chestnut Street and a small area on Locust Street.
 9 This site was formerly Sullivan
 10 Chevrolet. That dealership closed about 12 years
 11 ago. Prior to being a car dealership, this was
 12 actually the site of the Roselle/Roselle Park train
 13 station; the train station on this side of the
 14 tracks being the Roselle Park station and,
 15 obviously, on the other end, the other side of the
 16 tracks, was the Roselle part of the train station.
 17 The previous car dealership had one
 18 main structure on the property. From this aerial
 19 image, A-1, you can see that structure where the
 20 primary part of the structure is still intact on the
 21 site that serviced a car dealership, services and
 22 sales, and a showroom building. There are parts of
 23 that building that have been demolished over the
 24 years since it went vacant about 12 years ago. I
 25 think about seven years ago, the showroom aspect

1 that kind of extended all the way to the sidewalk
2 line along Westfield Avenue was demolished along
3 with the kind of cantilevered covering that kind of
4 went over the entrance and exit that was closest to
5 Chestnut Street on Westfield Avenue. That was
6 removed about seven years ago.

7 There was a number of old curb cuts
8 that extend along the property. That was utilized
9 for both customers and car transport to pull on and
10 off at the site.

11 The site is made up of primarily
12 impervious coverage. Being a car dealership, the
13 main purpose was to fit as many cars as you can on
14 the lot because that's what you sell, and it was
15 covered by about 88.1 percent of impervious
16 coverage.

17 When you look at the site from
18 Westfield Avenue, it generally appears to be flat;
19 however, there is about a 7- to 8-foot grade change
20 as you go from the front of the site to the rear
21 with the railroad side, southerly side, being the
22 higher point on the property. From an east-to-west
23 direction, there is about a 5- to 6-foot grade
24 difference when you go from west to east. The high
25 side is on the western side -- I'm sorry -- the

1 eastern side of the lot, and it goes down as you go
2 towards Locust Street to the left-hand side of the
3 page.

4 There's an existing channel on the
5 property. This is a channel that goes underneath
6 Westfield Avenue through the Mavis property, and
7 then extends basically behind the Mavis building and
8 into a culvert along Locust Street. That's
9 basically represented by the tree or vegetated area
10 that you can see on Exhibit A-1.

11 Before you here is an opportunity to
12 replace the vacant car dealership and bring vibrancy
13 back to this very long frontage along Westfield
14 Avenue.

15 Now I'm going to skip ahead in the
16 exhibits. Again, these are some renderings of what
17 you'll be hearing from the architect when he has an
18 opportunity to speak, so I'm not going to enter them
19 into the record. But I will enter into the record
20 the site rendering, which is titled, Exhibit EX-1,
21 "Site rendering, prepared by Stonefield Engineering
22 & Design." The prepared date is April 16th, 2020.

23 MR. SCHKOLNICK: Can we slow down on
24 that. That's going to be A-2. Can you mark it.

25 And can you tell me what that is again,

1 so we can have a clear record, sir.

2 THE WITNESS: Absolutely. And I'll
3 slow down once this sheet finishes loading.
4 (Exhibit A-2, Site Rendering, labeled
5 EX-1, is marked for identification.)

6 THE WITNESS: Sorry for the delay. I'm
7 waiting for the page to finish loading here. I'll
8 just go back to entering that exhibit after I
9 describe the site and proposed development.

10 The development includes 325 units and
11 almost 17,000 square feet of retail space, which is
12 fully in compliance with the Redevelopment Plan for
13 this parcel. The -- let me try to --

14 MR. SCHKOLNICK: That's not accurate.
15 Wait, wait, wait, wait, wait. There's a variance
16 involved that's -- right? You're not fully
17 complying with the Redevelopment Plan.

18 MS. KASSETTA: I think he meant the
19 breakdown of units and square footage of other uses.

20 MR. SCHKOLNICK: Got it. Okay. Thank
21 you. What is A-2 again?

22 I'm sorry, tell me what A-2 is.

23 THE WITNESS: I'm trying to -- I'm
24 trying to bring it back up on the screen so we can
25 mark it correctly.

1 A-2 is a -- it's titled, "Site
2 rendering, prepared by Stonefield Engineering &
3 Design." It is drawing EX-1, prepared April 16th,
4 2020.

5 MR. SCHKOLNICK: Thank you. Sorry to
6 interrupt.

7 THE WITNESS: No problem.

8 And what this shows, before you is the
9 proposed development. We have colorized the site
10 plan that you generally have in your package to
11 enhance -- to show the building, the parking, the
12 landscaping, and the areas that would be covered by
13 building and parking below.

14 So this is Exhibit A-2. It's the site
15 plan rendering. And, again, showing the vast
16 difference from what you had previously seen, which
17 is a car dealership and a mass parking lot.

18 What we have is we have two buildings
19 on this property. We have what we call Building A,
20 which is a mixed-use building on the eastern side of
21 the site. We have Building B, which is on the
22 western side of the site, and then we have a garage
23 structure that extends towards Locust Street.

24 Between the two developments is a
25 plaza, which we'll get into more detail, but this

1 public plaza basically serves both for some of the
 2 residents of the building, the retail establishments
 3 of the building, and also as public space for this
 4 property.
 5 I'll also briefly enter in Exhibit A-3.
 6 This is titled, "Meridia 10 Roselle Park, Roselle
 7 Park, New Jersey, prepared by Blackbird." I'm not
 8 going to speak to the architectural features of this
 9 building. But, again, to give you an image to show
 10 you what this site will look like when traveling
 11 along Westfield Avenue, you can see in the center of
 12 the page, this is the plaza that I was referring to
 13 earlier that is between the two residential
 14 structures.

(Exhibit A-3, architectural drawings
 prepared by Blackbird, is marked.)

THE WITNESS: So, again, just trying
 to give you a street-view look of the building as
 well as the aerial look, which is on A-2.

Overall, Building A, which is, again,
 the building on the plan sheet right, the easterly
 building, it'll have a total of 166 units. 133 of
 them are one bedrooms; 26 of them are two bedrooms.
 It will also have a -- at the corner, a proposed
 restaurant and coffee shop along with other

1 retail -- retail establishments.
 2 On the westerly building, that will
 3 have a total of -- total of 272, one-bedroom
 4 apartments and 53 two-bedroom apartments. That is
 5 located here on the -- oh, sorry. Building B is
 6 133 one-bedroom and 26 two-bedroom for a total of
 7 159 units. That is the westerly building. The
 8 residential is the darker orange color shown on this
 9 image here on the corner of the building itself.

Overall, that makes up a total of 272
 one-bedroom units and 53 two-bedroom units. So,
 again, a vast majority, over 80 percent of the units
 in this development, are one-bedroom units.

Both buildings will be five stories in
 height. Again, that is in compliance with the
 Redevelopment Plan.

In addition to being five stories in
 height, we also have the garage structure that'll
 also be five stories in height located along the
 westerly side of Building B. This garage structure
 -- and you'll hear more detailed information from
 the architect -- is connected to Building B.
 There's an elevator so residents that do park on the
 upper levels of the parking garage could enter
 Building B through a key fob system, which I'll

1 explain later, and have access into this structure
 2 as well.

Overall on-site, there'll be a total of
 505 parking spaces, which meets the ordinance
 requirement. It includes parking for residents,
 guests, and the commercial spaces, which include
 restaurants, coffee shops, and other undefined
 retail components.

Again, the area between the two
 buildings is a plaza, open-air plaza. It has a
 fountain feature in the center, has various tables
 for congregating along in the middle area, as well
 as landscaping, and an area that is designated for
 potential use for outdoor dining for the restaurant
 that is located in Building A.

In terms of vehicular access to the
 site, one of the big improvements to the site is the
 fact that we are tying into the traffic signal that
 is -- exists along Chestnut Street and Westfield
 Avenue. As some board members may know, the DOT is
 currently undergoing a repaving and improvement
 project along Route 28 which should be beginning
 this spring. That project includes replacing the
 signalized equipment at this intersection.

Anyone who went to this car dealership

1 in the past may remember that the driveway that
 2 exists closest to the Chestnut Street is actually
 3 offset from the intersection. It's kind of located
 4 right to the east of the stop bar as you're coming
 5 along Route 28 in the eastbound direction. And what
 6 we are doing is we're getting rid of that driveway
 7 -- it's part of the change of plan under the DOT
 8 project -- and installing a signalized driveway that
 9 lines up well with Chestnut Street across the way.

We've been working very, very closely
 with the DOT on this project. We have met with them
 on a few occasions in December to basically make
 sure that their design and our design coincide and
 work very well together. In fact, they have
 relocated, as part of their design, some of their
 signal equipment, as well as installed sufficient
 underground conduit so that when we go in with our
 driveway that there's no conflicts with new traffic
 signal equipment. We'll be able to design and build
 our leg of the intersection without any impact on
 the intersection.

One aspect we are adding as part of our
 project is we're going to be constructing a
 left-turn lane in the westbound direction to provide
 access into the driveway. This is actually, I

1 think, a big key for a private development, to have
2 signalized access along Route 28. As people know,
3 along Westfield Avenue, you often have to pull that
4 U-turn while you can on the various median openings
5 along the stretch. Having a signalized access point
6 with that left-turn arrow that basically will go
7 west -- turn green for access right into our site is
8 a key advancement to this project and this corridor.
9 No matter what would go on this property, we think
10 that's a pretty big improvement to the project and
11 this corridor.

12 That cost of installing that left-turn
13 lane and any of the other additional signal
14 equipment required is being borne by the developer
15 and will be installed following the DOT project
16 completion. This will allow, again, for access for
17 vehicles coming in the westbound direction into the
18 site; any vehicles that want to leave and head
19 westbound, perhaps going towards the parkway, that
20 will provide them a safe and efficient access point.

21 We also have an access point on the
22 westerly side of the project, generally across
23 Filbert Street. That will provide right-turn-in and
24 right-turn-out access for any potential customers of
25 the retail or the residential establishment.

1 One of the key aspects of this site is
2 that we do have a connection between the two
3 buildings. Located on the southerly side of the
4 property, you can see here there's this gray area
5 between the two buildings; that is a drive aisle
6 that connects the easterly building from the
7 westerly building. The benefit of this is that
8 anyone coming can utilize the signalized
9 intersection, even if they're turning in to head
10 towards the retail and the B development, or, if
11 they're coming in the eastbound direction, they can
12 enter via the first right-in/right-out driveway and
13 go throughout the entire site.

14 One of the other benefits of this area
15 -- and I'm going to zoom in a little bit -- is we've
16 added a loading or drop-off area in the rear of the
17 plaza that allows for drop-offs of parcels, Ubers,
18 taxis, or even if residents want to drop off
19 groceries. I believe this was the suggestion of
20 your planner. I think it was a great idea to
21 provide a dedicated area within the site itself so
22 that if someone has groceries and is looking --
23 needs to park in the parking garage over here to the
24 west, they'll be able to first park, unload their
25 groceries into the building, and go upstairs. So,

1 again, I think that's one of the key aspects of the
2 site is having that cross-site circulation in the
3 rear of the property.

4 Additionally, as part of this
5 development -- and this is an advancement based on
6 some conversations by -- with your planner and your
7 engineer, is to ensure that we have fire access,
8 safe fire access, through this site. So what we are
9 doing -- and this is a change from what is shown
10 here, but in talking with your planner we believe
11 this is something that can be engineered should this
12 board find this project approvable -- would be
13 providing an emergency access of this site onto
14 Locust Street.

15 So what that would mean is that fire
16 trucks could enter the site via the Chestnut Street
17 driveway, would be able to enter, drive under the
18 building, under Building A, head all the way west
19 towards Locust and exit onto Locust. So the Locust
20 driveway will be restricted to emergency access
21 only. It'll likely have a paver driveway that
22 connects to Locust so that only emergency vehicles
23 could be able to utilize this but it does basically
24 complete that full connection between the two blocks
25 and allows for proper fire safety and emergency

1 services throughout this corridor.

2 There'll be a 12-foot clearance along
3 the entire path so that a fire truck could travel
4 along and under the building. Again, that was a
5 suggestion of your board planner, and I believe we
6 also have spoken with your engineer to make sure
7 that -- to make sure that we would have a proper
8 site that would function from an emergency
9 standpoint.

10 MEMBER FERDINANDO: You said you've
11 given a 12-foot height on clearance through the --
12 for a ladder company?

13 THE WITNESS: The fire vehicle that
14 they believe that they would utilize for that type
15 of movement would be -- would be able to fit within
16 the 12 feet. I'm not stating that every fire
17 apparatus would be able to fit through there, but
18 whatever apparatus that we heard that they would
19 like to utilize within the site would be able to get
20 out in that direction. I imagine a ladder would
21 likely park along Westfield Avenue and engage the
22 site from the street, as opposed to going under the
23 building. I imagine maybe other emergency services,
24 you know, transport ambulances, things like that,
25 those would have enough clearance to go under the

1 building and out the structure itself.

2 MEMBER FERDINANDO: I'm on the fire
3 department; that's why I'm questioning it. Because
4 I drive one of the engines. So as long as I can get
5 it back in there and -- are they putting any
6 hydrants in the back?

7 THE WITNESS: I believe we have had
8 discussions with members of your -- I believe we had
9 a comment letter that asked for hydrants -- I think
10 it was about every 50 feet along the back, and we'll
11 be in compliance with any of the fire safety
12 comments that were made and brought up as part of
13 the review letter.

14 Just getting into the parking in
15 general, there will be a mix of parking under the
16 building itself for both retail and residential
17 components. The retail parking would most likely
18 utilize the drive aisle that is located across from
19 Filbert Street. There will also be retail parking
20 on the drive aisle as you enter on Chestnut Street
21 and also retail parking along the back of the
22 property along the southerly property line. Those
23 parking spaces would be designated as retail parking
24 only with time restrictions so that the retail
25 establishments will be able to ensure that their

1 customers will have first access to those spaces
2 when retail is busy. Most likely there will be
3 retail spaces from 10:00 in the morning to 10:00 in
4 the evening and then in those off hours likely be
5 able to be utilized by the residents. If residents
6 are using those parking spaces overnight, it really
7 does not have any conflict with the -- with the
8 retail aspect.

9 CHAIRMAN HARMS: Going -- I'm sorry.
10 I hate to interrupt, but my speaker wasn't on
11 before.

12 I just want to back up a little bit
13 with the fire truck. Did anybody meet with the fire
14 department other than just -- because I'm hearing --
15 and I know there are firemen on here. I'm kind of
16 concerned --

17 (Reporter clarification.)

18 CHAIRMAN HARMS: Okay, that's good. I
19 just have a question, though. We're having a
20 five-story building, and we have a ladder truck and
21 if, God forbid, if anything happened in the front,
22 they can have access to the building.

23 But if I'm going to the back of the
24 building and I need a fire truck back there, how
25 would we handle that? I mean, I'm sorry -- a ladder

1 truck back there for anybody in that five stories in
2 the back? They're not going to run through a fire
3 to get to the front to get out.

4 THE WITNESS: Yeah. And yes, I
5 understand your question is generally related to --
6 you're going to keep your equipment, obviously, up
7 here on the street. You also will be able to bring
8 your equipment under a building. But, obviously, if
9 there is a fire activity in the building, you're not
10 going to want to enter and have to be underneath the
11 building in that case, correct? That's your
12 question?

13 CHAIRMAN HARMS: Well, that's the
14 question, but I'm talking about the ladder truck
15 that we have here. Again, going five stories is
16 what you're saying it is, that -- if there was a
17 fire in the back of the building, I'm looking at it
18 -- is there any possibility of having a ladder truck
19 come back in that area?

20 You know, I'm not a fireman, so I'm
21 just looking at it -- I'm just looking at the safety
22 of the residents that are going to be living in
23 these, that if there's a fire on the fifth floor and
24 there's no way out, how do we get a ladder truck in
25 the back area to get up there?

1 THE WITNESS: Sure. Yes. Again, I
2 don't know if the fire official wants to speak.
3 Now, I can tell you we do not have --

4 CHAIRMAN HARMS: Hold -- hold on one
5 second. The mayor is going over to DRC meeting, and
6 he's going to explain something to me.

7 THE WITNESS: Okay.

8 MR. SCHKOLNICK: Chairman, we can't
9 hear.

10 MAYOR SIGNORELLO: Give me one second.
11 Hold on, I'm coming over. Sorry. Forgive me.

12 So I'm just walking through -- we had
13 the fire chief and -- the outgoing fire chief in the
14 DRC meeting, so I'm trying to explain a little bit
15 of some of the options that were discussed at that
16 point.

17 You know, so towards the Locust Avenue
18 -- or Locust Street side, there's public parking
19 over on one side which would give access to a ladder
20 truck; that was one option that was brought up.

21 Additionally, in the middle of the
22 building, it is public access, right? So in an
23 emergency situation, you're not worried about the
24 fountain being there or not. The fountain's
25 probably getting run over, but you could

1 theoretically put a ladder truck in the middle of
2 that building there.

3 And additionally -- this was one thing
4 we had to think about going into the first Meridia
5 building -- and I'll let Bill talk because Bill's
6 the actual fireman here. That's why he's on these.
7 On the other Meridia, should we -- a situation
8 arise, we'd have to think about potentially putting
9 the ladder truck over other buildings, and that's
10 one of the options around the enterprise, that
11 theoretically you could bring the ladder truck --
12 cantilever the ladder over the other building
13 theoretically.

14 So, you know, it's a little bit
15 creative but, you know -- Bill, I'm also looking for
16 your reaction here -- but those are some of the
17 options that were talked about in the pre-Land Use
18 Board phase, which is the DRC phase.

19 MEMBER FERDINANDO: I just put a text
20 out. I'm trying to find out how long and how tall
21 our ladder truck is. The engines, I should be able
22 to get through. They're about 11 foot, roughly.
23 They do -- the engines weigh about 45,000 pounds
24 with roughly 750 gallons of water in it. I'm just
25 trying to find out what the length of the -- length

1 of the ladder truck is and how tall -- how tall it
2 is, if we could get it through -- you know, through
3 the building if they got a height restriction of 12
4 foot.

5 THE WITNESS: Yeah. We designed the
6 building clearance for the 11-foot, I guess, truck.
7 Again, not the ladder truck to go under the
8 building. Again, I think the mayor stated that you
9 would have access to basically come through the
10 center island, that you would be able to reach that,
11 I guess, second side of construction.

12 MEMBER FERDINANDO: Right. I don't
13 know if you guys are aware, on Locust Street where
14 the property butts up to Locust Street -- are you
15 guys aware that there's a height -- the property
16 sits a lot higher than the roadway, and the sidewalk
17 is higher than the roadway also?

18 THE WITNESS: Yes. We're regrading
19 that area as part of the garage installation. At
20 one point this property and proposal actually did
21 have access to Locust, so we know that we could
22 grade at that location. I would imagine the fire
23 truck would have to make a right turn out of there
24 because I don't know about the clearance under the
25 rail bridge there. But you'd have to make the right

1 turn to come back, not that you would necessarily go
2 through Roselle to bring your fire trucks back
3 anyway.

4 MEMBER FERDINANDO: The truck does --
5 the truck does make that clearance on that bridge.

6 THE WITNESS: Okay. Good.

7 MEMBER FERDINANDO: I think it's 11-4.

8 THE WITNESS: Okay.

9 CHAIRMAN HARMS: Okay.

10 THE WITNESS: So I'll continue on

11 about the parking within the site itself. We are
12 providing 12 ADA spaces. They are --

13 MR. SCHKOLNICK: Hold on one second.

14 THE WITNESS: I'm sorry.

15 CHAIRMAN HARMS: Victor.

16 MR. VINEGRA: Hey, Matt, it's Vic
17 Vinegra.

18 THE WITNESS: Hey, Vic.

19 MR. VINEGRA: I'm looking at your
20 engineering plan. You're showing a hydrant in front
21 of Building B, an existing hydrant and a new one in
22 the parking area. How about in front of Building A?

23 I don't see any hydrants in front of
24 Building A. I see one across the street.

25 THE WITNESS: Yes. I know there's one

1 across the street near the ADA crosswalk to the
2 right --

3 MR. VINEGRA: That's a --

4 THE WITNESS: -- of the intersection.

5 MR. VINEGRA: That's a DOT highway.

6 They're not going to close that street and drag
7 hose, close down both sides of the -- is
8 there -- can you put another hydrant on the
9 eastbound lane?

10 THE WITNESS: Yeah. I don't see a
11 reason why we couldn't put a hydrant. Yeah.

12 We have the existing hydrant that's
13 located just -- and I'll point it out on the screen
14 with my marker here. We have a hydrant located
15 basically just on the corner of B here. This is the
16 existing hydrant. So if another hydrant is
17 necessary closer to Building A, that is something we
18 could --

19 MR. VINEGRA: Right there.

20 THE WITNESS: -- look into putting in.
21 Yeah.

22 MR. VINEGRA: Yeah. Across the street
23 because you don't want to shut down both lanes of
24 North Avenue -- I mean, Westfield Avenue.

25 THE WITNESS: Understood. Yeah.

1 MEMBER FERDINANDO: And possibly get
2 one or two in the back behind the buildings so I can
3 -- if I can get a pumper back there and pump from
4 back there, if I have to, it would be a lot less of
5 a stretch.

6 THE WITNESS: Yeah. I would say that
7 the best spot would likely be in the area here, this
8 grass area in the back, just because there's no
9 structure that will be blocking access to getting
10 to the hydrant. So if there would be a hydrant
11 on-site, that would be my recommended location.

12 MEMBER FERDINANDO: Generally, in the
13 cities, they run the hydrants on the streets about
14 every 500 to 600 feet apart.

15 THE WITNESS: Okay. Yeah. So, again,
16 I think we are less than -- you know, considering
17 our entire frontage is about 600, we have about
18 300 feet from this hydrant to the eastern limit of
19 the property. But, again, if there's a desire for
20 an extra hydrant to be located along that eastern
21 corner, that is something we could look at
22 installing as well.

23 MEMBER FERDINANDO: Yeah, it would
24 because, God forbid we did have a fire there, the
25 fire load would be tremendous, and we would need

1 multiple pumpers to hook to different hydrants to
2 feed different ladder companies to fight this --
3 fight a fire in a building this size.

4 THE WITNESS: Understood. And you'll
5 hear more testimony from the architect. This is a
6 fully sprinklered building. He'll discuss the fire
7 rating of the building and that as well. But,
8 again, obviously, you know, safety of the residents
9 is first and foremost when it comes to constructing
10 these buildings and having tenants.

11 So, again, if the fire -- if you guys
12 feel that a second hydrant or the second and third
13 hydrant is necessary, that's something we can
14 provide here.

15 MEMBER FERDINANDO: Okay. And I just
16 got a text about the height and the length of the
17 ladder company that the Borough currently owns. The
18 height of the rig is 11 feet, 4.25 inches. The
19 length of it is 42 feet, 2.25 inches with a gross
20 vehicle weight of 70,800 pounds, just for point of
21 reference for you guys.

22 THE WITNESS: And, again, what we have
23 shown -- and this is actually an exhibit we
24 prepared, so I guess we should mark this exhibit as
25 well. This is an exhibit -- we're up to A-4, I

1 believe -- titled, "Fire truck turn exhibit,
2 prepared by Stonefield Engineering." The date
3 prepared is April 16th, 2020.

4 (Exhibit A-4, fire truck turning
5 template, is marked for identification.)

6 THE WITNESS: What it shows is a
7 black-and-white image of the development itself, and
8 we show here in -- sorry. This is the one I want to
9 refer to. What we show here is a fire truck turning
10 into the site via the Chestnut Street driveway.
11 It's driving through. The fire truck that we
12 designed is 40 feet in length.

13 So, again, if it needs to be expanded
14 as part of the final design, that's something we
15 could ensure that the fire truck could circulate,
16 turn, and come out and make that right turn onto
17 Locust Street. And that's shown in red on Exhibit
18 A-4 before you.

19 I'm sure there will be more questions
20 about fire and fire suppression. Again, the
21 architect, when he gets a chance to testify, I'm
22 sure he will get a little more into the specific
23 features of the building and how it's designed. But
24 if there's no further questions about, I guess, fire
25 access to the building or the site, I'll just get a

1 little bit deeper into the parking discussion if
2 that works well for everybody on the Board.

3 CHAIRMAN HARMS: We can always come
4 back to this unless somebody has something that's
5 urgent.

6 THE WITNESS: Certainly. So on-site
7 we are providing 12 ADA parking stalls. They're
8 shown on Exhibit A-2 as the blue parking spaces.
9 They are located throughout the site so that they
10 could serve both the residential components and the
11 retail components of the site itself. They are
12 located, again, either near access points to retail,
13 access points to the lobby of the building, or
14 elevators themselves so that those ADA stalls could
15 be utilized by all the potential visitors to the
16 site.

17 In addition, we know that -- that the
18 Borough is very progressive in terms of the electric
19 vehicle stations. The -- our client has no problem
20 installing charging stations throughout this site.
21 They'll likely start with about 2 percent of the
22 parking spaces to be actual charging stations to
23 start. They'll also install the infrastructure so
24 that, as it becomes more adopted, the conduit's
25 already run in the garage; the conduit already

1 exists within the structures themselves so that it
2 will be easy to adopt and add electric charging
3 stations as it becomes more used. We will have
4 electric charging stations both in the retail area
5 and in the residential area so it can serve both
6 clientele that would enter through the site itself.

7 In addition to vehicle parking spaces,
8 we do have bike parking spaces. We have 25 total
9 bike parking spaces. They are located on the
10 western side of Building B and along the covering
11 along Building A up along the back of the proposed
12 fitness center in that location as well. So 25 bike
13 parking spaces to help promote means of
14 transportation other than personal vehicle driving.

15 All parking spaces on-site are 9-by-18
16 parking space -- 9-foot-by-18-foot parking spaces,
17 which is compliant with the Redevelopment Plan and
18 the New Jersey RSIS. All drive aisles are 24-foot
19 minimum which, again, is in full compliance with the
20 Redevelopment Plan.

21 Now, for residents of the building,
22 Meridia does not include parking within the rent
23 itself. It is a separate cost to residents, so it
24 does not increase parking or does not encourage
25 vehicle ownership for those individuals that do not

1 need cars. There are three bus lines that stop
2 immediately in front of the site, and there's three
3 that are within a five-minute walk of this location.
4 And you do have the train station about a ten-minute
5 walk, about a half-mile walk, north of the site. So
6 this is not a site that relies solely on people
7 driving or owning a car so, therefore, the parking
8 is not included within the rent and does need to be
9 purchased separately.

10 Every resident that does purchase a
11 parking space will have a dedicated parking space
12 given to them. So if you're a resident and you
13 purchase a parking space, you will be assigned,
14 perhaps, Parking Space Number 112, and that'll be
15 your parking space to park in every single day. So
16 there's no hunting for parking. There's no looking
17 for -- you know, having to circle the aisles to see
18 if there's a parking space available. You'll be
19 delineated and designated a specific parking space
20 to utilize on the site.

21 In addition, the parking garage itself,
22 which is located on the left-hand side of the site,
23 on the western side of the site, again, is connected
24 to Building B via an elevator. So if you park in
25 the garage perhaps on the fourth floor, you could

1 enter the elevator on Building B and then get to
2 your residential unit whether it's in Building B, or
3 you'd walk through to Building A via the outdoor
4 connection. That'll be the way that residents would
5 be able to park their cars and enter the buildings
6 themselves.

7 For security within the buildings, the
8 developer, our client, utilizes an app similar to a
9 key fob. It's called Latch. It is
10 state-of-the-art. They're utilizing it on their
11 other Roselle Park building that opened about six
12 weeks ago. Essentially, it is a phone app that
13 allows any residents who have access into the secure
14 parts of the building. It also prevents any of the
15 retail customers from accessing the residential
16 portions of the building.

17 So if you have this Latch app, you'll
18 have a specific identification. You open it up when
19 you get close to any of the doors, and the door will
20 open for you, and you'll be able to enter the secure
21 parts of the building.

22 In addition -- and, again, this would
23 likely be under the testimony given by the
24 architect, but I'll just help orientate the Board
25 regarding the operations of the building and where

1 the lobbies are. The lobbies are located on either
2 side of the fountain. So this is where the lobby is
3 -- for the Building A is located to the east of the
4 fountain, and Lobby B is located to the west of the
5 fountain. This is located in this manner so that
6 the retail frontage could be front and center along
7 Westfield Avenue so that, you know, it really can
8 become a draw and activity node, you know, showing
9 the vibrancy of this Redevelopment Plan, while the
10 residents -- they know where they're going. They
11 enter the areas closest to the fountain. There will
12 also be access into the lobby from the parking that
13 is located under the structures themselves, under
14 Structures A and B.

15 Now, there was previous discussions at
16 the earlier DRC meetings regarding the flood hazard
17 area, the elevations of these buildings. This site
18 has received an approval from the DEP. We've gotten
19 a flood hazard area individual permit hardship
20 exception on December 10th, 2018. What this did is
21 it determined that the flood hazard elevation, or
22 1 foot above that elevation, is elevation 69.83.

23 Following our latest DRC meeting, we
24 did look to raise the building and raise the
25 structure as best we can to ensure that as much of

1 the building is above the flood area. In fact, we
2 raised 90 percent of the building that was within
3 the flood out of the flood subsequent to our meeting
4 with the DRC that we had a few months ago.

5 There were previously ten doors that
6 were located within the flood, meaning they did not
7 meet that "1 foot above the flood area" elevation.
8 As part of our lifting, we were able to get four of
9 those doors out of the flood altogether, leaving
10 just six of them within the flood, and they're
11 actually the -- four of the retail doors along
12 Building B and two mechanical doors. There is no
13 door or no access point to the residential
14 components of this building that is below the flood
15 or below the "1 foot minimum above the flood"
16 elevation, meaning that we are in full compliance
17 for all residential access.

18 The retail buildings and the mechanical
19 buildings that are located within that 1 foot
20 elevation above flood will have the proper damming
21 equipment so that we will not have any flood into
22 the structure itself when we do have a flood
23 condition.

24 The only way to remedy that in order to
25 get the entire building out of the flood, we'd

1 actually have to have stairs, and we'd have to have
2 ramps along the frontage along Westfield Avenue,
3 which would really diminish the streetscape
4 improvements that we're looking to provide here
5 along Westfield Avenue, when you're talking about
6 having switchback ramps or stairs to get into the
7 retail. We felt that it was more beneficial to,
8 one, provide the safe design having all the
9 residential access above the flood and just having
10 these couple of retail doors and mechanical doors
11 within the flood. But, again, we are providing
12 these -- the necessary mitigation measures by having
13 the door dams located at those doors.

14 In addition, this, again, has been
15 approved by the DEP. So, again, their jurisdiction
16 has found that the design of this building, the
17 elevation of the building, the ground floor
18 elevations are sufficient as designed.

19 MR. SCHKOLNICK: Can you clarify: Do
20 you have to go back to the DEP? I read in the
21 review letter from Stonefield, I believe, that you
22 may have to go back to the DEP.

23 THE WITNESS: Oh, basically, we just
24 have to amend. We're above the elevation that we
25 previously had. So in terms of -- we are, I would

1 say -- whatever we got approved for before, we are
2 now in a better condition now. But we will have to
3 basically amend the approval so that the
4 proper -- the proper elevations shown in the permit
5 are consistent with this plan.

6 MR. SCHKOLNICK: All right. That's
7 it. Thank you for clarifying.

8 THE WITNESS: No problem.

9 From a drainage standpoint, again
10 taking about stormwater, the existing site, as I
11 mentioned before, was 88.1 percent impervious
12 coverage. You basically had a very, very large
13 parking lot with the exception of the green area
14 around the channel. And what it did is rain hit
15 that pavement and ran directly off there towards
16 Locust or towards Route 28, depending on which part
17 of the pavement -- which part of the site it hit.

18 As part of this development, we are
19 actually reducing the amount of impervious from
20 88.1 percent to 83.1 percent. So even if we were
21 doing nothing in terms of providing an underground
22 drainage system, we are improving the existing
23 condition because we're adding more green space on
24 the site that previously didn't exist. However, in
25 talking with your engineers and your planners, they

1 wanted us to provide additional measures to help
2 relieve any existing stormwater concerns that exist
3 that come off of this site.

4 So besides having any type
5 of -- besides removing the sheet-flow aspect, which
6 means that the water hits the ground and runs
7 directly into the road, we are collecting the
8 stormwater on the site. We are installing about a
9 quarter mile of 48-inch pipe and storing that
10 underground under this building -- under this
11 building to help release the water back into the
12 stormwater system more slowly.

13 We are -- this will actually hold about
14 118,000 gallons of stormwater should it be
15 completely full, which does meet the required
16 stormwater reductions for the two-year storm, the
17 ten-year storm, and the 100-year storm.

18 In fact, we are slowing down the flow
19 for the two-year storm by 50 percent, the ten-year
20 storm by 25 percent, and the 100-year storm by
21 20 percent, which is all the standard requirements
22 when designing stormwater.

23 So you're seeing a vast improvement
24 from a stormwater management standpoint with this
25 site when you compare the existing site -- rainwater

1 hits the pavement, goes as fast as it can to the --
2 over land, over pavement, to the DOT or Locust
3 system. Instead, we are now storing, again, about
4 118,000 gallons of stormwater in about a quarter
5 mile worth of pipe under this building and helping
6 release the stormwater in a slower manner.

7 The lighting, this site is going to be
8 completely lit using LED fixtures. The LED fixtures
9 is the best mix we find for providing safety, having
10 the proper lighting for safe movement within the
11 site, but it also helps direct lighting away from
12 areas where it should not be shown. Because it's
13 very directional, we are able to -- we are able to
14 prevent glaring or prevent spillage off of our
15 property that would be detrimental to any of the
16 nearby properties.

17 Again, this is an area that is
18 generally commercial. To the rear of our site is
19 the rail and Roselle, you know, commercial property
20 to our west, and then we have basically the
21 mixed-use, generally commercial corridor along
22 Chestnut Street. So, again, the lighting on this
23 site I don't see as being a detriment to any of the
24 nearby areas. In fact, we meet all the requirements
25 of the Redevelopment Plan.

1 Within the site itself, the parking
2 garage that we have, the five-story parking garage,
3 the existing site that our client has been operating
4 in Roselle Park utilizes a -- a sensor technology
5 within the garage where each individual light within
6 the garage has a motion sensor. So in the overnight
7 hours when there's not a lot of use on this --
8 within the garage, the lighting goes to a security
9 level lighting so it's bright enough to see from a
10 security level. But if it notices any motion or
11 activity, the lights begin to turn on. So if you're
12 driving a car up the ramps or through the parking
13 garage, you'll notice the lights will start to turn
14 on in a gradual nature as you progress throughout
15 the garage whether you're driving or walking. This
16 is both an enhancement from an environmental
17 standpoint, it does not utilize excess electricity,
18 and also helps provide the -- I believe, a best
19 management practice for providing safe and secure
20 access within the garage itself.

21 These are LED lights. They don't
22 require a warm-up phase. Anyone who's been in, you
23 know, an old gymnasium or old theater knows that the
24 older lights sometimes took a while to kind of get
25 up to speed, you know, start dark and then all of a

1 sudden get brighter over, you know, five minutes
2 worth of time. It doesn't happen with LED lights.
3 Immediately, once they're turned on or turned on to
4 their higher-level phase, they show the immediate
5 same brightness as they do if they'd been on for an
6 hour. So, again, this is, you know, the top
7 technology that could be utilized for a site like
8 this.

9 All lighting within the plaza and the
10 lighting along the street frontage, that will all be
11 downward-facing lights, so not to provide any glare
12 either to the residents within the building
13 themselves or any of the drivers along Westfield
14 Avenue. So, again, downward-lit LED lights within
15 the plaza and along the street frontage. Generally,
16 the plaza in the overnight hours will have security
17 lighting. So, you know, any activity within the
18 plaza can be seen from the street itself during the
19 overnight hours, but also would not feel like Times
20 Square if you were living in the building that --
21 the buildings that overlook the plaza themselves.

22 Same thing along the street frontage,
23 the lighting outside the restaurant and retail would
24 at least be on at the main levels for about an hour
25 after closing of the various establishments, and

1 then more of a security-level lighting at the
2 overnight hours. Again, to provide for
3 comfortability, if anyone is walking along this
4 corridor or if someone's taking their dog out, you
5 know, at 10:30 at night, they feel comfortable.
6 There's sufficient lighting. But, again, it's not
7 keeping the residents up in the building that are
8 sleeping above that, the retail establishments.

9 The landscaping, again, you see on the
10 plan here. This, I think, shows properly the
11 enhancement of landscaping we are providing on the
12 site. We have a number of street trees located
13 along the Westfield Avenue frontage. We have trees
14 as you enter the sites themselves. In the plaza we
15 have trees. We are sufficiently shielding our
16 transformer that is located behind the fountain.
17 So it's blocked by not only the fountain but then
18 shrubs growing around the -- around the transformer
19 as well. Within the landscaping --

20 MAYOR SIGNORELLO: I'm sorry. Matt,
21 can I ask a super quick question?

22 THE WITNESS: Sure.

23 MAYOR SIGNORELLO: So I don't know if
24 you remember when we were at DOT, they had some
25 issues with the -- so I want the trees up front,

1 right? But they had some issues with sort of -- I
2 don't remember -- the line of sight as you come out,
3 given the four-way intersection.

4 Did they give the okay -- "all okay" on
5 this? Like, is this kosher having the tree line out
6 front? I mean, I want it, right? But I also don't
7 want any headaches with DOT.

8 THE WITNESS: So where we are --
9 MAYOR SIGNORELLO: Yet.

10 THE WITNESS: -- with the DOT -- and
11 we'll get into the traffic engineering in a minute.
12 This might be a good transition to it.

13 Where we are with the DOT is that we
14 have resubmitted to the DOT the major access package
15 that includes the fourth leg of the intersection.
16 As you remember, we previously didn't have this, so
17 we had to resubmit the full traffic study and
18 analysis with this fourth leg of the intersection.
19 Traffic analysis-wise, they blessed it -- as you
20 stated, the line of sight.

21 Now, the one benefit we have is that
22 the driveway at the signal, from a line-of-sight
23 perspective, all you need to be able to see is the
24 signal equipment. So there's no trees that block
25 your view of signal equipment. If this was a stop

1 sign and you could look to the left, that's when you
2 kind of run into the issue with the street tree
3 because the trees are kind of blocking your
4 visibility. Because this signal is in a pretty good
5 position, at our other driveway where we do have a
6 stop sign condition, that one, as you can tell, we
7 do not have any trees located to the west of that
8 driveway so we have a clear line of sight coming out
9 of there.

10 Now, that said --

11 MAYOR SIGNORELLO: Do you remember the
12 guy was, like -- the guy was, like, If we're going
13 to give you this, can you get rid of a couple trees?
14 And I was, like, C'mon, man. You're taking away
15 more trees? So okay. That's good to hear that we
16 got that solved.

17 THE WITNESS: And again, this is what
18 we've shown in the DOT plan because, like you, we
19 want a nice streetscape. We want these trees here.

20 I know DOT. They like to go back and
21 forth. If you want decorative pavers, they want you
22 to be responsible for maintaining it. "You" meaning
23 the municipality. They don't want to have anything
24 special. They don't want to have trees that, you
25 know, if they need to keep cutting it if it's

1 overgrowing onto the roadway.

2 So, again, we've specifically called
3 out trees that we think are properly located on the
4 street like Route 28. Again, DOT may come back, and
5 they may want a different species of tree, or they
6 may say, Listen, we'll give you six trees; you can't
7 have eight, you know, something like that.

8 We haven't gotten to that point where
9 we've gotten the final plan for them to approve on
10 the streetscape. We've submitted to them, but we're
11 waiting for them to finish their review of it. But,
12 again, this is our plan. This is what we're going
13 for. You know, kind of teaming with the
14 municipality, this is what we think works best from
15 a streetscape point of view.

16 MAYOR SIGNORELLO: Okay. Cool.

17 THE WITNESS: But there's no inherent
18 safety, I would say, from the streetscape that we've
19 designed. It'd be more maintenance and laziness
20 from a DOT point of view.

21 MAYOR SIGNORELLO: Great.

22 THE WITNESS: But that would be their
23 issue, if they have one, from a DOT standpoint.

24 So, again, I guess it might be a good
25 time to jump into the traffic aspect of this

1 application. As part of this project, we did a --

2 MR. VINEGRA: Real quick.

3 THE WITNESS: Sure.

4 MR. VINEGRA: It's Victor Vinegra.

5 Could you go over one more time the retail parking
6 again? I'm sorry.

7 THE WITNESS: Sure. Absolutely. And
8 I think --

9 MR. VINEGRA: Use your highlighter.

10 THE WITNESS: Absolutely. And I'll
11 also -- one thing that you would have heard from the
12 architectural testimony that I think will help
13 answer some of these questions, is the fact that at
14 this point we do not intend to have any customer
15 entrances in the rear of the retail or the rear of
16 the restaurant, as it is currently designed. So the
17 only way to get into the retail establishments would
18 be through Route 28 or through the plaza itself.

19 So what we found is the most ideal
20 parking spaces for retail would be the -- I believe
21 it is 16 spaces located along the westerly drive
22 entrance because they're right close to Westfield
23 Avenue. We felt that the 24 spaces as you enter the
24 driveway on Chestnut Street -- because, again, those
25 customers, they park there. They walk right out to

1 Westfield Avenue. And then we felt that the 17
2 spaces in the rear of the buildings is actually an
3 ideal spot because they could enter the plaza and
4 get to Westfield Avenue about as easy as possible.

5 Our fear was if we park some of these
6 retail spaces kind of in this corner or this L shape
7 of the retail and they have to walk all the way back
8 to the back drive aisle and then back up the plaza;
9 that's not really convenient for the retail. So we
10 wanted to find the spaces that we felt would be the
11 most convenient to retail. Everyone's going to come
12 in. They're going to use this back drive aisle, so
13 they're going to pass these parking spaces. Why
14 don't we assign them as retail, and then, if they
15 park here, they walk right through the plaza to
16 their retail establishment or back up the drive
17 aisle to their establishment. They're not kind of,
18 like, trapped in this "no entrance" area to the
19 retail establishments.

20 So that was our thoughts. If we did
21 have back entrances to the retail, we may think
22 about that differently. But looking at the
23 architectural plans, the only doors that we have
24 back there are either trash doors or kind of
25 emergency access doors, and they're not, at this

1 point, intended to be made entrance doors for these
2 establishments.

3 MR. VINEGRA: Matt, how about the
4 employees of the retail, the employees of the
5 building? Can we throw them up on the least
6 desirable spots on the roof?

7 THE WITNESS: I would actually -- I
8 wouldn't even say the roof. I want to put them down
9 here on the western side closest to Locust. I think
10 that is probably the least desirable spaces. That
11 is --

12 MR. VINEGRA: And how many spaces
13 would that be? How many spaces would that be?
14 Would that be -- right now you have one-to-one per
15 unit assigned space, right?

16 THE WITNESS: We would be --
17 generally, we give one parking -- well, again, it's
18 not included within the rent itself, but I would
19 say, generally, it's one-to-one. Generally, I would
20 say one-to-one. We provide 1.25 per unit. So
21 one-to-one for residents and then a couple for guest
22 parking.

23 MR. VINEGRA: Now, that -- so that .5,
24 that would include the employees also, kind of like
25 a general spot?

1 THE WITNESS: Yeah. The employees,
2 when we look at the parking requirements for your
3 retail and restaurants, I think we're -- about 99
4 parking spaces are required. From that requirement,
5 I would assume about 15 of them most likely would be
6 employees, and the rest will be customers. So out
7 of the 99, you're talking about 84 spaces for actual
8 retail customers, and the remainder being for the
9 employees of the retail or restaurants, which,
10 again, I would likely park them in this corner here
11 furthest down closest to Locust Street.

12 MR. VINEGRA: Yeah. Because right
13 now, if I do the math real quick, you got 16 spaces
14 in the northwest lot --

15 THE WITNESS: Yes.

16 MR. VINEGRA: -- 17 under Building
17 B --

18 THE WITNESS: Yes.

19 MR. VINEGRA: -- and 24 under Building A.
20 That gives you 50 --

21 THE WITNESS: And another 17 in the
22 back -- this back aisle on the building on
23 Building A we'd also include.

24 MR. VINEGRA: Oh, okay. Another 17.
25 Good.

1 THE WITNESS: So another 17 there.
2 And, again, if we want to, there's a few, you know,
3 odds and ends spaces. Maybe these two, you know, a
4 couple in this row perhaps. But, again, I think the
5 idea is that we want to have somewhere between 70
6 and 85 for actual retail customers, and the
7 remaining retail dedication would be for employees,
8 and we would -- like you said, Victor, I would throw
9 them to the western side of the property.

10 MR. VINEGRA: So Building A is really
11 the concern on the parking. Are you going to
12 assign, do you think right now, any parking spaces
13 under Building A to renters?

14 THE WITNESS: I would assign the 12
15 spaces located on the eastern side.

16 MR. VINEGRA: Okay.

17 THE WITNESS: And I would assign the
18 12 spaces that are located -- I guess this is the
19 westerly drive aisle onto the building. And then,
20 again, we have a number of ADA spaces. I can't say
21 they're all going to be assigned, but there looks
22 like there's about three standard spaces and then,
23 you know, whatever ADA is needed from the residents
24 of Building A would likely be under that building.

25 So, again, if you are looking at

1 numbers, you're looking about maybe somewhere
2 between 24 and, you know, 30 spaces for residents of
3 Building A under Building A.

4 MR. VINEGRA: I like what you're doing
5 in that you can give directional signage to -- you
6 know, to the 17 spaces along the rear, just have the
7 cars go right through right back there. So that
8 should be fine.

9 THE WITNESS: Yeah. Exactly. To me,
10 the retail customers, they should be making a U on
11 the property. They should be coming in using this
12 back aisle, come in this aisle or vice versa, and
13 that should really be their parking as well. It's
14 the easiest round for them to travel in, easy to
15 sign, gives the wayfinding to have them come out.

16 I don't want them traveling -- making a
17 wrong turn down, you know, any of the parking
18 garage. But if we can kind of keep them in that U
19 loop, I think that's the best place for them to be.

20 MR. VINEGRA: And I think I'm going to
21 make the statement for the board members: What we
22 call wayfinding, we can -- the engineer and the
23 architect, along with the developer, will come up
24 with maybe signage, almost like a mini map when you
25 pull in there showing you where retail could park.

1 Because, obviously, when you have an assigned space,
2 you know where your assigned space is because you're
3 paying for it, you know where it is. But what we'll
4 do for the board members, we'll do a little sign
5 package eventually called wayfinding that shows you
6 where you can park. So as soon as you pull onto the
7 site, there'll be a sign -- there'll be signage
8 telling you where retail can park.

9 THE WITNESS: Correct.

10 MR. VINEGRA: So that's called
11 wayfinding.

12 THE WITNESS: Yep.

13 MR. SCHKOLNICK: Matthew, I take it
14 that you have an initial concept, but you want some
15 flexibility built into that. So it might not be a
16 static for old times' sake; is that fair or is it
17 something you think you just designate it and that's
18 it for the project?

19 THE WITNESS: Again, I think we can
20 designate that U of parking as a visitor or -- not
21 visitor -- as customer parking. Again, depending on
22 the tenants of the building, depending on the
23 residential, you know, mix, if there are additional
24 parking spaces that are necessary one way or the
25 other, I think there will be some flexibility as

1 this site kind of ramps up.

2 But the one thing we do want to make
3 sure that we provide is that the retail parking
4 should be dedicated for them when the retail is
5 open. To me, it's a waste of parking if we dedicate
6 parking for retail and they're not -- during time
7 periods that they're not open.

8 So ideally, I would have retail parking
9 from 10:00 a.m. to 10:00 p.m., again, just knowing
10 how retail tends to peak. And then the overnight
11 hours, if someone, you know, needs to utilize one of
12 those other parking spaces -- you know, a resident
13 comes back, you know, doesn't throw their car in the
14 parking garage, they'll be able to park there, and
15 as long as they move their car before 10:00 a.m. the
16 next day, I think that's, you know, probably the
17 most practical way to manage parking within a
18 mixed-use development like this.

19 MR. VINEGRA: And, Rich, what we could
20 do is there could be language, if there is a
21 positive resolution, in the -- if there is some type
22 of an approval, there could be language in there
23 that they can make modification to the parking
24 without having to go back before the Board if it's
25 approved by both the engineer and planner. This way

1 it gives them some flexibility. As long as they,
2 you know -- they keep the numbers the same way, if
3 they wanted to move a space or two, they don't have
4 to come to the Board every two seconds, you know?

5 There could be some language in there
6 if the Board doesn't mind that language.

7 THE WITNESS: So, again, I was going
8 to jump into a little more of the traffic
9 engineering in case -- unless you want to split up
10 the questions or you want to take a break. I'll
11 leave it up to the Board. I'm very easy to roll
12 right into the traffic engineering and level of
13 service discussion.

14 CHAIRMAN HARMS: Let's -- at this
15 point, it's 7:30. We've been at it for an hour and
16 a half. Let's take a five-minute break. What do
17 you think? All right. So we'll have a five-minute
18 break.

19 (A recess is taken.)

20 CHAIRMAN HARMS: I'm going to call
21 everybody back into order here. Are we on? Okay.
22 We're going to call everybody back on.

23 Okay, we can start again.

24 THE WITNESS: Great. So I don't know
25 if we want to take a break for questions or just

1 keep going with traffic engineering, I guess is the
 2 question.
 3 CHAIRMAN HARMS: Yeah, let's just keep
 4 on going.
 5 THE WITNESS: Okay. Perfect.
 6 MS. KASSETTA: Matt, if I could ask --
 7 CHAIRMAN HARMS: I'm sorry. Bill, you
 8 had a question?
 9 MEMBER FERDINANDO: Yeah, I have one
 10 quick question. Before when you were addressing the
 11 height restriction for going -- for the fire trucks
 12 going under the building, what was the height that
 13 you would give us?
 14 THE WITNESS: We're going to have a
 15 12-foot clearance under there.
 16 MEMBER FERDINANDO: All right. 12
 17 foot? Okay. Because I was thinking 11 foot, but I
 18 was like, My ladder's not going to make it. But
 19 yeah, 12 foot, we're good. And that should -- most
 20 ladders in the county will make that.
 21 CHAIRMAN HARMS: Okay. Good. That's
 22 a good point. Thanks, Bill.
 23 BY MS. KASSETTA:
 24 Q. Matt, one follow-up before we move on
 25 to traffic: I know you mentioned the setback

1 generally just buffers for the channel itself and
 2 not any adjacent buildings on the property or
 3 significantly close. But yeah, this is where we
 4 have that deviation is located because we have this
 5 kind of weird L-shaped property, and we're kind of
 6 narrow on the width here, then in order to get that
 7 parking garage ramp in, we have that deviation for
 8 the redevelopment at 2.7 feet, that little strip of
 9 green between the ramp and the property next door.
 10 Q. Thank you. And in that area, just
 11 highlight for the Board what's on the other side of
 12 the property line as shown on that sort of aerial
 13 that you have there.
 14 A. Yeah. Again, it is basically the
 15 green buffer around the channel itself. And I'm
 16 zooming in on -- I believe this is A-2. Again, no
 17 building, no structure. It's really almost like an
 18 undevelopable piece of land because of the channel
 19 that divides the western side of the Mavis property
 20 and the eastern side of the Mavis property. So it
 21 really is a setback on a piece of a parcel that is
 22 undevelopable, at least from my review from the DEP
 23 standpoint.
 24 Q. Thank you. I just wanted to make sure
 25 we were clear on that.

1 variance or I did, or both. If you could just walk
 2 the Board through and emphasize that one area where
 3 the setback doesn't comply, and just confirm that we
 4 comply with all of the other bulk requirements.
 5 A. Yes. So the setback variance that we
 6 have here -- and I'm just going to read it from the
 7 plan. We're required to have a 5-foot minimum side
 8 yard variance -- side yard setback, and we provide
 9 2.7. The area where we're 2.7 -- and I'm going to
 10 highlight this on the plan -- is in this area here,
 11 basically near the channel where we have the ramp
 12 that goes up to the garage. Now, we tried to --
 13 we're trying to balance here, obviously, the proper
 14 number of parking spaces, which we meet, the drive
 15 aisle dimensions which we meet, the parking space
 16 dimensions, which we meet. And in order to provide
 17 all that, we basically need to have a ramp that goes
 18 up to the upper levels of the parking garage in this
 19 close proximity to the rear of the -- the rear of
 20 the Mavis property.
 21 Now, again, I'm not the planner on this
 22 application. You'll hear from our planner. But,
 23 again, when you look at what it impacts, again, it
 24 does not seem to significantly impact the difference
 25 between 5 feet or 2.7 feet in an area that is

1 A. Thanks for circling back around.
 2 MEMBER SIGNORELLO: I have a
 3 question --
 4 THE WITNESS: Sure.
 5 MEMBER SIGNORELLO: -- about the
 6 transformers. You have by the drop-off zone
 7 there --
 8 THE WITNESS: Yes.
 9 MEMBER SIGNORELLO: -- above-ground
 10 transformers. So usually this is an underground
 11 electric zone, and usually there's not above-ground
 12 transformers in the underground zones. This is an
 13 underground electric zone. So I don't know if you
 14 have a plan set up for that already or...
 15 THE WITNESS: Yes. I think you're
 16 referring to the fact that along Westfield Avenue
 17 you don't normally see utility poles above ground.
 18 It's basically carried below ground in that area.
 19 And your question is how are we
 20 connecting service to the back; is that the
 21 question?
 22 MEMBER SIGNORELLO: Correct, yes. And
 23 these transformers, they're usually typically
 24 installed by cranes. So when the transformer is
 25 delivered, it's going to be on a flatbed. You might

1 want to check the height that the utility will have
 2 when they bring the transformers. You got to work a
 3 crane in that area also.
 4 THE WITNESS: Yeah. I mean, again, we
 5 -- it depends on when we stage the transformer
 6 installation versus the rest of the development.
 7 It's possible that we bring the transformers in
 8 before the landscaping is done on the plaza itself,
 9 so basically you could just pull a straight shot.
 10 Right in here, I believe we have the same
 11 transformers set up here as we do at the site that
 12 just opened about six weeks ago, and I believe
 13 that's an underground electric system as well with
 14 above-ground transformers. So I think that was the
 15 plan, to utilize, you know -- to have a similar
 16 operation there as we do here. But, again, we will
 17 coordinate with the electric company here for the
 18 exact transformer specification. If they won't
 19 allow for above ground on this site, we'll have to,
 20 I guess, do more of a transformer pit, if that's
 21 required.
 22 MEMBER SIGNORELLO: So the ones down
 23 the street are inside vaults, inside rooms.
 24 THE WITNESS: Okay. So --
 25 MEMBER SIGNORELLO: If you went with

1 the above ground, however, you know, during the
 2 night if there's a failure, you'd have to replace
 3 those transformers, and then you would be driving
 4 through a fountain, basically.
 5 THE WITNESS: Got you. Okay. Yeah.
 6 So in that case, again, we would talk to the
 7 electric company. If we're required to do the vault
 8 rooms, then I guess that's the design we're going to
 9 have to do for this site as well.
 10 MEMBER SIGNORELLO: Okay. Thank you.
 11 MR. VINEGRA: And, Matt, I have a
 12 question on that too. We spoke about this at DRC.
 13 And your plans have been revised, but you're showing
 14 the poles uniting the building overhead electric.
 15 On your Sheet C-7, you're showing overhead electric,
 16 if you go to your C-7, not your rendering.
 17 THE WITNESS: Yeah. No. I got it in
 18 front of me on the plan.
 19 MR. VINEGRA: Yeah. So your plan does
 20 not show that you utilize drop coming from those
 21 poles, but leaving those poles in. And as I spoke
 22 to you before, Public Service does not permit any
 23 building within 10 feet, using the Proximity Act.
 24 So that's -- the poles either have to get -- be
 25 removed or the building has to move.

1 THE WITNESS: Right.
 2 MR. VINEGRA: You can't have an
 3 electric pole within 10 feet of the building.
 4 THE WITNESS: You are correct. We'll
 5 have to remove the pole line that runs in the rear
 6 of the site in that case.
 7 MR. VINEGRA: Okay. So yeah. So
 8 either you're going to run that underground or
 9 removed, yes.
 10 THE WITNESS: Yep.
 11 MR. VINEGRA: I don't think it services
 12 much back there though, Matt. I don't think there's
 13 anything coming off that pole.
 14 THE WITNESS: Yeah. I don't know if
 15 it's a historic service line for this site or -- you
 16 know, again, this used to be a train station. You
 17 know, this could have just been a -- you know, an
 18 easement of lines that ran along the train to some
 19 other site down the street here. But I'll --
 20 MR. VINEGRA: Okay. One other issue
 21 that wasn't on the plans before that is on there
 22 now, right down the middle of the plaza on Sheet C-7
 23 you have all your utilities -- the sewer, the
 24 electric, the water, and the gas. The issue with
 25 that is, if I'm doing work in the area and I have to

1 call for a mark out, every week there's going to be
 2 new paint right down the middle of that new plaza,
 3 and you got a sewer manhole right in the middle of
 4 that plaza.
 5 I wonder if those buildings can be
 6 disconnected from a common line and each building
 7 tied in separate?
 8 THE WITNESS: Well, I know from a DOT
 9 aspect, the DOT normally looks at each development
 10 and only allows one connection per utility into the
 11 roadway. Now, I -- you know, obviously, there's a
 12 little extra cost that I don't think is anything
 13 that we would, you know, have an issue with to have
 14 two connections to DOT, put the services within the
 15 DOT roadway. But I think that is the main reason
 16 why we went with the single line. Because I know
 17 I've had even issues -- I know we're showing a
 18 separate fire line from a waterline, but I know I've
 19 had issues on other smaller sites where they
 20 basically want everything to -- you know, one
 21 connection to the street and then split off from
 22 there.
 23 So, again, maybe there's something else
 24 that we can do that we get one line in, not that
 25 pulls all the way into the plaza itself, but maybe

1 we split it closer to the property lines and then
2 split it around so it doesn't come right down the
3 middle. That would likely be a fix. But, again, I
4 have no problem working with your office or Neglia's
5 office and working on the condition.

6 MR. VINEGRA: Yeah. Because this way
7 we can move that manhole. I'd rather have the
8 manhole right against the curb so it's not --
9 because what happens is every time -- because, you
10 know, you have to do 1-800-DIG. So if a small-time
11 contractor is doing a little repair, then they'll be
12 painting up our plaza every two seconds.

13 So you don't have any problem with
14 getting that corridor shifted somewhere else, not in
15 the middle of the plaza, the building corridor?

16 THE WITNESS: Again, I think we're
17 only going to be allowed one connection to the -- to
18 all the lines of the DOT roadway, but it's possible
19 we could split it differently so that it doesn't
20 come right down the most prominent portion of the
21 nicest -- you know, one of the nicest features of
22 the project.

23 MR. VINEGRA: Okay. So do you agree
24 to relocate that corridor?

25 THE WITNESS: Yeah. Again, this is

1 the area in question on A-2.

2 MR. VINEGRA: Yes.

3 THE WITNESS: There's a utility
4 connection that basically runs -- you can actually
5 see the saw cut line that we're showing on the
6 plans. This dashed area is where we're collecting
7 all the utilities from the road, and we're bringing
8 it into the site and then splitting it. Basically,
9 it shares the site. We may be able to split it in a
10 different location that is less prominent than the
11 main thoroughfare towards the fountain.

12 MR. SCHKOLNICK: Okay. So a condition
13 of approval would read something like, The final
14 utility corridor location to be agreed upon with
15 Borough professionals. This gives us some
16 flexibility to --

17 THE WITNESS: Yes. And I think also
18 DOT has jurisdiction here as well.

19 MR. SCHKOLNICK: Understood.

20 MR. VINEGRA: One more thing, Matt.
21 There was some discussion about possibility of
22 having the backup generator not for the entire
23 structure, just up for some things. Would it --

24 THE WITNESS: Again, I spoke to the --

25 MR. VINEGRA: Is that a --

1 THE WITNESS: I spoke to the -- I'll
2 answer that, I guess.

3 I spoke to the applicant about it.
4 They stated that on their other sites they do not
5 have a backup generator. They do have, obviously,
6 backup power, you know, that hits your normal life
7 safety aspects -- the lighting in the hallways, the
8 stairwells, you know, those type of features. And
9 that's what they have been providing at their sites,
10 at their other locations. They haven't had the need
11 or found the need to provide for, you know, that
12 level of separate emergency generator besides that.

13 I do know that, again, they have had a
14 number of developments that are equal or larger size
15 than this and, again, have not found the need for an
16 emergency generator besides the standard, kind of,
17 battery backup emergency life -- life emergency
18 services.

19 MR. VINEGRA: Instead of -- instead of
20 a generator, would a house -- to supply the house
21 electric, can you have just a connection so you
22 could hook up a portable generator to it?

23 THE WITNESS: Yeah. You're saying
24 like a transfer switch type of setup?

25 MR. VINEGRA: Yeah, a transfer switch

1 and a plug-in. This way, if the owner wants to
2 bring in a portable generator, they can.

3 THE WITNESS: Yeah. I think that's
4 fair. I think we could locate one on the site or
5 two depending on which, you know, building it would
6 be located on.

7 MR. VINEGRA: Okay.

8 THE WITNESS: I think that's fair.

9 MR. VINEGRA: Go on to traffic.

10 CHAIRMAN HARMS: Do you want to go on
11 to traffic now?

12 THE WITNESS: Sure. And, again, I
13 think that I spoke about a lot of the traffic
14 aspects earlier on in the project, whether it's the
15 signalized intersection at Chestnut Street or the
16 parking that we're providing on-site. We just
17 wanted to let the Board know that, again, we did our
18 typical due diligence with applications in terms of
19 doing traffic counts on the roadways back in April,
20 2018, which obviously had very different traffic
21 volumes than April, 2020. But we did those counts,
22 your typical morning and evening peak hours from
23 7:00 in the morning to 9:00 in the morning, from
24 4:00 p.m. to 7:00 p.m., and on Saturday, on
25 April 21st, 2018, from 11:00 a.m. to 2:00 p.m.

1 What we found is that the busiest hours
 2 on the roadway, 7:30 in the morning to 8:30 in the
 3 morning -- that's your typical morning peak hour,
 4 traffic basically traveling east and westbound on
 5 Westfield Avenue. You got that westbound move
 6 heading towards the parkway. 4:45 to 5:45 is your
 7 evening rush hour in this area. And then on
 8 Saturdays it was 11:15 to 12:15, your typical kind
 9 of Saturday -- you're running your errands -- type
 10 of rush periods. And we analyzed our driveways as
 11 well as the intersections of Chestnut Street and
 12 Westfield Avenue, and Locust Street and Westfield
 13 Avenue to determine what the level of service would
 14 be at those sites with the addition of the traffic
 15 from our development.

16 Now, it's important to note that this
 17 site, I think, is prime to be utilized as a
 18 mixed-use development because of its close proximity
 19 to mass transportation. I think Roselle Park, along
 20 with many other municipalities along this corridor,
 21 has recognized that, you know, transit-oriented
 22 development is kind of key towards rejuvenizing your
 23 retail and residential base.

24 And along this side frontage here, you
 25 have three buses that stop along the frontage

1 including one of the buses that goes to Manhattan;
 2 that's the 113. You've got the 58 and the 94 that
 3 also stop along the frontage. A little more
 4 localized heading, whether it's to Union, Cranford,
 5 Bloomfield, Linden. Then again that 113 that goes
 6 into Port Authority. And then, about a third of a
 7 mile away, you have the Route 59 and the Route 112
 8 bus. Again, also could be utilized for
 9 transportation either locally or to the City. And
 10 then you do have the Roselle Park train station
 11 about a half mile away just to the north of this
 12 site.

13 So, again, this is a site that we
 14 believe, and based on a number of Meridia projects
 15 that we've worked on or have studied following their
 16 opening, that a number of the residents of a
 17 building like this would utilize mass transportation
 18 instead of their own cars when they commute on a
 19 daily basis.

20 But we did account for the trips that
 21 we would generate from this site. Again, you have
 22 all the westbound traffic entering making this left
 23 turn into the driveway into Building A; all the
 24 westbound traffic leaving, making a left turn back
 25 to Westfield Avenue heading towards the Parkway;

1 eastbound traffic either exiting or entering the
 2 westerly driveway or, again, if you missed that
 3 driveway for some reason, you could enter and exit
 4 the second driveway, the signalized driveway, as
 5 well. And what we analyzed and found was that the
 6 increase in delay at all these intersections would
 7 be no more than four seconds more than what you
 8 would experience today.

9 So when you're talking about the
 10 rejuvenation of this corridor and this property, and
 11 the impact of traffic is no more than three or
 12 four seconds of delay, which is, you know, maybe one
 13 car -- I mean, and a traffic signal in the busiest
 14 hour, you know, that's probably the amount of time
 15 that it -- that it takes for someone to realize that
 16 the person in front of them is texting someone --
 17 you beep them -- and that's the amount of time of
 18 additional delay that we're going to have along this
 19 corridor with the addition of traffic generated by
 20 this site.

21 This site itself also in serving --
 22 having both retail components -- a coffee shop, a
 23 potential restaurant here, a business center, a
 24 fitness room for the residents -- the point is for
 25 the residents who live here to become part of the

1 community and not necessarily need to drive to run
 2 their errands. They'll have retail opportunities
 3 just downstairs of their building. They'll be able
 4 to work out in their building and use the business
 5 center in their building. And then, besides that,
 6 they become walking pocketbooks for the other
 7 establishments along Route 28, whether they're
 8 utilizing the Little Caesars; they're utilizing the
 9 various restaurants and bars as you head on the
 10 north side of Route 28 here.

11 Again, that's, you know, really the
 12 part of the rejuvenation that this adds to; it's not
 13 just a minimal amount of increased vehicular
 14 traffic, but hopefully the increase of pedestrian
 15 traffic. I think that's when you start seeing a
 16 benefit to the corridor when you're seeing the
 17 pedestrian traffic starting to walk along the new
 18 site frontage and walk along on both sides of
 19 Westfield Avenue.

20 Again, as part of this site, we're
 21 providing that dedicated left-turn lane into the
 22 property, a left-turn arrow for left-turn access
 23 into the property. That provides the most
 24 efficient, the safest means of getting from one side
 25 of Westfield Avenue to the other.

1 Again, having someone who's driven
2 along this corridor a number of times, you know,
3 it's -- it feels a lot more comfortable to know that
4 you're going to have a light that tells you when to
5 make that turn as opposed to trying to guess the gap
6 in traffic to swing that U-turn or swing that left
7 turn, often into a misaligned road. It will be in
8 line with the median opening.

9 So, overall, from a traffic impact
10 standpoint, I think we can conclude that the
11 off-site traffic impacts from this type of
12 development, this redevelopment, is not a
13 significant increase in delay. The driveways we
14 have designed are efficient. We think they're the
15 safest type of driveways that can be designed. We
16 think we have balanced pedestrian, bicyclist, and
17 vehicular access at the site driveways, as well as
18 providing services on-site that will help encourage
19 pedestrian activity, encourage bicycle activity, and
20 also will help promote and rejuvenize this side of
21 the downtown corridor.

22 So overall from a traffic standpoint, I
23 think I can conclude that the off-site traffic
24 impacts are minimal or de minimis.

25 On-site, we spoke about the parking,

1 how this is a mixed-use development with a balance
2 of retail and residential parking. We do meet your
3 requirements, but I will state at the New Jersey
4 RSIS, the Residential Site Improvement Standards,
5 would typically require a lot more parking than what
6 we are providing on-site. However, the RSIS does
7 allow for boards, like yourselves, to consider local
8 standards. And I think that there's no easier or no
9 cleaner way to see that you guys have adopted a
10 local standard here. You guys have adopted a
11 Redevelopment Plan that looked at the likely tenants
12 of the building, especially one that has such a high
13 percentage of one-bedroom units, that has good mass
14 transit, and that would serve and be part of the
15 downtown community here in Roselle Park. And I
16 think, looking at the fact that you guys have
17 adopted a 1.25 parking space standard per resident,
18 per unit, shows that you guys have found that the
19 RSIS standard, the state standard, that would apply,
20 whether this is a development in Hoboken or Warren
21 County, doesn't necessarily apply right here in
22 Roselle Park. And I think that your standard is
23 likely to be more in line and more appropriate for
24 development in this location.

25 So I think that, should there be any

1 RSIS de minimis exception needed, I think that there
2 has been sufficient support both from the applicant,
3 as well as from the governing body in the fact that
4 you guys have recognized that a lower parking
5 standard is appropriate here.

6 CHAIRMAN HARMS: Okay. If you're
7 complete, I'll ask if there's any -- from the Board
8 members, if there's any questions that you have on
9 any of the topics that were spoken. We can do it
10 now, please.

11 MR. SCHKOLNICK: And, Chairman, we'll
12 talk about the architect in a few minutes, but why
13 don't we make a little game time switch. Let's have
14 the questions from the board members, and let's try
15 to go to questions from the public after that, if we
16 can.

17 CHAIRMAN HARMS: Correct. That's what
18 I was going to do. And, yeah, so let's go with the
19 board members. You're right, Rick. Let's go with
20 the board members.

21 MR. SCHKOLNICK: Okay. And members of
22 the public, you can email your questions in. Again,
23 I'm just directing you to the Borough administrator
24 at acasais@rosellepark.net. That's
25 acasais@rosellepark.net.

1 And the person who is administering the
2 call tonight, he's going to have a methodology
3 also -- I forgot exactly how he's going to do it --
4 where you can ask a question.

5 Right, Michael?

6 MR. PRAWETZ: Yeah, that's correct.
7 We'll unmute the lines for the public once that
8 questioning is available.

9 MR. SCHKOLNICK: Okay. So we're going
10 to have questions from the board members and then,
11 public, you will have an opportunity as well to
12 either ask a question or make a comment about the
13 application on what you have heard so far.

14 MR. PRAWETZ: Right.

15 CHAIRMAN HARMS: Okay, board members.

16 MEMBER NITCHE: Yeah. What's been
17 your experience in your other properties where you
18 sold the parking separately? What percentage of
19 your population don't buy?

20 THE WITNESS: So, again, the
21 applicant, this is their standard design, is to
22 basically detach the parking from the rent and then
23 charge it separately. What they typically see is
24 that it helps reduce unneeded cars. If someone
25 really doesn't need to have a second car, and they

1 only -- they only have one, it kind of helps reduce
2 or helps them make their decision if they don't have
3 to pay the required fee.

4 I will say, in general, it depends on
5 the site. They have a couple sites that are located
6 in Linden right next to the train station. It has a
7 little bit less car ownership just because it's --
8 you know, you step right outside and you're at the
9 train station. But we typically have seen about a
10 one-to-one parking ratio. You have about each
11 resident purchasing a parking space, in general,
12 when you look at their varied sites throughout
13 northern and central New Jersey. So we typically
14 see, again, a purchase of one-to-one.

15 This being an area where there's really
16 not a lot of, I would say, convenient overnight,
17 on-street parking, we would expect people that have
18 cars to purchase parking.

19 There are other areas where they may
20 have a site where there's easy parking available on
21 the streets nearby, you can park overnight on the
22 streets nearby, and in those areas you may see a
23 couple people try to find it out on the street.
24 But, again, this is a corridor that has metered
25 parking, more of a commercial corridor that we're

1 located on here. I don't see many residents
2 choosing to try to find it out on the street;
3 instead they'll likely park in the lot themselves.

4 MEMBER NITCHE: Okay.

5 MAYOR SIGNORELLO: Hey, Matt, could I
6 ask a quick question on this?

7 THE WITNESS: Sure.

8 MAYOR SIGNORELLO: So I guess this
9 is -- you know, this is a new type of development
10 for Roselle Park. You know, Meridia 1 is kind of
11 groundbreaking for us. It that kind of par for the
12 course, that type of, you know, parking setup, you
13 know, you kind of pay for it separately?

14 Because my general vibe is yes, with
15 these, you know, kind of upper-scale developments
16 it's usually separate, right?

17 THE WITNESS: Again, I would say it's
18 a best management practice because the idea, from a
19 traffic engineer's point of view, we don't want to
20 encourage people to own cars. So, like, why would I
21 put the burden on someone who doesn't own a car and
22 make the rent, you know, \$150 more a month, let's
23 say, when, you know, they don't own a car? Like, it
24 seems kind of unreasonable.

25 So at least you now want to encourage

1 people that are not car-dependent to come live in
2 this community and become part of the community.
3 And, on the flip side, you know, those people that
4 do own cars, you know, they have the ability to rent
5 it out at more of a market rate than kind of
6 throwing it in within the rent.

7 But it is -- I'd say it has kind of
8 become more of the standard within the industry from
9 a traffic and transportation planning point of view.

10 CHAIRMAN HARMS: Okay. Anybody else
11 from the Board?

12 MEMBER FERDINANDO: I have one question
13 going back to the fire hydrants that we were
14 possibly talking about getting put in. I would like
15 to confer with the fire official about possibly
16 where to put them. Because just on the firefighting
17 aspect for a parking garage, the western driveway
18 would be another good spot to have a hydrant.
19 Because if I come in with an engine company, grab
20 the hydrant, then I could hit -- feed the standpipe.
21 I'm not dragging from down the block from the front
22 of the building down the parking lot -- down the
23 driveway. I could actually drop one -- you know,
24 grab a hydrant, and come down the driveway, and then
25 hit the standpipe connection for the parking garage.

1 THE WITNESS: So you're requesting --
2 again, I'm look at A-2 -- is to have -- because
3 right now we have existing hydrants -- existing
4 hydrants here on the eastern corner of Building B,
5 but you're suggesting the western corner of the
6 building?

7 MEMBER FERDINANDO: Right. Right in
8 the front of that parking, the driveway, in that
9 area.

10 THE WITNESS: In this area here.
11 Okay.

12 MEMBER FERDINANDO: Not that it happens
13 a lot that you get car fires in the garages. But
14 when it does happen, you usually wind up with
15 multiple cars going.

16 THE WITNESS: Yeah. And, again, I
17 think the architect will speak a little bit towards
18 the fire suppression system for the garage,
19 standpipes, things of that nature, things a little
20 outside of -- from a civil engineering standpoint.

21 MEMBER FERDINANDO: No problem. I was
22 just looking for, you know, hydrants just for -- as
23 an engineer on a pumper company, you want to grab a
24 hydrant on the way in, and then do all your
25 connections, and then feed the systems.

M. Seckler, P.E. 100

1 THE WITNESS: Okay.

2 MEMBER FERDINANDO: That's all. Thank

3 you.

4 CHAIRMAN HARMS: Any other questions

5 from the Board?

6 Hearing none, I guess we'll start with

7 Andrew. Andrew, did anything come in through the

8 email?

9 MR. CASAIS: No.

10 MEMBER ROBAINA: I have a question.

11 CHAIRMAN HARMS: You didn't get

12 anything?

13 Okay. Go ahead, Jay.

14 MEMBER ROBAINA: All right. Thanks

15 very much.

16 We discussed a little bit about

17 electrical. I just wanted to make sure security for

18 the building, for the residents, and patrons there,

19 the commercial spaces. Can you elaborate on that?

20 THE WITNESS: Yes. So, again,

21 Meridia, they do have cameras within the buildings

22 themselves. I guess just to get into a little bit

23 in terms of the way these sites operate, typically

24 you have one live-in super that would live in the

25 site itself. They would have two to three

M. Seckler, P.E. 101

1 maintenance people. You've got two janitors for a

2 building of this size, two leasing agents, building

3 manager. Those are all, I guess, staff that they

4 would have on-site as well.

5 But in terms of security, they do have

6 the appropriate lighting. They have the cameras

7 within all the public areas themselves, as well as

8 under the garage and within the garage. So if

9 you're -- again, this is something that you would

10 like to work out with your police department

11 off-line. Again, the camera locations within the

12 structure themselves, whether it's under Building A,

13 under Building B, or within the garage, we could

14 kind of work with your police in terms of locating

15 those in the most appropriate locations, but it is

16 something that Meridia has taken seriously on all

17 their properties. As well as any type of security

18 features along the streetscape itself, I know that

19 is fairly common on these type of developments to

20 have cameras near the entranceways as well.

21 In terms of the access to prevent

22 anyone from getting in or out of the --

23 MEMBER ROBAINA: The key fobs you

24 mentioned. You mentioned the key fob.

25 THE WITNESS: Yes, the Latch system.

M. Seckler, P.E. 102

1 Yeah. It's really a phone app. But as well as the

2 phone app, you have a number code. So if your code

3 is 1234, you go to the building, you type in 1234,

4 you get in. Again, if you're the resident or you

5 have your phone with you, put it up near the fob, it

6 lets you in. And it also, again, tracks who is

7 coming in and out of the building themselves.

8 In terms of deliveries of packages,

9 there is kind of a virtual package room. So we have

10 a mail room in each building -- a mail room and a

11 package room in each building as well. So, you

12 know, the UPS, FedEx, Amazon, they would deliver

13 into the building themselves in the secured bedroom.

14 And then, again, Meridia has a number of these

15 sites.

16 In fact, if you want to take the walk

17 to the Meridia down the road, you would see how that

18 package room operates. Again, not as -- I think

19 it's only at 20 percent leased out at this point,

20 but you would see, I guess at this time, a lot more

21 packages going through those rooms as people get

22 their deliveries during lockdown.

23 MEMBER ROBAINA: All right, thank you.

24 MAYOR SIGMORELLO: Hey, Matt, can I

25 ask just a clarifying question on the key fob

M. Seckler, P.E. 103

1 situation?

2 THE WITNESS: Sure.

3 MAYOR SIGMORELLO: So I think one of

4 the concerns -- so this is, I think, just a point

5 for whoever is watching this at home or watching the

6 video later. One of the concerns we have had as

7 part of the development has been, you know,

8 overcrowding in these units. You know, when we --

9 when I toured the Hackensack location, the key fobs

10 are doled out based on occupancy maxes per

11 apartment, right? So that is also kind of a control

12 method of, you know, you guys or -- sorry -- the

13 applicant seeing how many people are actually living

14 there.

15 Is that a fair assessment?

16 THE WITNESS: Yes, that's a fair

17 assessment. So, you know, you would only have two

18 access codes, or something like that, for a

19 two-bedroom. You may have, you know, one or two

20 access codes for a one-bedroom, along that line --

21 those lines, yes.

22 CHAIRMAN HARMS: Okay. Thank you.

23 Any other board member?

24 All right. At this time, Mike, I guess

25 it is -- you were supposed to be controlling

1 anybody, I guess, calling in or something, or is
 2 that how it works? I'm not sure.

3 MR. PRAWETZ: Sure. So I'm just going
 4 to unmute the lines for anyone who has actually
 5 called into the meeting by phone. So they're
 6 unmuted now. And then anyone else in the public
 7 that would like to ask a question who is on the
 8 actual call can unmute themselves, state their name,
 9 and ask a question.

10 CHAIRMAN HARMS: Okay. Is there
 11 anybody out there that -- who would like to ask a
 12 question?

13 MR. SCHKOLNICK: Okay. I would like
 14 to try that again, give everybody a minute.

15 Andrew, has anybody emailed a question
 16 in?

17 MR. CASAIS: No. No, they haven't.

18 MR. SCHKOLNICK: Okay, so we've
 19 checked with the clerk on our alternate means of
 20 emailing.

21 And, Michael, we opened up the phone
 22 line also?

23 MR. PRAWETZ: Yes. So the phone lines
 24 are open right now. So anyone that's on the call
 25 can unmute themselves and ask a question.

1 MR. SCHKOLNICK: Okay. Let's try that
 2 first. Would that be okay?

3 Somebody who's not on video but just on
 4 the phone, are there any questions or comments at
 5 this point from the public?

6 We don't have any.

7 CHAIRMAN HARMS: Okay.

8 MR. SCHKOLNICK: I'm sorry, Chair.
 9 Michael, on the video, anybody who has
 10 dialed in on the video? We're not seeing anybody
 11 who wants to ask a question.

12 MR. PRAWETZ: Not that I'm aware of.
 13 We can ask one more time.

14 If anybody is on the call through the
 15 computer, just unmute yourself, and you can ask a
 16 question.

17 MEMBER CURIA: Has the facade been
 18 worked out?

19 THE WITNESS: So you'll see the facade
 20 through the architectural testimony. That likely
 21 will follow mine either tonight or some other
 22 evening.

23 MEMBER CURIA: Okay. Thank you.

24 CHAIRMAN HARMS: Anyone else?

25 MR. SCHKOLNICK: All right. Going a

1 third time, just to make sure: Andrew, nobody has
 2 emailed in, correct?

3 MR. CASAIS: Correct.

4 MR. SCHKOLNICK: Okay. We have not
 5 heard from anybody either on the phone or on the
 6 video who would like to ask Mr. Seckler a question
 7 at this time or even make a comment so far on what
 8 they have seen.

9 CHAIRMAN HARMS: Okay.

10 MR. SCHKOLNICK: Okay.

11 CHAIRMAN HARMS: Okay, all right.

12 MR. SCHKOLNICK: So, Chairman, does
 13 anybody -- Victor and DJ, any other questions from
 14 our professionals for this witness?

15 CHAIRMAN HARMS: No, if they come up
 16 with something, they'll talk on the next meeting.

17 MR. SCHKOLNICK: Absolutely.

18 CHAIRMAN HARMS: There isn't any --
 19 anymore.

20 MR. SCHKOLNICK: So, Chairman, here is
 21 what I recommend -- it's the board's call. The
 22 applicant has indicated to me through some text
 23 messages that they really don't want the planner to
 24 go. Even though that the one "c" variance is
 25 relatively minor, they feel like they need the

1 predicate from the architect. So here is what I'm
 2 going to recommend, but it's your choice. I'm your
 3 advisor.

4 It appears that the plans were, in
 5 fact, delivered, the architectural plans. It
 6 appears they have a receipt and they went to
 7 somebody at Borough Hall, unfortunately, things
 8 being what they are. So I'm going to recommend that
 9 you go ahead -- you hear the testimony of the
 10 architect. You hear his affirmative testimony, and
 11 then after that you decide. We can end the night
 12 after that, and then perhaps we have another special
 13 meeting to finish up in two weeks.

14 CHAIRMAN HARMS: Rick, let me stop
 15 you. Let me stop you. I appreciate your
 16 recommendation, but that is going to have to be a
 17 no. We -- we'll find out tomorrow where these plans
 18 are. We will get them to all of the board members
 19 because we'll give it to Martha, the secretary. She
 20 will get them out to everybody. If they're here in
 21 the Borough Hall, we'll get them out by -- I'm
 22 hoping by Wednesday and then have a chance.

23 Now, so we're done with the testimony
 24 for tonight. We will move to it now, you talked
 25 about a special meeting. When that comes about, and

1 the request is put in, we'll discuss when the
2 special meeting would be on that.

3 So, with this said, for the next
4 meeting --

5 MR. SCHKOLNICK: Chairman -- Chairman,
6 I'm sorry -- if we want to schedule it and we don't
7 want to make them notice it, we got to announce the
8 date right now. I mean --

9 CHAIRMAN HARMS: Well, I can't do that
10 because I don't know what we're doing. I don't know
11 and I can't ask the whole board to come up with a
12 date we don't have now. It's just kind of hard to
13 do. You're asking for something that I don't know
14 that we can do. So...

15 MR. SCHKOLNICK: Well, Chairman, given
16 what has occurred, and it appears from emails with
17 the applicant and our administrator that we
18 could -- we could, if you want to, take two weeks
19 from tonight. If we can't do it, we'll have to
20 renote if we can't do it, but I don't think
21 anybody has any commitments two weeks from tonight
22 either probably.

23 CHAIRMAN HARMS: I might and I don't
24 have my calendar with me. But, anyhow, we can work
25 that out. If any of the board members out there

1 want to make it a special meeting within the next
2 two weeks or -- and what is that date?

3 MR. SCHKOLNICK: Can somebody give us
4 the date?

5 CHAIRMAN HARMS: We're trying right
6 now. May 4th? No, we don't, we never did.

7 Okay, so we don't, we don't have
8 anything scheduled that day. We would have to put
9 out notice. Martha would have to put out notice
10 that we're going to have a special meeting on the
11 4th if that's, in fact, what we're going to do.

12 (Stenographer clarification.)

13 MAYOR SIGNORELLO: One second.

14 CHAIRMAN HARMS: That's fine. We've
15 done that. We could do that.

16 MAYOR SIGNORELLO: Yeah.

17 CHAIRMAN HARMS: We just have to put
18 out notice that the meeting is moved from the 18th
19 to the 4th, if that's what we want to do.

20 MAYOR SIGNORELLO: I just think if our
21 lawyer is telling us the special meeting is probably
22 the easiest way to do it, right?

23 CHAIRMAN HARMS: We did that last
24 time. No, we did it last time. It was easier to
25 have the special meeting and they'll put notice out.

1 MAYOR SIGNORELLO: I'm just saying
2 with respect -- usually, with mayor and council, if
3 we have a situation like this, we usually just vote
4 through a poll just to see if --

5 CHAIRMAN HARMS: I'm going to do that
6 -- I'm going to do that now. That's what I was
7 saying, I just got done saying that's what I would
8 like to do.

9 This is only for the board members;
10 what is your feelings on having a special meeting on
11 May 4th?

12 MEMBER ROBAINA: I'm on board.

13 MEMBER NITCHE: Fine with me.

14 CHAIRMAN HARMS: Okay. We're going to
15 have to do it one at a time.

16 And, Martha, I would like you to take a
17 "who says yes, who says no," please.

18 MEMBER ROBAINA: And then we'll make a
19 motion.

20 MR. SCHKOLNICK: 6 o'clock.

21 CHAIRMAN HARMS: Relax everybody,
22 please.

23 MS. BANKS: I'm sorry, Chairman. You
24 want me to...

25 CHAIRMAN HARMS: Yes. Martha, I'd like

1 you to go down the list and whoever is still on can
2 say yes, it's good for the 4th -- because they're
3 all home, they should also have their calendar there
4 -- and see if the 4th is all right.

5 MS. BANKS: Okay.

6 CHAIRMAN HARMS: Okay? And we'll start
7 at 6:00 again, which I think is a little early, but
8 we'll do it.

9 MAYOR SIGNORELLO: Yes.

10 MS. BANKS: Okay. Want me to do it
11 now?

12 CHAIRMAN HARMS: Yes, ma'am.

13 MS. BANKS: Mayor Signorello?

14 MAYOR SIGNORELLO: Yes, that's good.

15 MS. BANKS: Okay. Councilman Mathieu?

16 COUNCILMAN MATHIEU: Yes, it's good.

17 MS. BANKS: Okay. William Ferdinando?

18 MEMBER FERDINANDO: Yes, that's fine.

19 MS. BANKS: Albert Nitche?

20 MEMBER NITCHE: That's good. Good for
21 me.

22 MS. BANKS: John Stephen?

23 MEMBER STEPHEN: Yes, that's good for
24 me.

25 MS. BANKS: Kevin Kolbeck? Kevin

1 Kolbeck?
 2 Okay. Jay Robaina?
 3 MEMBER ROBAINA: Yes, that's fine for
 4 me.
 5 MS. BANKS: Paul Baiamonte?
 6 MEMBER BAIAMONTE: Yes, that works for
 7 me.
 8 MS. BANKS: John Curia?
 9 MEMBER CURIA: Yes, that's fine for
 10 me.
 11 MS. BANKS: Thomas Signorello?
 12 MEMBER SIGNORELLO: Yes.
 13 MS. BANKS: Michael Quiroga?
 14 MEMBER QUIROGA: That's fine. That's
 15 fine with me.
 16 MS. BANKS: Susan Grosso?
 17 MEMBER GROSSO: Yep, that will work
 18 for me.
 19 MS. BANKS: Chairman Harms?
 20 CHAIRMAN HARMS: That's fine.
 21 MR. SCHKOLNICK: So, Allyson, I take
 22 it you guys are available?
 23 Hey, Allyson?
 24 MS. KASSETTA: Hey, I'm here. What did
 25 you just say, Rick?

1 MR. SCHKOLNICK: You're available?
 2 We just voted to do a special meeting two weeks from
 3 tonight.
 4 MEMBER KOLBECK: Hey, Rick? Hey,
 5 Rick?
 6 MR. SCHKOLNICK: Yes?
 7 MEMBER KOLBECK: This is Kevin. I lost
 8 my volume, but I agree with the May 4th, too, at
 9 6 o'clock. Sorry.
 10 CHAIRMAN HARMS: Okay, all right. We
 11 got it, Kevin.
 12 MEMBER KOLBECK: I lost contact. I'm
 13 not a computer guy.
 14 CHAIRMAN HARMS: Okay. All right.
 15 MEMBER KOLBECK: Sorry for the
 16 inconvenience.
 17 MR. SCHKOLNICK: We'd ask that the
 18 applicant can have its team available as well.
 19 CHAIRMAN HARMS: That's what we're
 20 doing now.
 21 So, Mike, that's up to you to see what
 22 you guys are going to do, or Allyson?
 23 MR. PRAWETZ: Yes, so I think for
 24 Stonefield, we're available to host the meeting
 25 again. The picture went dead twice.

1 CHAIRMAN HARMS: Okay. All right, so
 2 we're all confirmed that we're going to be doing it
 3 on May 4th at 6:00.
 4 MS. KASSETTA: Sounds good.
 5 MR. SCHKOLNICK: So, Chairman, and
 6 members of the public, we're going to reconvene on
 7 the same website and, Michael, with the same
 8 numbers, right? It's the same login numbers?
 9 MR. PRAWETZ: So the phone number
 10 might change. Would that be okay, or do we have to
 11 keep the same --
 12 CHAIRMAN HARMS: That's fine. We just
 13 have to redo it again, that's all. We'll just let
 14 them know, that's all. We have to publish a notice
 15 anyhow, so we can have that new number in it if it
 16 does come to change.
 17 MR. SCHKOLNICK: Well, let's try to
 18 keep the same number, if we can. Let's try to keep
 19 the same number, because members of the public --
 20 well, let me say this: Members of the public, check
 21 in with the administrator to confirm that it's going
 22 to be the same number. I'll ask you that. If
 23 there's anybody from the public on, we believe it's
 24 going to be the same phone number, but check in with
 25 Andrew at Borough Hall to make sure, or Martha.

1 The attorney for the applicant, she
 2 faded out. She's trying to log back on. But is the
 3 architect still on? I take it he is.
 4 MR. MARTINEZ: Yes.
 5 MR. SCHKOLNICK: Avelino, you're
 6 available on the 4th, two weeks from tonight?
 7 MR. MARTINEZ: Yes.
 8 MR. SCHKOLNICK: Okay, terrific. And
 9 they'll have a planner.
 10 Allyson, are you back on?
 11 MS. KASSETTA: I am back. Thank you.
 12 MR. SCHKOLNICK: Okay. So everybody is
 13 available. We just announced there will be no
 14 further public notice for another meeting, with
 15 hopefully the same call-in numbers.
 16 But if you're a member of the public,
 17 check with either Ms. Banks or the administrator,
 18 Mr. Casais, to make sure that the information is the
 19 same. Okay.
 20 And the Borough -- the Open Public
 21 Meetings Act, that there's going to be a special
 22 meeting two weeks from tonight at 6 o'clock. And so
 23 there's not going to be any further notices,
 24 certified or others, to the members of the public,
 25 and we'll start off with the architect.

1 CHAIRMAN HARMS: There is -- Allyson,
 2 there is one request I'm going to make. And we're
 3 going to try to find these architectural drawings
 4 here in the Borough. Along with that, though, is it
 5 possible for -- from my understanding, there is a
 6 company guiding Meridia in this material type to be
 7 used. Does that sound okay?
 8 MS. KASSETTA: I'm not sure about that.
 9 Our architect does have --
 10 MAYOR SIGNORELLO: I think what the --
 11 I think what the Chairman is referring to is, as a
 12 part of the redevelopment agreement, we had
 13 comments, if you remember, Susan did some work with
 14 some design standards. That's actually aside from
 15 the application, that's part of the redevelopment
 16 agreement.
 17 CHAIRMAN HARMS: Okay. I just want
 18 something so the board knows what type of materials
 19 are being used, so whoever can get that.
 20 MAYOR SIGNORELLO: Actually, Andrew
 21 can provide you that.
 22 CHAIRMAN HARMS: Okay.
 23 MAYOR SIGNORELLO: Andrew has the
 24 design standards that were part of the Redevelopment
 25 Agreement.

1 it matches up. That's all.
 2 MS. KASSETTA: Well, because we are not
 3 together, you won't actually have them in your
 4 hands, but you will...
 5 CHAIRMAN HARMS: Right. Virtually,
 6 we're looking at it. So it was just -- I just want
 7 to make sure that we're getting what we're -- what
 8 was the -- decided on doing.
 9 MS. KASSETTA: Yes. Yes, you will.
 10 CHAIRMAN HARMS: Okay.
 11 MR. VINEGRA: This is Victor Vinegra.
 12 I have a question:
 13 Avelino, could you combine your
 14 architecturals, PDFs, along with Stonefield's, along
 15 with all these renderings, and give access to all
 16 the emails tonight to the FTP site so they could
 17 look at it?
 18 MAYOR SIGNORELLO: They're already is
 19 -- they already are posted online.
 20 MR. VINEGRA: Okay. But the
 21 architecturals included?
 22 MAYOR SIGNORELLO: Everything is on,
 23 yeah. Yeah, yeah.
 24 MR. VINEGRA: Okay.
 25 MAYOR SIGNORELLO: So for whatever

1 CHAIRMAN HARMS: Okay.
 2 MAYOR SIGNORELLO: And then the
 3 application should be beholden to that redevelopment
 4 agreement. So I will have Andrew supply that to
 5 you.
 6 CHAIRMAN HARMS: Oh, okay. All right.
 7 I thought it was the other way around here, but
 8 since we got that, I just want to make sure that
 9 we're getting what we're asking for in that
 10 Redevelopment Plan.
 11 MS. KASSETTA: So, Mr. Chairman, two
 12 things: First, our architect will confirm that we
 13 comply with those construction and design standards
 14 that are attached to the Redeveloper's Agreement.
 15 CHAIRMAN HARMS: Okay.
 16 MS. KASSETTA: But also, one of those
 17 exhibits is a sample -- a material sample board so
 18 that any board member can view right now on the
 19 Stonefield link, and it will also be part of the
 20 presentation when we come back. But it shows the
 21 various materials to be used on the facade. So I
 22 think that was part of your question too.
 23 CHAIRMAN HARMS: Yes, I guess so.
 24 What I'm saying is that what you show us we'll have
 25 in our hands, and we can look and see to make sure

1 reason some mechanics -- I'm sorry, I know I'm
 2 interrupting, but I just want to clarify -- so for
 3 whatever reason the mechanics, the physical copies
 4 were not delivered. To my understanding, that one
 5 package was the engineering and traffic study. The
 6 other package was the architecture that never got to
 7 you guys. But to our credit and to the applicant's
 8 credit, it's actually on the FTP site right now. So
 9 if you go to the Stonefield, whatever -- I'm
 10 forgetting the link right now -- it's all on there.
 11 CHAIRMAN HARMS: Right. But is that
 12 an old one or a new one? Okay, because I was told
 13 it was an old one. Whatever it is, but if it's the
 14 new one, so be it. I still want to see it so we can
 15 look at it. So hopefully we have the hard copy.
 16 MAYOR SIGNORELLO: Martha, can you
 17 please just distribute that link to the Land Use
 18 Board one more time post this meeting, as well as
 19 Vic?
 20 MS. BANKS: Sure, no problem.
 21 MR. SCHKOLNICK: And isn't that on the
 22 Borough's website?
 23 CHAIRMAN HARMS: Yes, it is. Yes, it
 24 is, but we're still going to have it sent to the
 25 board members again.

1 MR. SCHKOLNICK: All the plans are
2 also on the Boroughs's website, right?

3 CHAIRMAN HARMS: Yes.

4 MAYOR SIGNORELLO: Just for public
5 clarification, everything's available on
6 rosellepark.net as well.

7 CHAIRMAN HARMS: Right.

8 Okay, if there's nothing more, then I
9 will ask for a motion to adjourn. And the next
10 meeting will be May 4th at 6:00.

11 MR. SCHKOLNICK: Okay, thank you
12 everybody.

13 CHAIRMAN HARMS: Same way.

14 All right, all in favor?

15 BOARD MEMBERS IN UNISON: Aye.

16 CHAIRMAN HARMS: Thank you everybody,
17 and I appreciate all your time and help, and we'll
18 hear you on the -- and see you on May 4th.

19 MR. SCHKOLNICK: Okay.

20 MS. KASSETTA: Thank you very much.

21 CHAIRMAN HARMS: Good night.

22

23 (Hearing adjourned at 8:28 p.m.)

24

25

1 CERTIFICATE



2
3 I, ANGELA C. BUONANTUONO, a Notary Public
4 and Certified Court Reporter of the State of New
5 Jersey and Registered Professional Reporter, do
6 hereby certify that prior to the commencement, the
7 witnesses were duly sworn to testify the truth, the
8 whole truth and nothing but the truth.

9 I DO FURTHER CERTIFY that the foregoing
10 is a true and accurate transcript of the hearing as
11 taken stenographically by and before me at the time,
12 place and on the date hereinbefore set forth.

13 I DO FURTHER CERTIFY that I am neither
14 a relative nor employee nor attorney nor counsel of
15 any of the parties to this action, and that I am
16 neither a relative nor employee of such attorney or
17 counsel, and that I am not financially interested in
18 the action.

19

20

21

22

23 _____
Angela C. Buonantuono, CCR, RPR, CLR

24 License No. 30XI00233100

25 Dated: May 4, 2020

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