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HUDSON COUNTY  
PLANNING BOARD

RE:

REGULAR MEETING : TRANSCRIPT OF  
: PROCEEDINGS  
:  
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Hudson County Freeholders Chambers  
Third Floor  
567 Pavonia Avenue  
Jersey City, New Jersey  
Wednesday, September 17, 2014  
6:30 p.m.

BEFORE:

- JAMES CRYAN, Chairman
- DEMETRIO ARENCIBIA, PE, PP County Engineer
- MICHAEL HOLLOWAY, Vice-Chair
- RENEE BETTINGER, Commissioner
- DANIEL CHOFFO, Commissioner
- DOREEN DiDOMENICO, Freeholder
- ALAIN GOMEZ, Alternate Commissioner
- RUSHABH MEHTA, Commissioner
- KENNEDY NG, Alternate Commissioner
- BETINA PERALTA, Commissioner
- ANTHONY ROMANO, Freeholder

ALSO PRESENT:

- JOHN J. CURLEY, ESQ., Board Attorney
- MASSIEL M. FERRARA, PE, ACIP, Board Secretary
- MARIO TRIDENTE, Inspector
- PAUL CRAY, P.P., P.E., C.M.E
- BYRON NICHOLS, Assistant Planner

1                   CHAIRMAN CRYAN: Call this meeting of  
2 the Hudson County Planning Board for Wednesday  
3 September 17, 2014 to order. Counsel, has this  
4 meeting been properly noticed?

5                   MR. CURLEY: Yes. The meeting has  
6 been noticed in the accordance with the Open Public  
7 Meetings Act. Notice of the meeting was advertised  
8 in the Star Ledger and Jersey Journal newspapers.  
9 Notice was posted with the County Clerk and with the  
10 Clerk of the Freeholders.

11                   CHAIRMAN CRYAN: Yes. Madam  
12 Secretary, can I have a roll call, please.

13                   MS. FERRARA: Commissioner Arencibia.

14                   COMMISSIONER ARENCIBIA: Here.

15                   MS. FERRARA: Commissioner Bettinger.

16                   COMMISSIONER BETTINGER: Here.

17                   MS. FERRARA: Commissioner Choffo.

18                   COMMISSIONER CHOFFO: Present.

19                   MS. FERRARA: Commissioner

20 DiDomenico.

21                   FREEHOLDER DiDOMENICO: Here.

22                   MS. FERRARA: Commissioner Glembocki,  
23 absent. Commissioner Gomez.

24                   COMMISSIONER GOMEZ: Here.

25                   MS. FERRARA: Commissioner Holloway.

1 COMMISSIONER HOLLOWAY: Here.

2 MS. FERRARA: Commissioner Mehta,  
3 absent. Commissioner Ng.

4 COMMISSIONER NG: Here.

5 MS. FERRARA: Commissioner Peralta.

6 COMMISSIONER PERALTA: Here.

7 MS. FERRARA: Commissioner Romano,  
8 absent. Chairman Cryan.

9 CHAIRMAN CRYAN: Here.

10 MS. FERRARA: Chairman, we have a  
11 quorum.

12 CHAIRMAN CRYAN: Please all rise and  
13 salute the flag.

14 (Flag Salute.)

15 CHAIRMAN CRYAN: Have all the  
16 Commissioners had an opportunity to review the  
17 meeting minutes for the August 20th meeting?

18 MS. FERRARA: On a motion made by  
19 Commissioner Gomez. Second by Commissioner  
20 Bettinger.

21 Commissioner Arencibia.

22 COMMISSIONER ARENCIBIA: Aye.

23 MS. FERRARA: Commissioner Bettinger.

24 COMMISSIONER BETTINGER: Aye.

25 MS. FERRARA: Commissioner Choffo.

1 COMMISSIONER CHOFFO: Abstained.

2 MS. FERRARA: Commissioner

3 DiDomenico.

4 FREEHOLDER DiDOMENICO: Abstained.

5 MS. FERRARA: Commissioner Glembocki,  
6 absent. Commissioner Gomez.

7 COMMISSIONER GOMEZ: Aye.

8 MS. FERRARA: Commissioner Holloway.

9 COMMISSIONER HOLLOWAY: Abstained.

10 MS. FERRARA: Commissioner Ng.

11 COMMISSIONER NG: Abstained.

12 MS. FERRARA: Commissioner Peralta.

13 COMMISSIONER PERALTA: Aye.

14 MS. FERRARA: Chairman Cryan.

15 CHAIRMAN CRYAN: Aye.

16 MS. FERRARA: The motion passes. The  
17 next items are the Matters Scheduled for Public  
18 Hearing. First application to be memorialized is  
19 application 2014-34-SP; Applicant, Red Bridge Group;  
20 located at 120-122 Park Avenue; Block 34, Lots 24  
21 and 25, in Hoboken.

22 On a motion made by Commissioner  
23 Bettinger. Second by Commissioner Gomez.

24 Commissioner Arencibia.

25 COMMISSIONER ARENCIBIA: Aye.

1 MS. FERRARA: Commissioner Bettinger.

2 COMMISSIONER BETTINGER: Aye.

3 MS. FERRARA: Commissioner Gomez.

4 COMMISSIONER GOMEZ: Aye.

5 MS. FERRARA: Commissioner Holloway.

6 COMMISSIONER HOLLOWAY: Here.

7 MS. FERRARA: Commissioner Mehta,  
8 absent. Commissioner Romano, not present. Chairman  
9 Cryan.

10 CHAIRMAN CRYAN: Aye.

11 MS. FERRARA: The motion has passed.

12 The next application to be memorialized is  
13 Application 2014-036-SP; Applicant, Town of West New  
14 York; located at JFK Boulevard East; Block 168, Lots  
15 1 and 2 in West New York.

16 On a motion made by Commissioner Gomez.  
17 Second by Commissioner Peralta.

18 Commissioner Arencibia.

19 COMMISSIONER ARENCIBIA: Aye.

20 MS. FERRARA: Commissioner Bettinger.

21 COMMISSIONER BETTINGER: Aye.

22 MS. FERRARA: Commissioner Gomez.

23 COMMISSIONER GOMEZ: Aye.

24 MS. FERRARA: Commissioner Holloway.

25 COMMISSIONER HOLLOWAY: Here.

1 MS. FERRARA: Commissioner Mehta, not  
2 present. Commissioner Romano, not present.  
3 Chairman Cryan.

4 CHAIRMAN CRYAN: Aye. Let the record  
5 reflect that Commissioner Romano has joined the  
6 meeting.

7 MS. FERRARA: The next item on the  
8 agenda is Site, Plans Subdivisions and Other Matters  
9 Scheduled for Public Hearing. Counsel had spoke  
10 with both applicants, and both applicants agreed to  
11 change order, so we will be hearing the second  
12 application first.

13 The first application to be heard is  
14 Application 2014-039-SP; Applicant Ishrat Jafary;  
15 located at 412-414 Kennedy Boulevard; Block 24, Lot  
16 58, Bayonne.

17 MR. FEINBERG: Good evening. I am  
18 William Feinberg. I represent the applicant here  
19 with respect to this application. I should start  
20 off probably by saying I think you'll find the  
21 application to be rather uncomplicated. It involves  
22 an older home located in Bayonne on the northeast  
23 corner of the Boulevard and 15th Street.

24 The building at the present time is  
25 occupied by a mixed use, a store and two residential

1 uses. The application involves reconfiguring one of  
2 the residential uses and adding a side to building  
3 so that if the Board approves this as the zoning  
4 board of Bayonne has, the commercial uses on the  
5 property, which is nonconforming, will be  
6 eliminated, and the property will contain four  
7 residential uses.

8 There really isn't anything more that I  
9 can say about this. There really is very little  
10 contact between the proposed use and the Boulevard  
11 property. There are no curb cuts or anything of  
12 that sort. The work if the project is approved will  
13 all off of the sidewalk area, and there be  
14 landscaping and the construction modern apartments.

15 With the Board permission, I'll call my  
16 witness, Mr. Al Sambade to comment on this, to  
17 describe the application and to answer any questions  
18 that the Board may have.

19 (The witness is sworn.)

20 MR. CURLEY: Would you please  
21 statement for the record and spell your last name?

22 MR. SAMBADE: Al Sambade.  
23 S-a-m-b-a-d-e. Good evening, Commissioners. May  
24 name is Al Sambade. I'm the project architect  
25 engineer for this application. It's been a while

1 since I've appeared before this Board. By way of  
2 qualifications, I'm the principal at PAL Design  
3 group located Bayonne. I have been in that private  
4 practice for 27 years now. Prior to that, I was the  
5 assistant city engineer and acting city engineer for  
6 Bayonne for a period of seven year.

7 I am licensed in the state of New Jersey  
8 as a registered architect, licensed professional  
9 engineer, and a licensed professional planner. I  
10 have been so since the 1980s. I've appeared before  
11 planning and zoning boards in New Jersey as well as  
12 this Board on several occasions, about three or 400  
13 times during that time period.

14 CHAIRMAN CRYAN: Any questions?  
15 Okay.

16 MR. SAMBADE: Thank you,  
17 Mr. Chairman. As Mr. Feinberg has stated, the  
18 application is fairly uncomplicated. It's an  
19 existing building at the corner of 15th and the  
20 Boulevard. It contains, it used to be a beauty  
21 parlor, a small apartment on the ground floor, and  
22 an apartment on the second floor. It's a two-story  
23 building.

24 The application was presented to the  
25 zoning board, and the final state of the project as

1 the Board sees it now includes the conversion of  
2 that store and that small apartment into one unit  
3 and construction of an addition to the north of the  
4 property that will contain two units. The project  
5 is for four units, no significant site work  
6 off-site.

7 We have seen the report prepared by the  
8 Planning Department by Mr. Nichols, and we have no  
9 objections to any of the comments. The applicant  
10 has no objections to any of the comments and will  
11 comply with the recommendations made by your  
12 Planner. I don't believe we have any other  
13 comments, Mr. Chairman. We would be happy to answer  
14 your questions.

15 COMMISSIONER CHOFFO: When did you  
16 receive your approval from Bayonne?

17 MR. SAMBADE: The approval, several  
18 months ago in Bayonne. I don't know the exact date.  
19 I don't have a copy of the resolution here, but I  
20 believe Mr. Feinberg does.

21 COMMISSIONER CHOFFO: Are there any  
22 conditions?

23 MR. FEINBERG: The conditions of the  
24 approval included having the County Planning Board  
25 review and approve. The conditions of the approval

1 have been me during a post-resolution review  
2 process. They were minor in nature, and they have  
3 been all addressed. The date of the resolution was  
4 May 19, 2014.

5 COMMISSIONER CHOFFO: How about the  
6 green techniques? That was a condition we have.  
7 Could you mention a minimum of two techniques?

8 MR. SAMBADE: I think the  
9 recommendation was to use techniques perhaps such as  
10 porous pavers, which I presume we're dealing with  
11 some on-site paving. New on-site paving is being  
12 provided. We have no objection to doing that. We  
13 will submit revised drawings indicating those  
14 details so the Board staff can review that.

15 COMMISSIONER CHOFFO: Perfect.

16 MR. TRIDENTE: Mr. Chairman, I have a  
17 couple, could you describe where you're putting the  
18 porous pavers? Will they be in the yard?

19 MR. SAMBADE: The only new on-site  
20 paving that's proposed is on the northerly side  
21 yard, the northerly side yard and to the rear of the  
22 building. The concrete sidewalk there, that will be  
23 porous paver or other porous material.

24 MR. TRIDENTE: Just to be clear, are  
25 you utilizing the porous pavers along on the

1 sidewalk that leads to Kennedy Boulevard or at  
2 another location?

3 MR. SAMBADE: No. The porous pavers  
4 would be on-site. The sidewalk on Kennedy  
5 Boulevard, the repair there is not proposed to be  
6 any sort of paver, but the standard concrete, the  
7 standard specification.

8 MR. TRIDENTE: You are aware that  
9 you're required to have five-foot franchise  
10 agreement with the County Freeholders?

11 MR. SAMBADE: We are aware of that,  
12 and I believe Mr. Feinberg's office has submitted a  
13 survey that outlines the franchise. The franchise I  
14 believe relates to an overhang on the building. I  
15 believe that the Board and your office has that  
16 survey.

17 MR. FEINBERG: I have an extra copy  
18 of that survey. If you would like, I can give it to  
19 you.

20 MR. TRIDENTE: We would like to have  
21 it for our files, yes.

22 MR. SAMBADE: I have one here, so  
23 I'll give you it.

24 COMMISSIONER ARENCIBIA: Mr. Chairman  
25 I have a comment. The side yard with the garage is

1 on the 15th Street side, there is no driveways on  
2 JFK?

3 MR. SAMBADE: Not at all.

4 COMMISSIONER ARENCIBIA: The sidewalk  
5 is a replacement, the replacement requires permits.

6 MR. FEINBERG: Yes, it does. If the  
7 Engineering Department wishes, then those permits  
8 would be taken out and complied with.

9 COMMISSIONER ARENCIBIA: And when you  
10 go for permits, you have to also do a handicapped  
11 ramp at the intersection at the corner. It has to  
12 follow NJDOT standard and ADA standards and have ADA  
13 surface treatment.

14 MR. SAMBADE: Our revised plans will  
15 include that detail.

16 CHAIRMAN CRYAN: I'm sorry to  
17 interrupt. Let the record reflect the Commissioner  
18 Mehta is present.

19 COMMISSIONER ARENCIBIA: Mario just  
20 brought to my attention that basically to do it,  
21 just for the record, you have to make sure it's  
22 conforming. The other thing I would add is that you  
23 the add the signage and the general hardware on your  
24 plan. The drainage is directly to the system?

25 MR. SAMBADE: That's correct.

1                   COMMISSIONER ARENCIBIA: You'll have  
2 utility openings for all this work?

3                   MR. SAMBADE: There will be, but not  
4 on the County road. It will be on the West 15th  
5 Street. There will be a water line and sewer line.  
6 It's along the city street.

7                   COMMISSIONER ARENCIBIA: Just in case  
8 you needed it, you need a road opening permit. The  
9 sidewalks you need a permit for the city and the  
10 County.

11                   MR. SAMBADE: Understood.

12                   COMMISSIONER ARENCIBIA: Nothing  
13 further.

14                   MR. TRIDENTE: Mr. Chairman, I just  
15 want to reiterate to the applicant that they need to  
16 come back to us for a final inspection before you  
17 receive your certificate of occupancy, and you're  
18 also required to have an as-built set of site plans  
19 when the project has been completed. No further  
20 comments.

21                   COMMISSIONER CHOFFO: I make a motion  
22 to approve.

23                   FREEHOLDER DiDOMENICO: I second  
24 that.

25                   MS. FERRARA: On a motion made by

1 Commissioner Choffo. Second by Commissioner  
2 DiDomenico.

3 Commissioner Arencibia.

4 COMMISSIONER ARENCIBIA: Aye.

5 MS. FERRARA: Commissioner Bettinger.

6 COMMISSIONER BETTINGER: Aye.

7 MS. FERRARA: Commissioner Choffo.

8 COMMISSIONER CHOFFO: Aye.

9 MS. FERRARA: Commissioner

10 DiDomenico.

11 FREEHOLDER DiDOMENICO: Aye.

12 MS. FERRARA: Commissioner Gomez.

13 COMMISSIONER GOMEZ: Aye.

14 MS. FERRARA: Commissioner Holloway.

15 COMMISSIONER HOLLOWAY: Aye.

16 MS. FERRARA: Commissioner Mehta.

17 COMMISSIONER MEHTA: Abstained.

18 MS. FERRARA: Commissioner Ng.

19 COMMISSIONER NG: Aye.

20 MS. FERRARA: Commissioner Peralta.

21 COMMISSIONER PERALTA: Aye.

22 MS. FERRARA: Commissioner Romano.

23 FREEHOLDER ROMANO: Aye.

24 MS. FERRARA: Chairman Cryan.

25 CHAIRMAN CRYAN: Aye.

1 MS. FERRARA: The motion has passed.

2 MR. FEINBERG: Thank you very much.

3 MS. FERRARA: The next application to  
4 be heard is Application 2014-037-SD/SP; Scannell  
5 Properties, No. 181, LLC, Secaucus Road; Block 101,  
6 Lots 1, 16, 18, and 23; Block 1001, Lot 3, Jersey  
7 City.

8 MR. COAKLEY: Good evening,  
9 Mr. Chairman, Commissioners. My name is Kevin  
10 Coakley. I'm from Connell Foley on behalf of the  
11 applicant. The applicant is the developer for a  
12 307,000-square-foot project on about 44 acres  
13 located on the south side of Secaucus Road in Jersey  
14 City.

15 The proposed building is a Fed Ex  
16 distribution center, and to give you a little bit of  
17 background, this matter moved quickly through with  
18 the help of staff so that we were informed as to  
19 what was needed to have a complete application. We  
20 had several meetings with staff leading up to this  
21 evening, and one of the unique parts about that was  
22 there was a joint conference call between the Hudson  
23 County Planning Board staff and Meadowlands staff  
24 that led to a lot of understanding about how the two  
25 agencies work together with respect to traffic

1 issues. With this application, it was very  
2 important that your staff participated as they did.

3 The project is an active project. The  
4 developer hopes to start the project right after  
5 January 1st, get in the ground approximately May of  
6 next year, and complete the project by July of 2016.  
7 So it's quite a big time frame. As you know there  
8 are two issues that concern you. One is drainage  
9 and one is traffic. There really aren't significant  
10 drainage comments regarding the application.

11 It's filled property. It was filled  
12 approximately ten years ago, and it's at a  
13 significant elevation. There is not likely to be  
14 flood issues with respect to this property. It  
15 drains into Penhorn Creek. There is an ongoing DEP  
16 review of the application for something called a  
17 flood hazard area permit. It's sort of a triple  
18 check between the Meadowlands, the Planning Board  
19 and DEP with respect to those issues.

20 There is a requirement of a \$5,000 per  
21 impervious acre fee that the applicant will pay,  
22 which is intended to support County facilities in  
23 that area, including a pump station and that sort of  
24 thing, which the applicant has consented to. We  
25 don't think there is really too much to be talked

1 about with respect to drainage issues.

2 With respect to traffic, the applicant  
3 studied two principal intersections, one, the  
4 intersection of a site driveway with Secaucus Road,  
5 and then the intersection of Secaucus Road and  
6 County Avenue. Most of the traffic, you'll hear  
7 testimony, comes from the north and west, but the  
8 intersection of County and Secaucus is not  
9 materially negatively affected by the application.

10 As for the site driveway, the proposal is  
11 to put in a traffic light, which will be designed  
12 and implemented under your auspices and to put in a  
13 right lane, additional right lane, to move traffic  
14 coming from the west into the project. There is a  
15 proposal to put a bus stop at the site. There will  
16 be land dedicated for the bus stop, and the  
17 applicant will take the responsibility of getting  
18 the approvals for and implementing the bus stop.

19 As I indicated there will be a traffic  
20 signal, which will be implemented under your  
21 auspices and the Meadowlands Commission. With  
22 respect to a left turn, which an issue that has come  
23 up, the study indicates that there's no need for a  
24 left turn, a distinct left-turn lane at the present  
25 time, but the applicant has agreed to study that in

1 the future, and after the facility opens,  
2 approximately six to twelve months after it's open  
3 and during peak season, peak season is really  
4 October, November, December, during that period of  
5 time, they'll study that intersection and determine  
6 whether or not after operations it could be  
7 projected that they need a left turn.

8 It's likely, and it came out during the  
9 call, that the Meadowlands Commission will fund the  
10 left turn, if it's needed. The Meadowlands  
11 Commission charges applications like this a  
12 significant transportation impact fee, and they  
13 indicated on the call that funds would be available  
14 for the left turn if that's needed. If it's not, if  
15 some reason the fee is not paid to the Meadowlands,  
16 then it will be the applicant's responsibility if  
17 the left turn is needed. So the applicant will do  
18 that study, turn it over to you, and the parties  
19 will go from there as far as what's needed or not.

20 The applicant also has agreed to dedicate  
21 certain land along Secaucus Road to facilitate the  
22 future construction by the County of the sidewalk  
23 for most of the area along Secaucus Road. That's a  
24 very long area. It's approximately -- I think it's  
25 1,600 feet or so. The County has adequate

1 right-of-way to have of a sidewalk, but there's an  
2 area toward the driveway to the site where there's  
3 not enough right-of-way, especially given the  
4 right-turn lane. So there will be a dedication of  
5 some land area to complete having enough land for  
6 the sidewalk.

7 So those are the principal things that you  
8 will hear testimony about. We're seeking tonight  
9 site plan approval, and we're seeking subdivision  
10 approval to redivide the lots so to speak. Right  
11 now, there are five lots. We want to end up with  
12 three lots, two of the lots will be related to the  
13 Fed Ex project, and then there will be one lot left  
14 that will be where there are currently parked, you  
15 know, trailers, and that's about a 36-acre-lot  
16 approximately, and that will be left over right on  
17 Secaucus Road, obviously, you know, available for  
18 future development.

19 For your orientation, we'll show you where  
20 the project is, but if you've seen the Goya building  
21 going up, this is right to the rear of the Goya  
22 building. That's what we're talking about. There's  
23 some other issues that I'm sure will come up, but we  
24 have received approval from the City of Jersey City  
25 on August 26th. The planning board gave subdivision

1 approval. We don't have their resolution yet, but  
2 there are no material conditions of that resolution.  
3 We have opinions by the executive director of the  
4 Meadowlands Commission supporting variances to  
5 access to the project. So that has been obtained.

6 Tonight you'll hear four witnesses, Jill  
7 Marcotte and Tim Elam, who are principals with  
8 Scannell Property, who will give you some testimony  
9 about the nature of the project and answer your  
10 question concerning how it operates and that sort of  
11 thing if approved; and Dan Miola of Langan  
12 Engineering will testify as to general civil  
13 engineering issues, and then Dan Disario of Langan  
14 will testify as to traffic engineering issues.  
15 That's sort of a thumbnail what you will hear  
16 tonight. If you have any questions, I'll try to  
17 answer them.

18 COMMISSIONER CHOFFO: You said Jersey  
19 City approved the subdivision, how about the site  
20 plan?

21 MR. COAKLEY: They don't have  
22 jurisdiction over the site plan because that's a  
23 Meadowlands application.

24 COMMISSIONER CHOFFO: Thank you.

25 MR. COAKLEY: All right. I would

1 like to call Jill Marcotte and Tim Elam. I think I  
2 would like to have them both sworn, and I'll start  
3 asking some questions, but I think that they would  
4 both be necessary to fully answer questions about  
5 operations. Okay.

6 (The witnesses are sworn.)

7 MR. CURLEY: Could you please state  
8 your name for record and spell your last name?

9 MS. MARCOTTE: Jill Marcotte,  
10 M-a-r-c-o-t-t-e.

11 MR. ELAM: And Tim Elam, E-l-a-m.

12 MR. CURLEY: Thank you.

13 MR. COAKLEY: Ms. Marcotte, are you  
14 with Scannell Properties?

15 MS. MARCOTTE: Yes.

16 MR. COAKLEY: And your company is the  
17 developer for Fed Ex on this site?

18 MS. MARCOTTE: Yes, and owner.

19 MR. COAKLEY: And you're going to  
20 lease it to Fed Ex, is that it?

21 MS. MARCOTTE: Correct.

22 MR. COAKLEY: And could you just  
23 explain to the Board the general nature of the  
24 project, how it will operate?

25 MS. MARCOTTE: Sure. I think

1 Mr. Coakley gave a very good summary but just to  
2 elaborate, the proposed facility would serve as a  
3 Fed Ex Ground small package sort and distribution  
4 facility. It would consist of 307,247 square feet,  
5 a single story of warehouse space. Included in that  
6 is 19,300 square feet of office space.

7 The property once subdivided would  
8 consists of 44 acres, and in addition to the  
9 building improvements, there would be on-site  
10 automobile parking, 675 paved spaces, 366 truck  
11 parking spaces and 53 van parking spaces outside of  
12 the building. Other on-site improvement would  
13 include on-site detention, as well as a gateway  
14 security building.

15 Mr. Coakley outlined the off-site  
16 improvements planned associated with the project,  
17 including the reciprocal access road that would  
18 allow access to and from the facility. The primary  
19 function of the facility is to receive, sort and  
20 distribute time-sensitive small packages. Those  
21 packages arrive at the facility in semi-trailers,  
22 and then are distributed locally via package and  
23 delivery vans, and I'll let Mr. Elam go into the  
24 operations a little bit more in terms of the number  
25 of sorts per day.

1 MR. ELAM: Thank you, Jill. This  
2 facility proposed here is one of about 500  
3 facilities in the Fed Ex Ground network across the  
4 country. It's one of the new prototypes or  
5 relatively new. It's been out there for about four  
6 years. It's design to sort 15,000 packages per  
7 hour, and it's going to have equipment, a  
8 sophisticated conveyor material, that's going to  
9 cost around \$23 million to install.

10 The facility will operate such that --  
11 kind in 24-hour cycles. It's in operation 24 hours  
12 a day, so if you start at night, sunrise sort --  
13 sunset sort, the packages come in overnight via  
14 semi-trucks. They come in from regional sort  
15 facilities and hubs, and they're coming in, sorting  
16 overnight. The packages are then put in the back of  
17 the package and delivery vans, which are located  
18 inside the building. In the morning the van drivers  
19 show up, grab their package and delivery vans, which  
20 are stuffed vans, and they go out on the routes.

21 They depart, you know, seven or eight a.m.  
22 in the morning. They're out on the route.  
23 Depending on the volume that day, they might be out  
24 from four to eight p.m. Like Mr. Coakley said,  
25 October, November, December is the busiest shipping

1 months in the year for the Christmas holiday season.  
2 So when those vans come back in, some will grab  
3 packages at a Fed Ex office or other pickup  
4 locations. Some are empty. The packages come back  
5 inbound on vans and also some trucks. They're  
6 sorted in the night sort, and they go back out in  
7 the network.

8           So between ten p.m. and two or three in  
9 the morning, there will be semi-trucks departing.  
10 Most are heading towards the hub, and this facility  
11 will feed out of the Woodbridge, New Jersey hub.  
12 That just repeats. Inbound packages, they sort them  
13 and go out to the vans, and they go out for  
14 delivery. The operation will run six days a week.  
15 Sunday is quiet except for late at night. Ten p.m.  
16 they start arriving back in with semi-trucks. If  
17 there are any questions, I would be glad to answer  
18 them.

19           COMMISSIONER CHOFFO: There's more  
20 than 500?

21           MR. ELAM: Yes, they've got over 500  
22 ground facilities now in the U.S.

23           CHAIRMAN CRYAN: Are the 499 in areas  
24 like Jersey City, a congested areas like that?

25           MR. ELAM: Well, they vary a great

1 deal. Their facilities go from 20,000 feet in very  
2 rural locations up to facilities that are bigger  
3 than this. There are a lot of facilities that are  
4 in areas like this, industrial areas, traffic  
5 congestion. Yes, they service the whole U.S. and  
6 operate in some very difficult locations.

7 COMMISSIONER MEHTA: How many  
8 facilities does this service here?

9 MR. ELAM: How many facilities?  
10 Probably somewhere in that 15 to 20 range of  
11 facilities, and we're continuing to add facilities  
12 because the volume growth of e-commerce is there, so  
13 we're seeing growth of six to twelve percent a year.

14 COMMISSIONER MEHTA: These are coming  
15 from outside areas or in the New Jersey area?

16 MR. ELAM: Yeah. So this is kind of  
17 a spin-off. This is a brand new capacity, so it's  
18 going to service, you know, this facility is serving  
19 probably a 40-mile radius of the building.

20 COMMISSIONER MEHTA: And you are  
21 intended to serve both New York and New Jersey?  
22 What other sites serve the area other than this?

23 MR. ELAM: Yes. Woodbridge to the  
24 south, Moonachie to the north, kind of Dover area  
25 out to the west. Just north of Moonachie, there is

1 another facility in Orangetown. I would have to,  
2 you know, get a board to show you exactly where  
3 everything is, but there is a lot of facilities in  
4 this area, as you can imagine.

5 COMMISSIONER CHOFFO: The truck  
6 traffic during peak hours, do you know the amount of  
7 trucks going in and out?

8 MR. ELAM: Well, Fed Ex's truck  
9 traffic runs overnight. You're not going to see a  
10 lot of truck traffic during the day. During the  
11 a.m. peak hours, it's less than one percent of the  
12 volume. There is little bit during the p.m. peak  
13 because you're getting spot trailers coming back in,  
14 which a spot trailer means, you know, there is  
15 Scholastic Books down the road, or somebody that  
16 feeds a lot of capacity onto the Fed Ex network.  
17 They'll drop trailers at the dock in the morning,  
18 and they have two Fed Ex trucks sitting out there.  
19 If they want them loaded up, we'll bring them back  
20 in during the p.m. peak.

21 So during that eight a.m. peak is at full  
22 phase we've got two truck trips; and p.m. peak,  
23 we've got 31 truck trips. So we have a very  
24 detailed hour-by-hour data breakdown of automobiles,  
25 package delivery vans and semi-trucks.

1 MR. COAKLEY: With that answer, two  
2 out of how many trucks, trailer trucks, a day,  
3 approximately?

4 MR. ELAM: So approximately there are  
5 225 trips a day and 225 out. So you have two of  
6 those in the a.m. peak, so that's negligible. Then  
7 you've got 31 out of 450 total trips in and out,  
8 about five percent. You keep your trailer trips out  
9 of peak hour and basically at night. And those  
10 trips coming in during p.m. peak, they're smaller  
11 trailers typically than the larger semi-truck  
12 trailers because they're going into individual  
13 businesses to pick up packages.

14 MR. TRIDENTE: Mr. Chairman, I think  
15 I need to elaborate on Chairman Choffo's question.  
16 How many drivers do you put out in the street in the  
17 morning, how many package delivery trucks?

18 MR. ELAM: So when the facility gets  
19 up and rolling, you know this facility is a Ground,  
20 brand new capacity, so it's going to take a while to  
21 fill up. So when this facility opens, they're going  
22 to have about 120 package delivery drivers.

23 MR. TRIDENTE: Is that all one shift?

24 MR. ELAM: Yeah, they're all one  
25 shift. They all start seven to eight a.m., and they

1 come back in four to eight p.m.

2 MR. TRIDENTE: There is no special  
3 need to send a driver out at six a.m. for certain  
4 package requirements?

5 MR. ELAM: No, no. You know it's not  
6 a Fed Ex Express, that they have that nine o'clock  
7 window that they have to deliver a package by. Fed  
8 Ex Ground is all their own packages. So you can see  
9 there are volumes that, you know, 120 vans, when  
10 this thing opens, and our traffic study is based on  
11 348 vans a day. So it's going to take quite a few  
12 years to grow up to full capacity of this facility.

13 MR. COAKLEY: Is that your question?

14 MR. TRIDENTE: Yes. This would be  
15 inbound to the terminal, the terminal traffic. He  
16 wasn't describing vehicles going out per shift for  
17 deliveries during the day?

18 MR. ELAM: Correct.

19 COMMISSIONER MEHTA: So most of the  
20 traffic will come in the morning, and then what time  
21 do they travel and deliver a package?

22 MR. ELAM: Correct, between seven and  
23 eight a.m.

24 COMMISSIONER MEHTA: So that's the  
25 peak hour of traffic?

1 MR. ELAM: Yes. The vans will depart  
2 during peak, peak a.m. traffic and return at peak  
3 p.m. traffic.

4 CHAIRMAN CRYAN: Paul, do you have  
5 anything?

6 MR. CRAY: Thank you, Mr. Chairman.  
7 Not at this time, I think maybe after the engineer's  
8 presentation. I mean there are certain questions,  
9 but I think if I could suggest I might wait until  
10 this presentation is complete.

11 CHAIRMAN CRYAN: Next.

12 MR. COAKLEY: Thank you. I would  
13 like to call Dan Miola.

14 (The witness is sworn.)

15 MR. CURLEY: Could you please state  
16 your name for the record and spell your last name?

17 MR. MIOLA: Sure. Daniel Miola,  
18 M-i-o-l-a.

19 MR. CURLEY: Thank you.

20 MR. COAKLEY: Mr. Miola, what is your  
21 profession?

22 MR. MIOLA: Civil engineer.

23 MR. COAKLEY: How long have you been  
24 a licensed civil engineer?

25 MR. MIOLA: I've work in the field

1 for thirteen years. I've had my license for about  
2 seven years.

3 MR. COAKLEY: Have you testified  
4 before boards such as the County Planning Board or  
5 municipal planning boards?

6 MR. MIOLA: Yes, yes. I've testified  
7 before numerous planning and zoning boards  
8 throughout the state.

9 CHAIRMAN CRYAN: You've testified in  
10 front is us many times?

11 MR. MIOLA: Yes.

12 CHAIRMAN CRYAN: We accept him.

13 MR. COAKLEY: Thank you. All right.  
14 So just to first of all, would you orientate the  
15 Board as to where the project is?

16 MR. MIOLA: Sure, sure. I'll mark  
17 this first exhibit as Exhibit A-1. It's an exhibit  
18 that's shown a zoomed, if you will, aerial of the  
19 site, as well as the surrounding road network in the  
20 immediate vicinity of the site. The site is located  
21 off of Secaucus Road. Secaucus Road would be to the  
22 north, northeast. Penhorn Creek would be to the  
23 northwest, and the Goya site is to the south, and  
24 the U.S. Postal Service facility as well as the yard  
25 owned by PSE&G is located to the east.

1 MR. COAKLEY: I think Goya would be  
2 right here?

3 MR. MIOLA: That's correct.

4 MR. COAKLEY: And the proposed site  
5 is here?

6 MR. MIOLA: The majority of the site  
7 is proposed on the southern tract. The site is a  
8 100-acre site, but it's really comprised of two  
9 separate tracts. There is a northern tract and a  
10 southern tract. The northern tract is about  
11 46 acres. The southern tract is about 54 acres.  
12 The bulk of the development will be occurring on the  
13 southern tract, with an additional car parking lot  
14 proposed about six acres of the northern tract.

15 MR. COAKLEY: And that includes this  
16 area here?

17 MR. MIOLA: Yes.

18 MR. COAKLEY: As well as that  
19 dedication area, correct?

20 MR. MIOLA: Correct.

21 MR. COAKLEY: That 100 acres includes  
22 all that?

23 MR. MIOLA: That's correct. The 100  
24 acres as we testified to earlier, it's really  
25 proposed on 44 out of those 100 acres.

1 MR. COAKLEY: One of the applications  
2 is for subdivision approval. Would you describe  
3 that for that Board?

4 MR. MIOLA: Certainly, certainly. So  
5 in order to facilitate the purchase and sales  
6 agreement to set the stage for this development, the  
7 lots have to be subdivided in a certain way. So  
8 I'll flip to my next exhibit which I'll mark Exhibit  
9 A-2, and that indicates the before-and-after impacts  
10 with respect to the new subdivision.

11 The existing lot configuration is on the  
12 left-hand part of this exhibit, with the proposed  
13 lot configuration on the right-hand side. There are  
14 three lots on the southern tract as well as two lots  
15 currently on the north tract.

16 MR. COAKLEY: One, two, three and one  
17 two.

18 MR. MIOLA: Right, right, correct.  
19 So the three southern lots are really proposed to be  
20 just combined into one lot and merged, and the two  
21 northern lots are proposed to meet the lot line.  
22 The lot line between the two would be adjusted from  
23 the sort of rectangular shape to a different  
24 rectangular shape basically to really facilitate the  
25 purchase and sales agreement as part of this

1 proposed development, to really carve out a piece  
2 that will accommodate the site.

3 That's really the crux of the subdivision  
4 application. It did require variances between the  
5 lots not having -- all the lots being created did  
6 not have frontage to the public road. So the  
7 variance was requested and you understand that will  
8 be approved by Meadowlands Commission and Jersey  
9 City.

10 MR. COAKLEY: Jersey City did approve  
11 the subdivision for a variance; is that right?

12 MR. MIOLA: Yes. So the access to  
13 the back lots will be provided via an access and  
14 utility agreement between the current property owner  
15 and the developer. So even though they don't have  
16 direct frontage, and there will be a legal access  
17 agreement in place to provide access to the rear lot  
18 here.

19 MR. COAKLEY: So before we get  
20 into -- more into the dedication, why don't we talk  
21 about the drainage issues. Could you explain that  
22 to the Board?

23 MR. MIOLA: Sure, sure. I'll go back  
24 to my first exhibit, Exhibit A-1. There are two  
25 existing detention basins. They are wet ponds, if

1 you will. There is permanent water existing in  
2 those ponds. There is one over here, a pond  
3 featured on the southern site, and then a second  
4 pond on the northern part of the site. That's more  
5 of an L shape.

6           These ponds were originally constructed  
7 when the site was approved for the fill that was  
8 brought in ten years, over ten years ago. These  
9 ponds were provided to accommodate the stormwater  
10 runoff from the development on both of these lots.  
11 So in the original plans, these ponds were to accept  
12 primarily all of those stormwater runoff as if these  
13 were paved. They weren't paved, and you know, the  
14 rear lot mainly has been vacant, while this northern  
15 lot does have some impacted gravel on it.

16           These basically were originally sized to  
17 handle stormwater runoff from the site that are  
18 developed. As part of our proposed application, we  
19 are proposing adjustments to the outlet control  
20 structures of the basin in order to properly  
21 demonstrate that we meet the water quantity  
22 requirements from both the County, Meadowlands  
23 Commission and the DEP.

24           On top of that, there is also strict water  
25 quality requirements on the site as it relates to

1 adding impervious paving to what is currently not  
2 impervious. So the water quality on this site would  
3 be addressed mainly through these basins as well as  
4 a few ancillary manufacturer treatment devices. The  
5 water quality design has been submitted to meet the  
6 standards of both the Meadowlands Commission, and  
7 the County standard and DEP.

8 COMMISSIONER ARENCIBIA: Mr.  
9 Chairman, so the Penhorn Creek, doesn't that go into  
10 the basin?

11 MR. MIOLA: The Penhorn Creek goes  
12 adjacent to the basin. It's hydraulically connected  
13 to the basin via outcrop plates, but it's separated  
14 by a berm so that the actual --

15 COMMISSIONER ARENCIBIA: Can you show  
16 that?

17 MR. MIOLA: Sure, sure. The Penhorn  
18 Creek actually, the center line of the creek is  
19 about where our property lot line is. So Penhorn  
20 Creek flows from right to the left on this exhibit,  
21 across and underneath Secaucus Road, and it  
22 continues down the western property boundary until  
23 it crosses underneath County Road where it goes onto  
24 the rail yard there, ultimately to the Hackensack.  
25 I believe that's the Hackensack.

1                   COMMISSIONER ARENCIBIA:  So it's  
2                   separated by that berm.  There's really an expansion  
3                   of the creek.

4                   MR. MIOLA:  There are.  At the end of  
5                   the creek, there is a pipe, where the creek -- where  
6                   the basin discharges into the creek, and there is  
7                   some connection via a pipe.

8                   COMMISSIONER ARENCIBIA:  So it looks  
9                   like a wider creek, and it's right up against the  
10                  basin to get to the creek?

11                  MR. MIOLA:  There is actually a strip  
12                  of wetland that separates the basin from the creek.

13                  COMMISSIONER ARENCIBIA:  That's my  
14                  understanding.

15                  MR. COAKLEY:  Is there a flood hazard  
16                  area permit that is required, and are you in the  
17                  process of getting that?

18                  MR. MIOLA:  Yes.

19                  MR. COAKLEY:  From the DEP?

20                  MR. MIOLA:  Well, a flood hazard area  
21                  is required because there are portions of the site  
22                  that are being developed that need to meet the  
23                  current flood hazard elevation.  The elevation of  
24                  the site for the flood hazard area is Elevation 9.  
25                  So that permit is an individual permit for the flood

1 hazard area, so it's a verification, and that permit  
2 is being sought with the DEP.

3 MR. COAKLEY: What elevation?

4 MR. MIOLA: Our building will be up  
5 at 14.92 feet. So if they did the math, it's almost  
6 six feet above the flood plain. This site for the  
7 most part ranges about between ten, eleven, and  
8 twelve elevation. So a large majority of the site  
9 is already above the flood plain. There are a few  
10 areas that are low-lying.

11 MR. COAKLEY: One of the things we  
12 talked about before was the contribution made to the  
13 County fund with respect to impervious cover?

14 MR. MIOLA: Yes, yes. The applicant  
15 has agreed to make a contribution towards the  
16 Penhorn Creek Pump Station Fund based on the amount  
17 of proposed impervious area, \$5,000. In addition,  
18 the applicant has also agreed to pay the County a  
19 contribution towards the Shade Tree Fund in lieu of  
20 providing additional trees around the Secaucus Road  
21 frontage. Although I will say as part of the  
22 application, there are over 300 trees being put in  
23 so.

24 MR. COAKLEY: We'll mark the  
25 dedication.

1 MR. MIOLA: I'll mark this as A-3.

2 MR. COAKLEY: Can you describe it?

3 MR. MIOLA: It is a site plan, so  
4 it's a rendered version of the Sheet C100, that was  
5 provided in the application. It shows more of a  
6 perspective view of the site after it's developed.  
7 Secaucus Road is at the bottom right-hand corner  
8 over here. An access road the leads to the back of  
9 the site is about 1,200 feet. The car parking lot  
10 is on the northern six acres of the site.

11 MR. COAKLEY: This is where the 675  
12 cars are parked?

13 MR. MIOLA: Not all 675, but over 500  
14 of the 675 will be in this car parking lot, a  
15 majority. We have a small ancillary car parking lot  
16 on the other side of the ditch. So there's two  
17 proposed ditch crossing as part of this application,  
18 one is a pedestrian-only crossing that is for the  
19 employees parking at that 500-plus parking lot to  
20 cross over without any vehicles in the way. The  
21 second proposed crossing is a vehicular crossing,  
22 and that's located further to the east.

23 MR. COAKLEY: Is there an existing  
24 crossing?

25 MR. MIOLA: You can see at the

1 proposed pedestrian crossing, that crossing has a  
2 36-inch diameter culvert, which is not really  
3 adequate based on our hydraulic calculation for  
4 water discharging through this ditch. So as part of  
5 the application, what we're proposing is a brand new  
6 crossing with two six-by-ten-foot culverts, in order  
7 to allow for the freer stormwater flow through the  
8 ditch.

9 COMMISSIONER ARENCIBIA: And that is  
10 where that improvement is being located; is that  
11 correct?

12 MR. MIOLA: Yes.

13 COMMISSIONER ARENCIBIA: Can you show  
14 that?

15 MR. MIOLA: There is a ditch that  
16 separates the north and southern tracts. There are  
17 a two proposed crossings. Each crossing will have  
18 two six-by-ten-foot culverts, and right now, the  
19 flow of the ditch is really constricted by an  
20 existing crossing that only has a 36-inch culvert.  
21 So we're really opening it up.

22 COMMISSIONER ARENCIBIA: And you're  
23 going to do it at both crossings?

24 MR. MIOLA: Yes, yes.

25 MR. COAKLEY: All right. Do you want

1 to get back to the dedication?

2 MR. MIOLA: This next exhibit, I'll  
3 mark as A-4, and it depicts the proposed dedication  
4 to the County along Secaucus Road. So we have had  
5 several meetings with the Board professionals with  
6 regard to this project, and throughout those  
7 meetings, it became evident that there is a couple  
8 of main points, specifically with regard to proposed  
9 dedications. First is that the County would like to  
10 see a bus stop in order to make this facility  
11 accessible to public transportation users.

12 So the applicant has agreed to provide a  
13 dedication to facilitate this bus stop, as well the  
14 applicant has agreed to pursue approval of the bus  
15 stop with NJ Transit in Jersey City. On top of the  
16 bus stop --

17 MR. COAKLEY: Is there an existing  
18 bus stop?

19 MR. MIOLA: Yes. So Secaucus Road  
20 already has a bus stop at the proposed intersection.  
21 So if you're coming to the site from Tonnelle Avenue  
22 and North Bergen, we would be able to get off at the  
23 proposed intersection, and there would be crosswalks  
24 and network sidewalks that would allow you to walk  
25 up to the site.

1                   CHAIRMAN CRYAN: Did you check if a  
2 bus line goes to Secaucus Road?

3                   MR. MIOLA: Yes, yes, you have one.  
4 So that would take care of the northbound commuters  
5 and southbound if there is a bus stop that's sitting  
6 at this intersection. So they now envision pursuing  
7 approval for a bus stop right north of the  
8 intersection where we are widening to provide a  
9 right-hand turn lane into the site. So it would be  
10 a good spot for the bus stop. When the bus stops to  
11 load and unload, it is off the three lanes so it  
12 won't really impede the through-traffic when it's  
13 loading and unloading. It will have to veer back  
14 into those lanes after it's made its stop. That  
15 seems to be the best location for the bus stop,  
16 given the challenge of the road.

17                  MR. COAKLEY: Will there be a walkway  
18 to the facility from the bus stop?

19                  MR. MIOLA: Yes, there will be. The  
20 applicant is proposing at the suggestion of the  
21 Board professionals to provide a sidewalk along the  
22 1,200 feet of the access road up to the pedestrian  
23 crossing, which ultimately leads to the gateway  
24 building to check in and verify at the security  
25 portion of the site. So that's really it. We

1 received a comment from the Board's professionals  
2 regarding both the bus stop and sidewalk up the  
3 access road, and we are prepared to pursue the bus  
4 stop and provide the sidewalk.

5 MR. COAKLEY: And is there a place  
6 for bicycles located here?

7 MR. MIOLA: There is, there is, and  
8 it goes towards our green techniques, and the  
9 comment from the Board professionals is to have  
10 10 racks for bicycles, which will be near the area  
11 of the gateway building.

12 MR. COAKLEY: Now, let's take the  
13 Board through the dedication of the sidewalk.

14 MR. MIOLA: Sure, sure. So the  
15 dedication is really for a potential future  
16 sidewalk. Right now we're requesting a waiver from  
17 this Board from providing a sidewalk along the  
18 entire frontage of the site because the sidewalk  
19 wouldn't really connect to anything. There are  
20 properties to the north and the south of us along  
21 Secaucus Road without sidewalk.

22 So the goal of actually a sidewalk would  
23 be done to both provide a bus stop as well as  
24 additional right-of-way for a future sidewalk if it  
25 becomes necessary. So that's really a result of the

1 widening. The widening really eats into the  
2 existing right-of-way of the County to a point where  
3 there's only a few feet between the back of the curb  
4 and the right-of-way, so we'll provide that  
5 additional room to have a future sidewalk or  
6 whatever, and that area is agreed to be dedicated.  
7 That area is indicated in red on that exhibit. The  
8 bus stop area is indicated in green.

9 Let me to address a concern from the  
10 Board's professionals. There is a concern that the  
11 area that will be dedicated is encumbered by a  
12 wetland remediation projection on Secaucus Road and  
13 perhaps there's a deed restriction, and I can  
14 testify that the area being dedicated is not within  
15 any of the identified remediation areas and are not  
16 encumbered by any conservation easement associated  
17 with those wetlands.

18 In addition, it came up by the Board's  
19 professionals to discuss potential for a future  
20 sidewalk widening. There is no widening that exists  
21 or was proposed. I can testify that the grade  
22 behind the curb and the existing right-of-way behind  
23 the curb appears that you would be able to  
24 physically grade it and construct a sidewalk there  
25 without needing any additional right-of-way. We

1 already have a good 12 or 13 feet behind the curb,  
2 between the property line behind the curb. That's  
3 sufficient from a grade perspective to construct a  
4 sidewalk.

5 MR. COAKLEY: I don't think I have  
6 any further questions.

7 COMMISSIONER HOLLOWAY: Mr. Chairman,  
8 how many tractor trailers are proposed?

9 MR. MIOLA: We will provide testimony  
10 from a traffic perspective.

11 MR. COAKLEY: Yeah, our traffic  
12 engineer will testify.

13 CHAIRMAN CRYAN: Anything else?  
14 Let's hear your traffic engineer.

15 MR. COAKLEY: Here he comes.

16 (The witness is sworn.)

17 MR. CURLEY: Please state your name  
18 for the record and spell your last name.

19 MR. DISARIO: My name is Dan Disario,  
20 D-i-s-a-r-i-o.

21 MR. COAKLEY: Mr. Disario, what is  
22 you professional?

23 MR. DISARIO: I am director of  
24 traffic engineering services for Langan Engineering.

25 MR. COAKLEY: Have you prepared

1 numerous traffic studies in your lifetime?

2 MR. DISARIO: Yes, I have.

3 MR. COAKLEY: Thousands?

4 MR. DISARIO: Over a thousand.

5 MR. COAKLEY: And have you testified  
6 before boards in a number of jurisdictions?

7 MR. DISARIO: Yes, multiple  
8 jurisdictions including this Board, and my kids, who  
9 are 17 and 15, still ask me every morning, Dad, do  
10 you have a meeting?

11 MR. COAKLEY: And you're a licensed  
12 professional engineer in New Jersey and other  
13 states; is that correct?

14 MR. DISARIO: Yes.

15 MR. COAKLEY: I would like to offer  
16 him as an expert in the field of traffic  
17 engineering.

18 CHAIRMAN CRYAN: Any questions? Go  
19 ahead.

20 MR. COAKLEY: Thank you. Can you  
21 start by giving the Board a general idea of the  
22 traffic study that you performed?

23 MR. DISARIO: Certainly. Some of my  
24 thunder was stolen by Tim, who you gave you some  
25 information. I'll give you an overview of what we

1 did as it relates to identifying some of the impacts  
2 related to the proposal that's before you.

3 Consistent with what we did, we were  
4 engineers for the previous NRS application that was  
5 approved by this Board. We looked at the driveway  
6 that's proposed on Secaucus Road, which is going to  
7 be opposite the WY Industry's driveway, as well as  
8 the intersection of Secaucus and County Avenue. We  
9 anticipate at this point about 60 to 70 percent of  
10 the traffic associated with this proposed facility  
11 is going to be oriented to and from the west, with  
12 the remainder to and from the east towards Tonnelle  
13 Avenue.

14 And if you think that -- you've heard  
15 earlier from Tim, you're talking about a 40-mile  
16 radius in terms of the service area for this  
17 facility. There is going to be a reliance on the  
18 Turnpike for a lot of the traffic, both of  
19 employees, as well as the van drivers. So that  
20 orientation to and from the west, they get over to  
21 15X to the Turnpike, and that makes sense.

22 As it relates to traffic, generally  
23 speaking, to look at impacts, you're really focused  
24 on peak hours. So we've got a lot of information  
25 from Fed Ex as it relates to peak-hour traffic.

1 Now, their projections that they gave us were for  
2 their full operation five years down the road. We  
3 elected to conservatively model the full operation  
4 in five years, and also their peak operation. As  
5 you heard their business is based on the amount of  
6 package flow. When you get close to the holidays  
7 towards the end of the year between October and  
8 December, that's when that time of the year is going  
9 to be their peak time for operation. The rest of  
10 the year is not going to be as much because there  
11 are less packages to be delivered.

12 Now, the projections they gave us, excuse  
13 me if I start losing my voice. I've been trying to  
14 get over something for six weeks. I may go through  
15 a coughing fit, so if I do, forgive me. The  
16 projections they gave us are based on employees. So  
17 it's warehouse employees, van driver employees,  
18 tractor trailer employees. So when we looked at  
19 that information, we just assumed that all of those  
20 employees would be reporting to work, none of them  
21 would carpool, none of them take mass transits, none  
22 of them would ride their bikes to work.

23 And the reason why we did that, we wanted  
24 to do a very conservative analysis. Our estimates  
25 in this traffic study that's been submitted to you,

1 in my opinion are very conservative and overestimate  
2 the amount of traffic that this facility in real  
3 terms is actually going to generate if you're  
4 inclined to approve it, and it's built and it's  
5 operational.

6 So based on those numbers during peak  
7 hours, so in the morning on a weekday between seven  
8 and eight, we're looking at about 300 vehicles that  
9 would come into the facility, and 300 vehicles that  
10 would exit the facility during that morning peak  
11 hour. The way that breaks down is you have about  
12 240, round numbers, passenger cars, that's employees  
13 basically coming into to the facility to go to work.

14 About 60 small delivery vehicles would be  
15 coming in as well. Some of their delivery van  
16 drivers actually take the vans home with them  
17 overnight and then come back in the morning, and  
18 then the one tractor trailer truck coming in, which  
19 is consistent with what you heard because a lot of  
20 their larger tractor trailers comes overnight.

21 During that same morning peak hour, that's  
22 the inbound traffic, the outbound traffic between  
23 seven and eight in the morning would be 200 cars  
24 exiting. That's really employees that are working  
25 the overnight shift leaving. There would be a

1 hundred Fed Ex vans leaving that's basically going  
2 out on their routes, and one tractor trailer  
3 leaving. Just to give you an idea how that works,  
4 again, assuming a hundred employees are absent that  
5 day, none of them are carpooling, none of them are  
6 taking mass transit, and none of them are riding  
7 their bikes to work.

8           Similarly, in the evening or afternoon  
9 between five and six, you would still have about 300  
10 vehicles coming in and out. The breakdown would be  
11 a little different. You's have about 200 cars  
12 coming in at that hour. That's the people that are  
13 going to be working the night shift in the  
14 warehouse. You have about a hundred delivery vans  
15 coming back from when they made the deliveries  
16 throughout the day, and round numbers, 30 trucks,  
17 tractor trailers coming in.

18           On the outbound side, you have about 300  
19 cars leaving the facility at that afternoon peak  
20 hour. You have no vans leaving because they've  
21 already made their deliveries, and they're starting  
22 to come back in, and you would have about three  
23 trucks, tractor trailers, leaving the facility.

24           So from a pure traffic perspective, as it  
25 relates to the complexion, if you will, of the

1 amount of the traffic that this facility is going to  
2 generate, I believe it's an advantageous use from a  
3 traffic perspective. A lot of the warehouses that  
4 you're probably used to in this area are very heavy  
5 truck traffic generators, particularly during peak  
6 hours, morning and evening, when people are trying  
7 to leave work, where at this proposed facility,  
8 you're not going have that aspect to it. It  
9 generates very little traffic during normal commuter  
10 times and peak hours.

11           Again, we looked at the intersection of  
12 Secaucus and County, based on these very  
13 conservative projections. That analysis was  
14 reviewed by your consultant as well as the  
15 Meadowlands Commission. The impacts at that  
16 intersection as it relates to site traffic from this  
17 proposal will not be significant. There is very  
18 little change in the operations. There is a lot of  
19 excess capacity at the intersection, and certainly,  
20 I would submit to you respectfully, if you go out  
21 there and look at operations at that intersections  
22 today, and you're inclined to approve this facility,  
23 and it was fully operational in five years, you  
24 wouldn't be able to perceive a noticeable change in  
25 operations because of traffic that would be

1 associated with this facility.

2 Now, as part of the site driveway and the  
3 site access, consistent with the Meadowlands  
4 Commission's overall transportation master plan for  
5 their entire jurisdiction, they have always  
6 contemplated a traffic signal to serve the site, and  
7 it actually was developed as its proposed before  
8 you. So the applicant is proposing a traffic  
9 signal, and the signal will serve not only the  
10 driveway to this property, but it will also serve  
11 the WY Industry's driveway which exists, which is on  
12 the other side of Secaucus.

13 In addition, as you heard from the site  
14 engineer, the applicant is proposing to widened  
15 Secaucus to provide a right-turn lane to facilitate  
16 right-turn movements from Secaucus into the  
17 driveway. We are proposing that because as I said  
18 earlier, we anticipate the majority of traffic  
19 associated with this facility, it's going to be  
20 oriented to and from the northwest coming down  
21 Secaucus, so it makes sense to provide a right-turn  
22 lane into this site.

23 There is some issue, if you will, and some  
24 comments and concerns that have been raised both by  
25 the Meadowlands Commission as well as your review

1 consultant as it relates to providing a left-turn  
2 lane as well to serve the driveway of the proposed  
3 facility. Frankly speaking, based on the analysis  
4 we've done, we don't believe the left-turn lane is  
5 warranted, more so because of the conservative  
6 numbers that our analysis is based on.

7 Practically speaking, Secaucus is a  
8 four-lane road. There's plenty of four-lane roads  
9 within the state that operate, including Secaucus,  
10 without providing left-turn lanes at the driveway or  
11 at the intersection. So we will submit to you  
12 respectfully, we don't think at this point a  
13 left-turn lane is warranted.

14 Now, to address that concern, the  
15 applicant has agreed to do a post-opening study,  
16 whereby in about six to twelve months after the  
17 facility is open, during its peak time of  
18 operations, that would be somewhere between October  
19 and December, we would go out and do actual counts  
20 at the site driveway intersection to identify the  
21 real volumes that are going into and out of the  
22 driveway as well as the volumes that exist on  
23 Secaucus at that time.

24 We would assess the operations of that  
25 intersection and prepare a report for the review and

1 submission to your professionals as well as the  
2 Meadowlands Commission. If a left-turn lane proves  
3 to be warranted based on actual --

4 CHAIRMAN CRYAN: Is that based on our  
5 assessment or your assessment?

6 MR. DISARIO: It's going to be  
7 collectively based on our assessments and our  
8 preparation of the report that we then submit to  
9 your professionals as well as the professionals at  
10 the Meadowlands Commission.

11 CHAIRMAN CRYAN: If they said there  
12 is a need there, you will go head and do that?

13 MR. DISARIO: What has been agreed to  
14 at this point, the applicant is being subjected to a  
15 very high mitigation assessment by the Meadowlands  
16 Commission. The Meadowlands Commission, the reason  
17 why they did the master plan, transportation plan,  
18 is so they could assess new development a  
19 transportation mitigation assessment. That fee is  
20 based on the number of trips that your development  
21 will generate, and I can tell that this applicant is  
22 going to be subjected to a fee that is more than a  
23 million dollars.

24 So the Meadowlands Commission has agreed  
25 that if the post-study is assessed and determined to

1 warrant a left-turn lane both by your professionals  
2 or the Meadowlands Commission's professionals, the  
3 Meadowlands Commission will take some of that  
4 mitigation assessment fee that this applicant will  
5 pay, and use those funds to construct a left-turn  
6 lane, okay? So there is a mechanism for the funding  
7 to protect both the County as well as the  
8 Meadowlands in what I believe will be the unlikely  
9 event that a left-turn lane is warranted.

10 As an interim measure, I think it was  
11 identified by your review consultant, the way we can  
12 design the traffic signal that the applicant is  
13 going to construct is to provide what's essentially  
14 called an advanced phase, so that people heading  
15 down Secaucus Road that want to make a left turn  
16 into the site driveway, when they come to the  
17 intersection and there is a red light, the red light  
18 will turn green only for the westbound for a certain  
19 amount of time, it's called an advanced phase, to  
20 allow to traffic to flow in that direction and  
21 facilitate some of the left turns to be made into  
22 the driveway, while the other direction still has  
23 the red signal indication.

24 Once that advance phase is over, it opens  
25 it up for both directions on Secaucus. So that's an

1 interim measure to address the concern about not  
2 having a left-turn lane. We are going design a  
3 traffic signal to provide that additional phase.  
4 With that, I believe the intersection in terms of  
5 site driveway is going to operate quite efficiently.  
6 There is verbally at this point an agreement to  
7 address a left-turn lane if one proves to be  
8 warranted with the post-opening study in six to  
9 twelve months for the peak season for the facility's  
10 operation.

11 I believe our off-site impacts are very  
12 representative results that we've identified with  
13 respect to Secaucus and County intersection, and  
14 that there aren't significant impacts there, and I  
15 would submit you using that intersection as a  
16 benchmark, I would not anticipate any significant  
17 traffic impacts at any of the other intersections  
18 along Secaucus Road, and with that I would be happy  
19 to entertain any questions that you have.

20 COMMISSIONER CHOFFO: I have a  
21 question, could you go over the numbers again for  
22 the evening peak hours, cars exiting out?

23 MR. DISARIO: Three hundred cars will  
24 exit, zero vans will exit, and three trucks, tractor  
25 trailers will exit.

1                   COMMISSIONER CHOFFO: I guess my  
2 question is why 300 cars and other traffic coming in  
3 in the evening coming in, in the morning heading out  
4 is only 200 vehicles?

5                   MR. DISARIO: You will have other  
6 vehicle coming in in the morning outside of that  
7 peak hour. In the afternoon most of the employees  
8 will be leaving at the same time from that day  
9 shift. In the morning you will have a people coming  
10 in from the warehouse people, you will have people  
11 coming to drive the vans, and then you have office  
12 staff coming in. They don't all come in at the same  
13 time. Most of them will be leaving in the afternoon  
14 at the same time.

15                   That's why you see more cars exiting in  
16 the morning than coming in, correct, but the highest  
17 amount of cars that will be coming in will be 240  
18 cars between the hours of seven to eight. So other  
19 employees will be coming in. Some of them will come  
20 in at six to seven. Some will come in at eight to  
21 nine, but most of them will be leaving at the same  
22 hours.

23                   COMMISSIONER CHOFFO: I wasn't sure  
24 how that worked. Thank you.

25                   CHAIRMAN CRYAN: Mr. Cray.

1 MR. CRAY: Thank you, Mr. Chairman.  
2 Just for the record, the study that's done after the  
3 site is operational, that would be year one. It's  
4 Fed Ex's projection that they have a five-year  
5 built-out to become fully operational. So what will  
6 work, if we realized the real numbers, let's just  
7 say match they match your projected, then at that  
8 point, there are going to be less because you took  
9 what you described as worst case for full  
10 operational capacity.

11 So if just your client and the County  
12 start this out with the construction phase, another  
13 five years, so if that study is done during the  
14 first peak season after the facility opens, there  
15 wouldn't be need for a projection, whatever numbers  
16 you can see there. There's two concerns for  
17 Commissioners. There's the amount of trips because  
18 it's a matter what is the threshold when start you  
19 considering a left-turn lane because a hundred  
20 vehicles per peak hour, worst case, there's also  
21 queuing concerns, how far cars back up, if they  
22 start affecting the driveways.

23 We had a concern with that. What they  
24 have shown on how they expect the site to operate is  
25 that 70 percent will be going back to the Turnpike,

1 30 percent in the other direction, and of that  
2 amount from the west -- I'm sorry, from the east,  
3 only three percent is going to be truck traffic  
4 during the peak hour. Clearly, if it's that amount,  
5 the average size vehicle should benefit. So if that  
6 number is different, it wasn't three percent of the  
7 trucks coming from the east, perhaps it was  
8 20 percent, that amount of vehicles, there is also  
9 the queuing concerns.

10 So when they do their study, something I  
11 would recommend be worked out as a condition of  
12 approval in short term before we tie things up prior  
13 to construction is what is the basis for that  
14 projection so that when we do get the year one  
15 numbers, what is a reasonable thing we could agree  
16 for what the projection would be for year five.

17 MR. DISARIO: We completely agree  
18 with you, and we've given some thought to it in  
19 anticipation of that question, and I think what Fed  
20 Ex is going to be able to do one year out is  
21 identify at what capacity their facility is  
22 operating. So it's going to be peak operation for  
23 year one. If that's let's say for the sake of  
24 discussion, they're operating at 30-percent  
25 capacity, we're going to have a good idea based on

1 that 30-percent capacity the amount of cars and  
2 trucks that turn into and out of the site driveway  
3 at 30-percent occupancy. We can use that as a basis  
4 to project what the full operation would be pretty  
5 accurately.

6 COMMISSIONER HOLLOWAY: Mr. Chairman,  
7 I have a question. You said 70 percent from the  
8 west?

9 MR. DISARIO: Sixty to seventy.

10 COMMISSIONER HOLLOWAY: Because of  
11 the Turnpike. You're not open yet. I'm sure that a  
12 lot of applications for employment is going to come  
13 from Hudson County.

14 MR. DISARIO: Absolutely.

15 COMMISSIONER HOLLOWAY: And you have  
16 Jersey City and Hoboken, you have Bayonne, North  
17 Bergen, Weehawken, coming from the east, so I think  
18 it's 50 percent of your employees coming from that  
19 area and wouldn't be coming from the east on  
20 Tonnelle Avenue.

21 MR. DISARIO: We have taken a real  
22 look at those number, and we looked at journeys to  
23 work. A lot of projections are based on people that  
24 actually work in Secaucus where they live. So I  
25 don't disagree there is going to be a lot of people

1 that live to and from the east that work at this  
2 facility. That's why I'm putting the bracket around  
3 it, sixty to seventy, if we're on the low end of  
4 sixty to seventy percent, it's going to be about  
5 40 percent from the east. If we're on that high,  
6 it's going to be 30 percent.

7 We did our analysis based on the  
8 seventy-thirty split, but it could be different.  
9 That's one of the reasons, I think, collectively we  
10 agreed to first study, and then we can talk real  
11 splits, and we'll have the real, actual numbers in  
12 terms of how many vehicles are generated.

13 COMMISSIONER HOLLOWAY: It's not so  
14 much Secaucus Road, it's by Tonnelle Avenue. That's  
15 peak hours. Is there any reason that your tractor  
16 trailer are queuing Secaucus Road?

17 MR. DISARIO: No.

18 COMMISSIONER HOLLOWAY: Thank you.

19 COMMISSIONER MEHTA: I agree with  
20 Commissioner Holloway that most of your employees  
21 will be coming from Hudson County, and they might be  
22 coming to Tonnelle Avenue, and they might be making  
23 the left turn during the peak hours.

24 CHAIRMAN CRYAN: We hope most of the  
25 employees come from Hudson County.

1                   COMMISSIONER MEHTA: Yes. That's the  
2 area we hope they will be coming, and they might be  
3 making the left turn. I think there that makes  
4 sense to have a left-turn lane. And the other  
5 thing, you said that in the morning those go trucks  
6 go out to the area. It would be going out at the  
7 same time, or would it be a spread out over the day?  
8 Like you see on the route for UPS Christmastime,  
9 they're leaving at the same time, and they go into  
10 traffic. I don't want to have that kind of  
11 situation like that here.

12                   MR. DISARIO: I am abundantly aware  
13 of the UPS situation because I've dealt with it  
14 personally traveling through the area, so I know  
15 exactly what you mean. UPS, they have all their  
16 trucks loaded, and it's like releasing the hounds.  
17 Fed Ex doesn't do that. The vans won't be released  
18 all at the same time. They're going to be staggered  
19 over that hour. I don't anticipate the kind of  
20 issues that everyone experiences if you've been  
21 there for the UPS facility in terms of what's  
22 proposed for this site and Fed Ex.

23                   As it relates to your statement about the  
24 employees, I hope everyone that works at this  
25 facility comes from Hudson County. The reality is

1 not everyone is going to come from Hudson. That's  
2 why we do this follow-up study in a year when the  
3 facility is not at full capacity so we can get a  
4 sense where people are coming from and how many  
5 trucks or vans are being generated, knowing what the  
6 capacity of the operation in the facility is, and  
7 then we can more accurately project five years from  
8 now or four years from then what the full operation  
9 is going to be, and then make an accurate assertion  
10 what it should be.

11 COMMISSIONER MEHTA: I think you said  
12 your employees are staggered as far as timing. How  
13 many employees are office people? The office  
14 workers there are coming in at the peak hours.  
15 Maybe they have the data processing come in later  
16 and stagger them. Maybe you can provide a little  
17 more detail. So the office, there's an the office  
18 that's 19,000 square feet, can you just describe  
19 what is going to be in the 19,000-square-foot  
20 improvements?

21 MR. ELAM: So the 19,000-square-foot  
22 and change includes their computer room, which there  
23 is a couple of people that operate. They have a lot  
24 of the master minds of the facility working. So  
25 that was included in that 19,000-square-foot, the

1 computer room.

2 COMMISSIONER MEHTA: And then in the  
3 office area there are office workers, can you  
4 describe that?

5 MR. ELAM: There's different offices  
6 throughout the building. So there's the main office  
7 13,742 square feet. That's the main office where  
8 the main management staff is. There is a remote  
9 office, 1,632-square-feet, which is the people in  
10 charge of the warehouse floor, the distribution.  
11 There is also about 1,200 square feet for staff, and  
12 there is an office which is in charge of all of the  
13 semi-truck fleet, and also there is a computer room,  
14 which has a couple individual that are on the master  
15 mind controls.

16 COMMISSIONER MEHTA: And can you just  
17 describe what would be the peak hours for the office  
18 hours, and how many office employees would be there  
19 and the timing?

20 MR. ELAM: Yes. So when the facility  
21 opens, there's going to be 50 people in the office.  
22 These are made up of clerical staff, engineers,  
23 technicians and warehouse managers, people managing  
24 the sort, people managing packages and loading  
25 vehicles, senior managers. So the typical office

1 staff is like any office complex, arriving at seven  
2 or eight in the morning, departing at four to six  
3 p.m. There will be people p.m. sorts. There will  
4 be a p.m. sort manager with an engineer and  
5 technician there for repairs and such. So even when  
6 they're running a sort during the night evening  
7 hours, let's say at ten o'clock, there is going to  
8 be a couple, about three or five people that would  
9 be considered office staff technicians, engineers,  
10 things like that.

11 COMMISSIONER MEHTA: You said that  
12 it's open 24 hours. Can you describe the different  
13 warehouse shifts?

14 MR. ELAM: Yes. So there is going to  
15 be two main sorts run through this building a day.  
16 The p.m. sort starts at four a.m. and will run until  
17 about seven, 7:30 in the morning. It's typically a  
18 four-hour shift for those employees. This is  
19 typically the second job for a lot of people. It's  
20 a three-and-a-half-hour shift, and they get paid for  
21 four hours, so four a.m. to 7:30, and then the  
22 nighttime sort starts about seven o'clock and  
23 concludes at 10:30 or so. It all depends upon  
24 volumes for that business day.

25 COMMISSIONER MEHTA: And during the

1 Christmastime, do you know how much you increase  
2 during that December area?

3 MR. ELAM: About 20 to 40 percent  
4 annually.

5 MR. COAKLEY: Twenty to 40 percent  
6 over the normal part of the year?

7 MR. ELAM: Right. And that's  
8 factored into the projection of staffing, parking  
9 lot. That is all sized for a six-to-eight week  
10 period during the year.

11 COMMISSIONER MEHTA: And the traffic  
12 study, do they take that credit for the extra  
13 staffing for that during that temporary Christmas  
14 season?

15 MR. ELAM: Yes. It is the worst,  
16 worst-case scenario. I have personally entitled 30  
17 of these buildings, and these are extremely  
18 conservative numbers.

19 CHAIRMAN CRYAN: Mr. Cray.

20 MR. CRAY: I was going through my  
21 letter, and some of the comments comes down to the  
22 details of if the Board was to consider approval  
23 tonight, there are concern conditions that there's  
24 been correspondence, but there are some items that I  
25 wanted to clarify. They don't necessarily warrant

1 traffic testimony per se. It depends on what the  
2 point is. If we could take step back, there was a  
3 Planning letter and Planning response letter that  
4 deals with some of the comments.

5 MS. FERRARA: Mr. Chairman, I  
6 recommend that Mr. Cray should take the lead in  
7 addressing the comments in the Planning letter  
8 because they overlap.

9 MR. COAKLEY: If I may take the time  
10 to ask Mr. Disario one more question. In preparing  
11 your report, did you take any credit for anybody  
12 coming on the bus?

13 MR. DISARIO: No.

14 MR. COAKLEY: Did you take any credit  
15 for anybody carpooling?

16 MR. DISARIO: So.

17 MR. COAKLEY: Did you take any  
18 credits whatsoever for anybody not coming in a car?

19 MR. DISARIO: No credits were taken  
20 whatsoever.

21 MR. COAKLEY: You did this at the  
22 peak hours in the peak season?

23 MR. DISARIO: Yes, and at full  
24 operation, correct.

25 CHAIRMAN CRYAN: Thank you for

1 clarification.

2 MR. DISARIO: Thank you for your  
3 time.

4 MR. CURLEY: Mr. Chairman, if Mr.  
5 Cray is going to give what amounts to be expert  
6 testimony, he should be sworn.

7 (The witness is sworn.)

8 MR. CRAY: Let me back up. The  
9 applicant came for a prefiling presentation to the  
10 Subdivision Site Plan Advisory Review Committee.  
11 After that, they put an application package  
12 together, and they've been to the review committee  
13 twice, and there was a meeting in between to hash  
14 out some of the traffic questions that were out  
15 there, and there's been maybe two conference calls,  
16 one with the Meadowlands Commission as well, my  
17 office, the Planning and Engineering, and a  
18 representative of the applicant.

19 So there's been a lot correspondence to  
20 get to this point. What I concluded with is a  
21 Remington, Vernick & Arango Engineer's letter dated  
22 September 12, 2014, of which Langan Engineering,  
23 representing the applicant, issued a letter dated  
24 today, September 17th, 2014, responding to that  
25 engineering review letter, and then there is also

1 the September 12, 2014 Division of Planning letter  
2 from the County. There is also a response letter  
3 dated today, September 17th, 2014, from Langan  
4 Engineer, a point-by-point response to that.

5 What we were trying to work towards is to  
6 work out of a lot of finer details, even try to  
7 frame out with the bigger issues as well so that the  
8 Commissioners understood what we have already worked  
9 out and also could see what is remaining. There are  
10 things remaining with this particular application  
11 for a couple of reasons. One is that they came in  
12 with their application proposing a traffic signal,  
13 and typically, they've come up with a preliminary  
14 design.

15 The final designed construction documents,  
16 that would normally be done in a post-approval  
17 condition, and it's worked out with County  
18 Engineer's office, as well as other fine details,  
19 but it's almost like a separate plan that  
20 accompanies the site plan. There is that. There is  
21 also the fact that they have been working with  
22 different agencies, but with regards to the land use  
23 approvals from the Meadowlands Commission and the  
24 County, they're trying to work a certain schedule to  
25 move their project along.

1           What they have now is they have reviews  
2 from the Meadowlands Commission. That is still in  
3 process. We generated a lot of traffic comments.  
4 Some were about the signal. Some were about the  
5 scope of the traffic study. One is a signal to the  
6 west that they chose to study. We agree with their  
7 findings. Any change in the level of service are  
8 relatively minor, and it does not degrade to the  
9 point that it needs further study.

10           We questioned why they didn't study the  
11 signals in between them. At that point, we got into  
12 a dialogue in coordination with the Meadowlands  
13 review. The Meadowlands currently has worked out  
14 their signal systems. They included about a hundred  
15 signals throughout the Meadowland. It's a matter of  
16 synchronizing the signals to get the most out of  
17 what you have. It's not a matter of saying it needs  
18 a left-turn lane, it's more a matter working with  
19 those signals and optimizing and adapting to what  
20 you're seeing with vehicle flow.

21           What we had asked was that the Board have  
22 further review. The Meadowlands Commission has a  
23 certain amount of benchmarks to confirm the study  
24 and other signals studies to see if things need to  
25 be done, for example, to tweak the timing or

1 coordinate and adapt the signal system. We've  
2 agreed to defer as long as the County is kept in  
3 communication about what the findings of the  
4 Meadowlands Commission are. If they are needs to  
5 study those other signals and do any modifications  
6 to that, that we be informed of the schedule of what  
7 that is so that the County knows in coordination  
8 with the opening of this facility. The paper trail  
9 shows that they've agreed to do that and continue to  
10 have a dialogue. Until they have all the other  
11 agency approvals, they don't have a perfected site  
12 plan anyway.

13           There is also with the coordination with  
14 the Meadowlands Commission, they're reviewing the  
15 project as well, not just for the coordination to  
16 work out the signal system. That's among other  
17 things, what they would do with the money that  
18 Meadowlands Commission receives through the  
19 Hackensack Meadowlands Transportation Planning Act,  
20 which gives the ability to obtain money based on the  
21 intensity of that use.

22           Currently, there's a bit of a legislative  
23 situation working itself out. That's not currently  
24 in place, and it may be back in place. That's why  
25 we made the review comment as part of some of the

1 potential approval that we've asked for Mr. Curley's  
2 instruction on is a contingency that if that money  
3 is not available, there's two things that have to  
4 happen if it turns out that this left-turn lane is  
5 warranted. Number one is there would have to be  
6 money in place, and the Meadowlands Commission has  
7 the document in writing that gets beyond discussion  
8 points that say, for lack of a better term, to  
9 earmark an amount of money and confirm. It's 2.6  
10 million according to Meadowland Commission  
11 correspondence.

12 To get a rough idea rough from this  
13 applicant, they've agreed to do a rough cost  
14 estimate that would include what he needed for the  
15 land acquisition and design and the construction of  
16 a left-turn lane, then also that the Meadowlands  
17 Commission would be dedicating that amount of money.  
18 Anything else beyond that, they could use for an  
19 adaptive signal or anything else, but that would be  
20 a commitment to the Meadowlands Commission. Lacking  
21 that, it would fall back to the County, unless there  
22 is money in place to do that.

23 That's why the applicant has agreed that  
24 if those monies aren't going to come from the  
25 Meadowlands Commission, they will do it at their

1 expense if, in fact, the left-turn lane was  
2 warranted. So the circumstances wasn't really  
3 created by the applicant. It's just a temporary  
4 situation with the Meadowlands until that Act was  
5 reenacted. However, the part of that is in the  
6 applicant's control is to see if they could get a  
7 written commitment from the Meadowlands Commission  
8 that, in fact, that money from the Commission, that  
9 they will earmark what is needed for a potential  
10 left-turn lane, first as a condition of approval or  
11 we have to work out, I defer to Mr. Curley as to a  
12 binding way of committing that they'll do it at  
13 their expense.

14 That is one theoretical end result, and if  
15 a performance bond is not involved with that  
16 process, I would want to know that we have something  
17 in place that can trigger to get that. At that  
18 point they would be operational. We'll have an  
19 operational site. I just want to make sure that the  
20 County is protected, so that if they don't do it at  
21 a schedule that the County wants, the County can do  
22 it if it's not an expense and cost to the County,  
23 that it's funded from another source. That point is  
24 probably the majority of the discussions that we had  
25 in these conferences and the comments of the review

1 letter.

2 Moving beyond that, there are some other  
3 less major traffic items that they've agreed to.  
4 They've addressed many of our items through  
5 additional documentation. There's a couple  
6 remaining in coordination with the Meadowlands  
7 Commission, and they'll continue to follow up with  
8 that. There's items about how the traffic signal is  
9 designed. I believe that's handled from the traffic  
10 side. I have some other comments I will be moving  
11 to. I'll take a stop in case any Commissioners have  
12 any questions.

13 COMMISSIONER ARENCIBIA: Mr.  
14 Chairman, the left-turn lane cost, do we have  
15 guarantees and a plan if it does necessitate based  
16 on the traffic study that the applicant would have  
17 to perform, that there's good a component or funding  
18 source obtained? The County would like to guarantee  
19 that the developer applicant is going to provide  
20 that funding.

21 CHAIRMAN CRYAN: How, would there be  
22 a benchmark, some sort of numbers that they hit that  
23 we would say that we need a left-turn lane, or is  
24 that left up to interpretation?

25 COMMISSIONER ARENCIBIA: It will be

1 left up to the traffic engineers, and the County has  
2 to be called in and Meadowlands Commission. So it  
3 is traffic engineers who sees if that requires the  
4 left-turn lane, and obviously, Meadowlands would  
5 have to review.

6 MR. CRAY: The number I reference is  
7 what I think the amount that would be provided to  
8 the Meadowlands Commission if the Transportation  
9 Planning Act is not enforced. It's acquisition and  
10 construction of the left-turn lane.

11 MS. FERRARA: Mr. Chairman, if I  
12 may, the left turn into their site in the short term  
13 is going to be addressed as the traffic engineer has  
14 testified by a lead left, so the signal will stay  
15 green for those turning left ahead of the other  
16 traffic. That's the short-term solution unless the  
17 Meadowlands Commission reviews the remaining study  
18 for the signalization. Then at some point after,  
19 I'll defer to Mr. Curley if it would be 12 months  
20 after they are fully operational, is there would be  
21 what they call a warrant study done at the  
22 intersection. Based on that study, there will be  
23 some determination whether a dedicated left-hand  
24 turn needs to be at that site, which would require  
25 hardware, acquisition of land. But that only takes

1 place if the study warrants that.

2           What we have had so far, I had discussions  
3 with the Meadowlands Commission, and we had a  
4 conference call where the Meadowlands Commission did  
5 agree to, if the applicant does make a contribution  
6 under their current transportation planning  
7 procedure, which Paul referenced 2.6, that the  
8 Meadowlands Commission would agree to earmark that  
9 for lack of a better word, for any improvements of  
10 that intersection.

11           If for whatever reason the Meadowlands  
12 Commission's authority to ask for contribution does  
13 not get reinstated, the applicant agreed in their  
14 letter and I believe the testimony today, that they  
15 will conduct a study and proceed with if the study  
16 warrants it, any sort of upgrades to a dedicated  
17 left-hand turn on the site at their expense.

18           CHAIRMAN CRYAN: Is that left to some  
19 level of interpretation by the applicant, or they do  
20 it if our engineer feels it's necessary, what  
21 happens?

22           COMMISSIONER ARENCIBIA: There are  
23 guidelines as to whether you need it. A  
24 professional engineer reviews if it's warranted it,  
25 and the other engineers review it. I think we need

1 a guarantee if it is needed and warranted there is  
2 something to pay for it. It sounds like the  
3 applicant has agreed to that funding, so that our  
4 the attorney would require bonds or payment bonds.  
5 I think that is an issue that there is a commitment  
6 to do it. In five years from now, ten years from  
7 now, we have a different story.

8 MR. CRAY: Mr. Chairman, if I ask,  
9 Mr. Disario may have to go back to the letter that  
10 he received from me just to refresh a little bit.  
11 On Comment 1-G on page 6, what Demetrio said is  
12 correct. It's not an exact science. We tried to  
13 articulate so the record will show what some bases  
14 are just to have something clear. On page 6 of my  
15 September 12th letter, Item 1-G, in the bold, I know  
16 it's a pretty fat two-paragraph comment, but it goes  
17 to provide a little bit of clarity one or two years  
18 down the road.

19 This is kind of based on what we need and  
20 we were going to compare to as far as whether it's  
21 warranted. There's some aspects that are simple. I  
22 mean there is other things around, the queue length  
23 is excessive, you have more trucks than planned,  
24 that would be a reason that you may want to have a  
25 dedicated turn lane, to get the trucks out. If the

1 truck amount is as the expect, that's not a concern.  
2 The queue may work like they expected it. We didn't  
3 want there to be any misunderstanding. We put that  
4 into the review.

5 MR. DISARIO: The applicant's  
6 position is we're not adverse to your suggestion. I  
7 think as you've indicated, it's not just if we have  
8 a hundred vehicles. There has to be an analysis  
9 that goes along with the traffic count that  
10 necessitates operations. If the intersection is  
11 operating fine, and we have more than a hundred left  
12 turns, but there is no queuing issue, there are not  
13 adjacent driveways blocked, the guidelines are  
14 there.

15 There are guidelines that suggest that a  
16 hundred vehicle in terms of left-turn volume, a  
17 left-turn lane may be warranted, but then that goes  
18 to the warrant study and the engineering analysis to  
19 make a final determination, which we collectively  
20 will do with your professionals and the Meadowlands  
21 Commission. In the framework that you essentially  
22 puts together in the review letter, I don't have an  
23 issue with it.

24 MR. CRAY: At this point that's as  
25 good of a baseline as we could come up with. The

1 only trick is, I wish it was clear that the funding  
2 source was there and that was committed in writing.  
3 None of us in the room could control that. That's  
4 the only reason. If the money is there, it's not  
5 something the applicant has to contribute to anyway.  
6 As Demetrio says, you have to plan for it. It may  
7 be everybody in this room and the Meadowlands  
8 Commission is not involved at all, other than the  
9 timing being coordinated. That's why we have to get  
10 more detail in the approval.

11 I agree with Mr. Disario's representation.  
12 That's as reasonable as we could get as far as what  
13 the judgment will be later and the evaluation of it.

14 MR. CURLEY: It's my understanding  
15 that it all stems that the applicant will be  
16 responsible for the cost of any future left-turn  
17 lane that would be required?

18 MR. COAKLEY: The applicant will do  
19 the study. If, based on what Mr. Disario just said,  
20 a left turn is warranted, it will be the applicant's  
21 responsibility to pay for that if the Meadowlands  
22 Commission is not willing to pay for it. I also  
23 have a question as to whether any additional land  
24 would be required for the left-turn lane because of  
25 the dedication will be required.

1 MR. CRAY: It's actually on the  
2 opposite side. Geometrically, the way it would work  
3 out is they wouldn't take it from your side. They  
4 would take it from the east side.

5 COMMISSIONER ARENCIBIA: Mr.  
6 Chairman, that's a situation that it would be  
7 necessary for the County to assist with the  
8 operation. The County may have to assist.

9 MR. CURLEY: You're referring to  
10 assistance in the guarantee that the property can be  
11 acquired if need be?

12 MR. COAKLEY: Mr. Chairman, that up  
13 to the Freeholders at the time. They would make the  
14 decision.

15 MR. CRAY: The other one is not  
16 traffic-related. It's about coordination of the  
17 pedestrian and vehicle traffic, the sidewalk I'm  
18 looking at.

19 MR. COAKLEY: The first Dan will come  
20 up. They're both good Dans.

21 MR. CRAY: With the sidewalk I think  
22 what we had mentioned was to have it on the same  
23 side, the north side, so that the people coming off  
24 the bus don't have to across the intersection. That  
25 does mean that they have to cross the existing

1 trailer facilities, but you and I concur with this  
2 based on the information you provided with the  
3 application, that that facility, you don't expect  
4 its major usage to be during peak hours, so that  
5 might be a lesser situation, having the pedestrian  
6 crossing the driveway versus having them cross  
7 across the new intersection, only to have them cross  
8 again later on.

9 MR. MIOLA: You're summarizing. The  
10 sidewalk that's along the access road that heads up  
11 into the site, we could put that instead of the  
12 south side of the road, we'll put it on the north  
13 side of the access drive, that way if the bus stop  
14 happened in the right-turn lane, that we're not  
15 pulling -- the pedestrians don't have to cross the  
16 site-access driveway. Instead, they will continue  
17 on the north side of the road. They would have to  
18 cross the existing NRS driveway.

19 MR. CRAY: Which is a little more  
20 channelized because you're going to have a vertical  
21 curb where it doesn't now, that you have a certain  
22 distance that you're reducing. If you have a  
23 pedestrian crosswalk from the other side of Secaucus  
24 Road, where you planning on having a crosswalk on  
25 the north side, we have to accommodate them as well.

1 MR. MIOLA: I believe, I don't have  
2 the traffic at the intersection right in front of  
3 me, but I believe the crosswalks are proposed.

4 MR. CRAY: We don't have to have  
5 exactness now.

6 MR. MIOLA: I believe they're  
7 proposed on the south side.

8 MR. CRAY: Maybe I misunderstood. I  
9 thought that there was dialogue with you and the  
10 Meadowlands Commission.

11 MR. MIOLA: We have had verbal  
12 comments from them that they would want sidewalk on  
13 the other side of the access road.

14 MR. CRAY: So that's something that  
15 we can work out. I just want to acknowledge that  
16 we're doing what make sense for the pedestrians to  
17 reduce how many times they have to cross, especially  
18 with the driveway.

19 MR. MIOLA: We can agree to that.

20 MR. CRAY: The intersection design,  
21 for the record, this is an approval condition that  
22 we have not signed off on that design. In general,  
23 they have plans submitted, but if this application  
24 were approved that the design, in-house by the  
25 County, is going to get a detailed review. You take

1 it from the highlights and take it to a construction  
2 document level and iron the fine details out, and  
3 the correspondence shows that that's understood as a  
4 condition of approval.

5 COMMISSIONER ARENCIBIA: The  
6 construction documents need to be developed, and the  
7 documents need to be approved by the County, and  
8 we'll have a preconstruction meeting beforehand.

9 MR. CRAY: What we have here is a  
10 preliminary design. Sometimes we have nothing.  
11 They have worked out a lot of the generalities.  
12 It's a matter of taking it to the next step. I have  
13 nothing further at this point, Mr. Chairman.

14 COMMISSIONER MEHTA: Are you going to  
15 have a lighted crosswalk also because of the people  
16 coming from the east, and the people that walk over  
17 to the area at night, doesn't that have to be  
18 lighted?

19 COMMISSIONER ARENCIBIA: Mr.  
20 Chairman, that will be part of that traffic signal  
21 design, that right-turn lane, the drainage, striping  
22 and the signal hardware, that's all part of that  
23 intersection design. It's going to be addressed  
24 during the review of the construction documents.  
25 There is actually, you know, I guess other

1 conditions that the applicant previously discussed  
2 is we may to want to refer back to the right-of-way  
3 dedication, the right-of-way dedication for the  
4 right-turn lane, and the contribution for the  
5 drainage and impact to the Penhorn Creek outflow.

6 MR. COAKLEY: They're all in  
7 correspondence. I addressed one of the conditions,  
8 and that is the remaining property in the front, the  
9 NRS property, the way that the letter is written by  
10 Mr. Cray, you referred to essentially that they  
11 would have to come back for site plan approval if  
12 there was an increase of traffic from the existing  
13 site related to operational changes.

14 I know I brought this up with Mr. Curley.  
15 I don't believe it's appropriate. If they change  
16 their use or come in for site plan approval because  
17 some change is made, that would open them up, but if  
18 they just change the operation and not change their  
19 use, that shouldn't require them to commit to site  
20 plan approval.

21 MR. CURLEY: One of the pieces of  
22 property, it's the property in front, that's not  
23 part of this application?

24 MR. COAKLEY: It's not part of this  
25 application, but the owner of the entire tract will

1 continue to own the property in the front here,  
2 which has the trailer parking on it now. My point  
3 was if there is more activity there because they  
4 change your operation within the existing use which  
5 is an approved use, it shouldn't necessitate a site  
6 plan approval.

7 COMMISSIONER ARENCIBIA: Are they  
8 using the same driveway?

9 MR. COAKLEY: They're using the same  
10 driveway, yes.

11 COMMISSIONER ARENCIBIA: And your  
12 traffic study incorporates their volumes?

13 MR. COAKLEY: Yes.

14 COMMISSIONER ARENCIBIA: And their  
15 volumes are based on currently conditions?

16 MR. COAKLEY: Actually, their volumes  
17 are based on their 2008 level of traffic.

18 MR. DISARIO: Our counts include  
19 everything coming in and out of the driveway, so it  
20 includes NRS's existing operation.

21 COMMISSIONER ARENCIBIA: So Mr. Cray  
22 raised the concern about it?

23 MR. CRAY: If I could clarify, I  
24 don't have any information on those prior approvals.  
25 It's been represented that they store trailers, and

1 the way it operates, there's no trip generation  
2 currently, and there is reference that compared to  
3 eight years ago, and it seems to be consistent. It  
4 seems as though in its current use, it's been  
5 consistent over this period of time. If it  
6 continues to be used as it's used now, I don't see  
7 where the problem would be.

8 If they come back, it would be a different  
9 usage to the site. That's why I want to be clear  
10 for the record that the minor subdivision approval  
11 will show this is for the Fed Ex facility and the  
12 other facility, how it currently operates. If they  
13 change, that's a whole different application.

14 MR. CURLEY: I believe somewhere in  
15 the comments I saw that it based upon a change.

16 MR. COAKLEY: That's my expectation.

17 MS. FERRARA: Mr. Chairman, I think  
18 it would be helpful, I have one item that I would  
19 like Mr. Cray to comment, and then it may be helpful  
20 to summarize the sum of conditions of the approval,  
21 make sure we covered everything and entertain a  
22 motion. But Mr. Cray, and I know Mr. Miola  
23 testified that there are no restrictions on the  
24 right-of-way, and I know that you reviewed the  
25 documentation. Can you confirm there are no

1 challenges, construction challenges, deed  
2 restrictions or permitting challenges with the  
3 right-of-way that is dedicated to the County?

4 MR. CRAY: I can confirm most of  
5 that. I confirm Mr. Miola's most recent response  
6 letter dated today. The deed restrictions, we  
7 didn't think that they were in the County  
8 right-of-way because that's private property.  
9 Originally, when we were first meeting and talking  
10 in general terms in preliminary meetings, it wasn't  
11 clear if there were deed restrictions for some Army  
12 Corp. of Engineers wetland mitigation that was done  
13 with the current property owner that resulted if we  
14 step foot one out the right-of-way, weren't standing  
15 on Army Corp., and we would be permitting that deed  
16 restriction if we had to go out of there for  
17 grading.

18 At that point more information has been  
19 made available about the history of that part of  
20 that property, and Dan Miola has confirmed, it's in  
21 writing, that the deed restriction does not approach  
22 the existing and extended right-of-way of the  
23 dedication, but also the wetlands regulated by the  
24 Army Corp. is at the bottom of the ditch itself, and  
25 the part that is the their jurisdiction from the

1 mitigation is on the other side, the site further  
2 from the right-of-way dedication. So there will not  
3 be a deed restriction concern.

4 The other concern is whether it is  
5 complicated permitting. It wasn't clear from the  
6 beginning of the application discussion it possibly  
7 could be complicated. What was clarified is that  
8 there is not wetland property there. It's Army  
9 Corp. jurisdiction. There is no buffer. There  
10 would be buffer extending into the right-of-way.

11 The grading challenge, it's feasible  
12 within the current right-of-way because it doesn't  
13 drop off. There is going to be utilities pole  
14 challenges. That has to be worked around and  
15 relocated. It's not easy, but that's unavoidable at  
16 this time. Mr. Miola was not able to say there were  
17 no permitting efforts needed, and I understand why.  
18 There could be associated with the flood hazard.  
19 That's wasn't one of the first concerns.

20 We wanted to make sure that the County  
21 wasn't going to take on a challenge like a deed  
22 restriction or a mitigation restriction. Those are  
23 not challenges. It's more in the realm of moving  
24 utilities poles, maybe if we can't move, working  
25 around that or rather, a regular, it's tough to say

1 that, DEP flood zone permit is possible. It's  
2 beyond the scope of this application. I am not able  
3 to confirm that a hundred percent, but that seems  
4 like a more reasonable situation than what we were  
5 concerned it might have been before the other  
6 information.

7 MS. FERRARA: Mr. Cray, has  
8 reiterated the main concern on taking on that  
9 right-of-way dedication and restrictions. Now, if  
10 the Board doesn't have any other questions, I think  
11 we should summarize the items that were discussed,  
12 and there are a lot of conditions to the approval I  
13 would like the Board to be mindful. I think the  
14 applicant has done a very good job of addressing the  
15 comments in Planning letter as well as Mr. Cray's  
16 letter.

17 And from the Planning letter, they have  
18 addressing green techniques, which they are  
19 satisfying. They are providing native landscaping,  
20 green park, and they are providing ten bike racks,  
21 and they have agreed to submit a development  
22 contribution for the Penhorn Creek, as well as in  
23 lieu of planting, they have requested a waiver from  
24 the Shade Tree requirements, and they are making a  
25 contribution for 59 trees.

1           One of the things I think we had asked for  
2 the various letters and discussions with applicant.  
3 They did submit a subdivision outlining the  
4 right-of-way dedication, they also have a  
5 subdivision approval they have from Jersey City  
6 showing that right-of-way dedication.

7           MR. COAKLEY: Jersey City has agreed  
8 to do that administratively.

9           MS. FERRARA: So therefore, all  
10 subdivision approval, Meadowlands Commission and  
11 Jersey City will all have the right-of-way  
12 dedications. That's has already been discussed in  
13 testimony. We are comfortable with the right-of-way  
14 dedications, that there are no severe restrictions  
15 and normal permitting challenges from the DEP.

16           We also discussed the current owner of  
17 Block 101, NRS, if they decide to change their use  
18 in the future, they have to be subject to the  
19 Planning Board for approval. And then one of the  
20 major discussion items is the possible potential  
21 left-hand -- dedicated left-hand turn, which we will  
22 conduct a warrant study in the future, and if based  
23 on that, the left-turn lane was warranted, that the  
24 contribution of funds made by the applicant to the  
25 Meadowlands Commission, those funds from the

1 transportation program will be used, or the  
2 applicant has agreed to fund it that way, and I  
3 believe those are all of the major areas for  
4 approval.

5 MR. TRIDENTE: Mr. Chairman, I just  
6 want to remind the applicant that upon completion of  
7 the project, they are required to have a set of  
8 as-built plans submitted to our office, and it's  
9 also required to have final inspection before you  
10 receive your certificate of occupancy.

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

13 COMMISSIONER HOLLOWAY: I second it.

14 MS. FERRARA: On a motion made by  
15 Commissioner Choffo. Second by Commissioner  
16 Holloway.

17 Commissioner Arencibia.

18 COMMISSIONER ARENCIBIA: Aye.

19 MS. FERRARA: Commissioner Choffo.

20 COMMISSIONER CHOFFO: Aye.

21 MS. FERRARA: Commissioner  
22 DiDomenico.

23 FREEHOLDER DiDOMENICO: Aye.

24 MS. FERRARA: Commissioner Gomez.

25 COMMISSIONER GOMEZ: Aye.

1 MS. FERRARA: Commissioner Holloway.

2 COMMISSIONER HOLLOWAY: Aye.

3 MS. FERRARA: Commissioner Mehta.

4 COMMISSIONER MEHTA: Aye.

5 MS. FERRARA: Commissioner Peralta.

6 COMMISSIONER PERALTA: Aye.

7 MS. FERRARA: Chairman Cryan.

8 CHAIRMAN CRYAN: Aye.

9 MS. FERRARA: The motion has passed.

10 MR. COAKLEY: Thank you, very much,  
11 Commissioners, Mr. Chairman and Ms. Ferrara.

12 CHAIRMAN CRYAN: Thank you.

13 MS. FERRARA: The next item on the  
14 agenda is Application to be Administratively  
15 Approved. Application 2014-45-SP; New York SMSA  
16 Limited Partnership d/b/a Verizon Wireless, located  
17 at 840-844 Kennedy Boulevard, Block 144, Lot 38,  
18 Bayonne.

19 On a motion made by Commissioner Choffo.  
20 Second by Commissioner Gomez.

21 Commissioner Arencibia.

22 COMMISSIONER ARENCIBIA: Aye.

23 MS. FERRARA: Commissioner Choffo.

24 COMMISSIONER CHOFFO: Aye.

25 MS. FERRARA: Commissioner

1 DiDomenico.

2 FREEHOLDER DiDOMENICO: Aye.

3 MS. FERRARA: Commissioner Gomez.

4 COMMISSIONER GOMEZ: Aye.

5 MS. FERRARA: Commissioner Holloway.

6 COMMISSIONER HOLLOWAY: Aye.

7 MS. FERRARA: Commissioner Mehta.

8 COMMISSIONER MEHTA: Aye.

9 MS. FERRARA: Commissioner Peralta.

10 COMMISSIONER PERALTA: Aye.

11 MS. FERRARA: Chairman Cryan.

12 CHAIRMAN CRYAN: Aye.

13 MS. FERRARA: The motion has passed.

14 Mr. Chairman, I have no old business or new  
15 business.

16 CHAIRMAN CRYAN: The next meeting is  
17 October 15th. Can we have a motion to close?

18 COMMISSIONER ARENCIBIA: Motion.

19 COMMISSIONER GOMEZ: Second.

20 (Whereupon the proceeding is then  
21 concluded at 9:01 p.m.)

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

I, SHARI CATHEY, CCR, RPR, License No.  
30XI00234700, and Notary Public of the State of New  
Jersey, hereby certify that the proceedings herein  
are from the notes taken by me of a Regular Meeting  
of the Hudson County Planning Board, held on  
Wednesday, September 17, 2014; and that this is a  
correct transcript of the same.

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SHARI CATHEY, CCR, RPR  
A NOTARY PUBLIC of the  
State of New Jersey  
I.D. No. 2283786  
Commission Expires 2/4/17

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