HUDSON COUNTY
PLANNING BOARD

RE:

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

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OPEN SESSION

Bergen Square Center
Floor 9A
830 Bergen Avenue
Jersey City, New Jersey
Tuesday, January 21, 2020
6:30 p.m.

BEFORE:

SAMANTHA LUGO, Chairwoman
JOHN ALLEN, Commissioner
RENEE BETTINGER, Commissioner
FLOYD JETER, Commissioner
THOMAS MALAVASI, PE, Commissioner
RUSHABH MEHTA, Commissioner
KENNEDY NG, Commissioner

ALSO PRESENT:

JOHN J. CURLEY, ESQ., Board Counsel
STEPHANIE LEE, Assistant Planner
FRANCESCA GIARRANTANA, PP, AICP, Secretary
MARIO TRIDENTE, Inspector
ANTONIOS PANAGOPOULOS, PE
CHAIRMAN CHOFFO: Good evening, everyone. I would like to call the meeting to order, the meeting of the Hudson County Planning Board for this evening, Tuesday, January 21st of 2020. It's 6:30 p.m.

Counselor, do we have -- was this meeting properly advertised?

MR. CURLEY: Yes, the meeting was properly noticed in accordance with the Open Public Meetings Act. The date of the meeting, time, and place were placed on the annual schedule. In addition, they were noticed by the Jersey Journal and the Star Ledger as to the date, time, and location.

CHAIRMAN CHOFFO: Thank you. Francesca, may we have a role call, please?


COMMISSIONER BETTINGER: Here.


COMMISSIONER JETER: Here.

MS. GIARRATANA: Commissioner Lugo.

COMMISSIONER LUGO: Here.
MS. GIARRATANA: Commissioner Malavasi.

COMMISSIONER MALAVASI: Present.

MS. GIARRATANA: Commissioner Mehta.

COMMISSIONER MEHTA: Here.

MS. GIARRATANA: Commissioner Ng.

COMMISSIONER NG: Here.

MS. GIARRATANA: Commissioner Torres.

FREEHOLDER TORRES: Here.

MS. GIARRATANA: Commissioner Walker, absent. Chairman Choffo.

CHAIRMAN CHOFFO: Here.

MS. GIARRATANA: Chairman, we have a quorum.

CHAIRMAN CHOFFO: Thank you. Please stand to salute the flag.

(Flag Salute.)

MS. GIARRATANA: Mr. Chair, the next item on the agenda are the review and adoption of meeting minutes from December 17th, 2019.

CHAIRMAN CHOFFO: Do I have a motion to accept?

MS. GIARRATANA: On a motion made by Commissioner Lugo and seconded by Commissioner Bettinger.
Commissioner Bettinger.

COMMISSIONER BETTINGER: Aye.

MS. GIARRATANA: Commissioner Jeter.

COMMISSIONER JETER: Aye.

MS. GIARRATANA: Commissioner Lugo.

COMMISSIONER LUGO: Aye.

MS. GIARRATANA: Commissioner Malavasi.

COMMISSIONER MALAVASI: Aye.

MS. GIARRATANA: Commissioner Mehta.

COMMISSIONER MEHTA: Aye.

MS. GIARRATANA: Commissioner Ng.

COMMISSIONER NG: Abstain.

MS. GIARRATANA: Commissioner Torres.

FREEHOLDER TORRES: Abstain.

MS. GIARRATANA: Chairman Choffo.

CHAIRMAN CHOFFO: I abstain as well.

MS. GIARRATANA: The motion has passed, Mr. Chair. Oh, please let the record reflect that Chairman -- I'm sorry, Commissioner Allen has joined the meeting.

The next item on the agenda are Matters Scheduled for Public Hearing, and first up is the selection of officers. So at this time I'll turn the meeting over to our Board Counsel to do the
nominations and selections of Board Chair, Vice Chair, and Chair Pro Tempore.

MR. CURLEY: The first order of business is to ask for nominations for the position of Board Chair.

COMMISSIONER BETTINGER: I'd like to nominate Samantha Lugo.

COMMISSIONER JETER: I'll second.

COMMISSIONER BETTINGER: Motion to close nominees.

CHAIRMAN CHOFFO: I'll second that.

MR. CURLEY: We'll do a voice vote on that.

(Whereupon the Board unanimously closes nominations.)

MR. CURLEY: Any nays? Let's see the election of the Board Chairperson. We have a nominee. Do we have those in favor?

(Whereupon the Board unanimously selects Board Chair.)

MR. CURLEY: Any opposed? So we now have a chair for the Board. We should entertain a nomination for Vice Chairperson.

CHAIRMAN CHOFFO: I'll make a motion to nominate Rushabh Mehta for Vice Chair.
CHAIRWOMAN LUGO: I'll second.

FREEHOLDER TORRES: Motion to close nominations.

COMMISSIONER CHOFO: I'll second that.

MR. CURLEY: All in favor, say aye.

(Whereupon the Board unanimously closes nominations.)

MR. CURLEY: Any opposed? Our nomination is closed. We have one nominee. Everyone in favor of making that nominee to the Vice Chair, aye?

(Whereupon the Board unanimously selects Vice Chair.)

MR. CURLEY: Any opposed? The position of Vice Chair has been filled.

COMMISSIONER MEHTA: Thank you for your confidence.

MR. CURLEY: The next nomination I would seek is the Chair Pro Tempore of the Board.

COMMISSIONER MEHTA: I nominate Renee Bettinger.

CHAIRWOMAN LUGO: I second.

MR. CURLEY: All in favor.

(Whereupon the Board unanimously
votes in favor of nomination.)

MR. CURLEY: Do we have any other nominees?

FREEHOLDER TORRES: Motion to close nominations.

COMMISSIONER CHOFFO: I'll second.

MR. CURLEY: All in favor.

(Whereupon the Board unanimously closes nominations.)

MR. CURLEY: Any opposed? And we have one nominee for the position of Chair Pro Tempore. All in favor.

(Whereupon the Board unanimously selects Chair Pro Tempore.)

MR. CURLEY: Any opposed? Now, we move onto the nomination of committees.

(Appplause.)

MS. GIARRATANA: The next item on the agenda is the assignment of the committee members. We have two standing committees. One is the Site Plan and Subdivision Review Committee. Do I have a volunteer for that committee? Tom? Tom Malavasi.

COMMISSIONER MALAVASI: Yes.

MS. GIARRATANA: And Dan Choffo.

Thank you. And then --
COMMISSIONER CHOFFO: Unless someone else wants to do it.

MS. GIARRATANA: The other committee is the Selection Committee for Legal and Engineering Services to the Board. Do I have any volunteers?

COMMISSIONER CHOFFO: I handle that.

MS. GIARRATANA: As well as Commissioner Allen? And Chairwoman Lugo. So it will be Commissioner Allen, Commissioner Choffo, and Chairwoman Lugo on the Selection Committee. And we will put out our request for those services within the next few weeks. We'll get the proposals back, we'll give the scoring sheets to the Selection Committee, and hope to award a new contract in March.

The next item on the agenda is the adoption of the 2020 Hudson County Planning Board Bylaws. This is really to just officially bringing in the new year with the full bylaws. We haven't made any adoptions or changes since April 2019, and that was to -- that was just information about posting for the meetings, and that had been approved. So this is just approving all those changes into one document.

COMMISSIONER MEHTA: I make a motion.
COMMISSIONER BETTINGER: I second the motion.

MS. GIARRATANA: On a motion made by Commissioner Mehta and seconded by Commissioner Bettinger.

COMMISSIONER BETTINGER: Aye.

MS. GIARRATANA: Commissioner Jeter.

COMMISSIONER JETER: Aye.

MS. GIARRATANA: Commissioner Malavasi.

COMMISSIONER MALAVASI: Aye.

MS. GIARRATANA: Commissioner Mehta.

COMMISSIONER MEHTA: Aye.

MS. GIARRATANA: Commissioner Ng.

COMMISSIONER NG: Aye.

MS. GIARRATANA: Commissioner Torres.

FREEHOLDER TORRES: Yes.

MS. GIARRATANA: Commissioner Choffo.

CHAIRMAN CHOFFO: Aye.

MS. GIARRATANA: Chairwoman Lugo.

COMMISSIONER LUGO: Aye.

MS. GIARRATANA: The motion has passed.

COMMISSIONER ALLEN: I need my roll.
MS. GIARRATANA: My apologies.

Commissioner Allen.

COMMISSIONER ALLEN: Aye.

MS. GIARRATANA: The motion has passed. The next item on the agenda are the memorializations of resolutions considered at the previous meeting. This was Application 2018 --

My apologies. Our Board Counsel just pointed out that the resolutions haven't been prepared. So we need to carry it to the next meeting. Okay. All right. So we'll be moving on to the next agenda item.

FREEHOLDER TORRES: I just have a question.

MS. GIARRATANA: Yes?

FREEHOLDER TORRES: For the next meeting, will the memorializations be separated from the last meeting to this meeting, just so make that before we vote for those that weren't here?

MS. GIARRATANA: Yes. Yes.

Absolutely. So yes, each memorization is done separately.

FREEHOLDER TORRES: So you'll have that, just the people who were there --

MS. GIARRATANA: Right. Exactly.
FREEHOLDER TORRES: Thank you.

MS. GIARRATANA: You're welcome. The
next item on the agenda are Site Plans,
Subdivisions, and Other Matters Scheduled for Public
Hearing. First up is 2019-75-SP. This is Allied
Metal at location 3134 Paterson Plank, Block 64, and
Lots 2 and 5 in North Bergen. This is an
application to construct an 11-story hotel with 198
rooms and automated parking.

COMMISSIONER MEHTA: Madam Chairwoman?

CHAIRWOMAN LUGO: Yes.

COMMISSIONER MEHTA: I think we need
to wait outside. I heard the application in the
North Bergen Zoning Board. So I think that I have
to wait outside.

COMMISSIONER LUGO: Thank you.

COMMISSIONER MEHTA: So you want me
to wait?

MR. CURLEY: We have another
application after this one.

MR. JIMENEZ: Good afternoon, Members of the Board. My name is Michael A. Jimenez. I'm
at the Law Firm of Scarinci & Hollenback for the applicant in this particular matter, which is
ETSREGMT, LLC. The property in question is located at 3114 Paterson Plank Road in North Bergen, New Jersey. It's also located on Block 64, Lot 2 and 5, and within the Township of North Bergen. It's located in the C2 Highway Commercial District.

Just to give the Board a little preview of what the applicant is requesting, the applicant -- the subject site is located on 3114 Paterson Plank Road; approximately 17,896 square feet in a triangular shaped lot, which both fronts Tonnelle Avenue and Paterson Plank Road. The applicant proposes to demolish the existing two-story commercial warehouse. It has a retail component and a parking lot area; thereby, constructing an 11-story, 198 unit, dual use hotel with 193 parking spaces, automated at that, with 12 surface lot parking spaces.

This hotel also will include such high-end accommodations such as an outdoor patio area and lounge area, as well as a spa, sauna, and exercise area. This particular application has already been approved on September 17th, 2019, by the Township of North Bergen, and it was memorialized on January 9th of 2020. Tonight I have three professionals on behalf of the applicant. We have the engineer, Mr.
Calisto Bertin, that will be presenting the engineer aspect. We have our traffic expert, Lee Klein, and to round it off, we have our architect, Mr. Aiello. Unless there's any questions right now, I'm going to get right into Ms. Calisto Bertin.

(The witness is sworn.)

MR. CURLEY: Will your state your name for the record and spell your last name?

MR. BERTIN: It's C-A-L-I-S-T-O; Bertin, B-E-R-T-I-N.

MR. JIMENEZ: Would you like for me to qualify him?

MR. CURLEY: Yes, please.

MR. JIMENEZ: Mr. Bertin, can you give the board members your background?

MR. BERTIN: Yes. I have a degree in civil engineering from Villanova University; master's degree from Rensselaer Polytechnic Institute. I've been licensed in New Jersey since somewhere like '86, 1986. I've been before this Board -- as an engineer, I'm sorry. I'm the principal of Bertin Engineering, and I've been appearing here for almost -- well, 30 years.

MR. JIMENEZ: Madam Chairperson, I submit Mr. Bertin is qualified as an engineer.
CHAIRWOMAN LUGO: Acceptable.

MR. JIMENEZ: All right. Thank you.

MR. BERTIN: Okay. As Mr. Jimenez said, this is a site, 3114 Tonnelle Avenue. I have here a rendering. It's called landscape rendering, and it's different than what was submitted as a full version of the plan.

MR. CURLEY: We should mark it.

MR. BERTIN: Okay. It's called landscape rendering. It's dated 6/19/19. This is a colored version of the site landscape plan. The site is somewhat triangular, 17,900 square foot approximately. For orientation, Tonnelle Avenue is on the top of the page. Paterson Plank Road is on the bottom. Beyond Paterson Plank Road, that's headed east, would be the off-ramp of 495. There's a big concrete wall, and the ramp is above there, and then there's homes high beyond that. There's about a 14-foot grade change between Tonnelle Avenue and Paterson Plank Road. So it's a whole story in the height difference.

So as Mr. Jimenez said, there are two buildings on the site. There is a larger, I guess, retail wholesale sales building for Allied Metals, that's the owner of the property, and then there's a
small commercial building, retail building, that I don't think has been occupied for a while. But all the driveways are off of Tonnelle Avenue, big wide curb cuts. There are no curb cuts on Paterson Plank Road. Because of parking shortage, cars do park on the sidewalk there now.

So we are going to demolish the entire site and construct this building, and the building really occupies almost the entire piece of property. So it's an 11-story building. The access will be from Paterson Plank Road. There will be no access on Tonnelle Avenue. We will have a parking garage off of -- there will be a lobby that's underneath the building. So part of the building will be very high 18, 19-foot high overhang where cars can drive actually into the building. It'll be a wide open opening, and there's garages that go into the automated parking.

So because the site occupies -- because the building occupies the whole site, and it is a higher end hotel, we had to do a little bit more than just beautify the yard, because we really don't have a yard. So we, of course, we're going to replace all the curbs and sidewalks, and landscape Paterson Plank Road, which is the County road in
front of the site, and we'll do the same with the
curbs and sidewalks on Tonnelle Avenue. But if you
know the area and looking south -- or north on
Tonnelle Avenue, it hasn't been kept up, and there's
nobody there to keep it up. It's just an empty
property. So just from this rendering, if you look
to the south, to the left of the building, is the
overpass for 495. So between the building and 495
on Tonnelle Avenue, it's just weeds and scrub trees.

So we propose to tear that all up, all the
way down to the bridge, and landscape that whole
area. I should mention that between Tonnelle
Avenue, south of the building, that's the offramp
for 495 that comes up through Paterson Plank Road.
So we'll landscape that whole area. Also, opposite
of the site on Paterson Plank Road is these big 12,
14-foot high retaining walls for the offramp of 495.
So again, unkept. The wall, the concrete is
spoiling, so it's not attractive. We can't touch
that. It's the State. It's the DOT's wall. But
the right-of-way in front of it belongs to the
County. So we propose to put in trees and
landscaping in the entire frontage across the site
from the middle there, so we can beautify the area
around the building. Again, it's a high end hotel,
we might as well have the area look well.

   Just drawing from us, when we come to the
triangular of the building, there's a handicap ramp
that runs from -- that takes people between Paterson
Plank Road and Tonnelle Avenue. There's stairs and
ramps. Part of the railings were missing, stair
treads were missing, so our client has agreed at our
suggestion, to renovate that. Fix it up, clean it,
patch whatever has to be patched. And just beyond
that, we're going to put some ground covers, some
plantings, beyond that -- that ramp. And to the
north of that is asphalt, and there's really no
sense in trying to plant anything, because the
environment is too -- too harsh with all of the cars
driving by on Tonnelle Avenue.

   Also, part of our program is to replace
the handicap ramps on each side of the offramp, so
that we have both ADA access from the site, across
that ramp, and then on the other side of Paterson
Plank Road and headed south. We have an application
for the DOT. We had some -- actually, we don't have
an access permit with the DOT, but we have a lot of
other permits, highway occupancy permits. So by the
time we got the paperwork straight, it was only like
six weeks ago. So we don't have a response yet, but
the DOT is aware of this. Obviously, they have just a small easement in front of the wall here, but if they have any objection to the landscaping, we'll be aware of that, but I don't anticipate that.

So there are two driveways on Paterson Plank Road, and it's hard to see, but there's an arrow. The northern driveway would be the entrance, and the southerly driveway would be an exit. And we don't propose any turning restrictions and be fine with what is already there. It's hard to see. We have a parking area, a staging area, on the pavement inside the building. Again, it's wide open, but we have space here for 11 cars for temporary parking. We have 22-feet of driveway between the -- you know, the driveway between the two -- the drive aisle between the two driveways is 22-feet wide, which gives us the opportunity for temporary parking along the curb line at the lobby. So really the only thing there is the lobby.

So we have -- like if an Uber comes or a taxi comes to pick somebody up or drop them off, they can park along there. If someone is coming to check in, they have parking spaces on the surface to temporary park, check in, and then the valet will take it in the garage. This is a completely
automated garage. It's not New York City. You push the button, it goes in, and then the machine takes it someplace. So there's no driver. You just like -- a person will put it in, either your card or however it's controlled, and it'll find a spot for you. So I think it only takes a couple of minutes to park a car. And there's -- there's two parking systems going on. So you don't have -- so there's two garages, and they can be happening at the same time so it's quick in and out.

And should there be a rush for people -- you know, they are all coming back at the same time, there's an area on this deck for that to accommodate that. And this building went into iterations based on the input from -- actually from review agencies, from us, we looked at this level in the lobby. We also have a loading stall. It's a garage. So when a truck comes in, it's on -- it's in the site plan. I think it's C2.5, where we show how a truck can drive through there, and then just back up into this loading zone so they don't interfere with cars passing through here.

The garage -- I mean, I think the architect has a 19-foot high floor to floor. So we have plenty of clearance for trucks to get in that
area. So then the only other thing I will talk about is drainage and grading. The site is a hundred percent paved. We're going to have a little bit -- we're going from a hundred percent to 97 percent, so we're adding a little bit of landscaping to the site, not much, but we do have green roofs on here, which helps reduce runoff. Otherwise, we aren't proposing any retention, because we're not increasing it.

But all the drainage goes to the storm drainage system on Tonnelle Avenue. So it doesn't come through the access. That's where it all goes now. It all goes to Tonnelle Avenue, and it's a separate storm from sanitary. It's not a combined system. So that's what -- as a matter of fact, our gas, water, and sewer connections right now are off Tonnelle Avenue. The only thing coming off of Paterson Plank Road most likely would be our breaker, because it's an electric pole in front of the building. That's where it'll be. And because the building takes up the whole site, the generator will be inside the building, so you won't see any of that.

We don't really -- we have lighting. Self-lit lighting will be under the parking deck,
but we have no outdoor lighting, because again, the building takes up the entire site.

MR. JIMENEZ: Do you have any questions?

COMMISSIONER CHOFFO: No lighting on the building at all?

MR. BERTIN: No, there will be lighting on the building. The architect can explain. There will be accents lights, but no -- we have no yard lights because there's no parking lot. There will be lights underneath the overhang on the side.

COMMISSIONER MALAVASI: Just regarding the landscaping, the wall -- the wall there is owned by and maintained by DOT you said?

MR. BERTIN: Correct.

COMMISSIONER MALAVASI: I think you said that grass strip, if you want to call it that -- it's maintained by the County. So this is obviously unique where they are doing landscaping that's not on their property. So if it's approved there will need to be some conversation with the Freeholders to get a -- you know, license agreement that guarantees they'll maintain the land there. So I don't see that being a problem. I see it as a
positive. You know, it's a positive thing.

MR. BERTIN: Yes, and it's -- the owners are all over that. The operators of the hotel will maintain all of this landscaping that's shown on this plan. So that's the intent. We don't want it to go bad, and I was hoping that since we were putting in more trees that we might get credit for another project someplace else. It's very seldom that we can provide the entire amount of trees and more.

MR. JIMENEZ: So I'm sorry, Chair, but to clarify, the maintenance of that strip, even though it's common property, will be maintained by the applicant. The applicant will prepare a license agreement that we would specify that we would be responsible for maintaining that entire area that falls up against County property. So yes.

FREEHOLDER TORRES: Is there any -- will there be any specifics, just understanding that things sometimes fall through the cracks, will there be any specifics within the language of the timeframe of maintenance in case?

MR. JIMENEZ: I will submit to you right now if I drive by there, it's pretty much not being maintained at all.
FREEHOLDER TORRES: Yeah, I know.

MR. JIMENEZ: So if approved, the applicant -- we want the type of customers we want coming there, that's the first thing you see walking out of this building. So it actually is in our best interest to maintain it, and that's going to be the assurance you're going to have; that it's in the best interest to keep that up. That's the first thing people see as they drive in and they drive out.

FREEHOLDER TORRES: Thank you.

CHAIRWOMAN LUGO: Anyone else?

MR. BERTIN: That question was related to -- oh, I'm sorry.

FREEHOLDER TORRES: Is there any left turn restrictions? You said somebody else was going to --

MR. BERTIN: No, right now we're not proposing to turn restrictions. We had preliminary meetings, and we'll get into that in more detail if you want to ask a question.

FREEHOLDER TORRES: Is there a restaurant eatery or bar inside the --

MR. BERTIN: Yes, there will be.

FREEHOLDER TORRES: And it's really
just for guests I guess?

    MR. BERTIN: Yes, yes.

FREEHOLDER TORRES: So it's not going
to be a traffic generator, other than guests?

    MR. BERTIN: Correct. Yes. So there
will be a rooftop lounge. And once you head over
120 rooms, you're entitled to a liquor license and
that's permitted. So yes, there will be liquor.
You know, they'll have breakfast, like most hotels
do, but they will have that for the guests, yes.
The architect will get into that. There's no
meeting rooms. There's no banquet rooms, nothing of
that nature here.

    FREEHOLDER TORRES: You're not
expecting events?

    MR. BERTIN: No, no events. Just
guests.

    FREEHOLDER TORRES: The car parking
situation, is that a guest comes and parks up front,
and the valet takes it?

    MR. BERTIN: Yes.

    FREEHOLDER TORRES: Is that how it
works?

    MR. BERTIN: Yes.

    FREEHOLDER TORRES: So it's a
valet-operated system pretty much?

MR. BERTIN: Yes, but all the valet
has to do is bring it in the garage.

FREEHOLDER TORRES: Yes, but there's
someone there controlling and making sure that it's
running smoothly?

MR. BERTIN: Yes. Although the --
only because they don't do it, but this is something
that anybody can operate in commuter lots or
downtown areas that you have these systems where you
go in and you punch the button. You drive your car
in the garage, you get out, and it takes it away.

MR. JIMENEZ: Just the nature and
uniqueness of the automated parking system still,
the applicant wants to have someone there,
including -- and facilitating?

MR. BERTIN: Yes and that's the point
I'm making.

MR. PANAGOPoulos: You want someone
there to make sure that it's moving and not someone
trying to figure out how to do it. And employees,
will they be using the parking -- the on-site
parking?

MR. BERTIN: There will be more --
yes, they will be using on-site. The applicant
happens to have off site areas, should there be a
need for employees to park off site. But we don't
see a problem in the parking deck.

FREEHOLDER TORRES: That's all of my
comments for you. Thank you.

MR. BERTIN: I hope we addressed all
of your prior comments.

MR. PANAGOPoulos: Yes, everything
else we talked about has been addressed.

MR. TRIDENTE: Madam Chair?

CHAIRWOMAN LUGO: Yes.

MR. TRIDENTE: Counsel mentioned
before that if it was a dual purpose building and
the one purpose for a hotel, what would the other
purpose be?

MR. BERTIN: Extended hotel. Yeah,
just the extended stay.

MR. TRIDENTE: There's not going to
be any conferences held there?

MR. BERTIN: No.

MR. TRIDENTE: You won't have a large
capacity --

MR. BERTIN: No. Typically a
business hotel.

MR. TRIDENTE: And then one other
item, a little house cleaning, we have ADA compliant
tree grades, we need to see them in the tree detail.

MR. BERTIN: The little grass strip, right?

MR. TRIDENTE: It's a grass strip?
MR. BERTIN: We have a grass strip, yes. Yeah, it's got --

MR. TRIDENTE: Oh, okay. Okay.

MR. BERTIN: We did want to have some landscaping. There's no parking there. If there were street parking, we would've done it differently there.

MR. TRIDENTE: Just one more.

CHAIRWOMAN LUGO: Okay.

MR. TRIDENTE: Can you explain how this is two different hotels? I guess one -- just a little bit so we're --

MR. BERTIN: Simple. You know, the Intercontinental Hotel group has several hotels in their chain. Hilton has the same types of thing, you know, Homewood Suites. And so this will be a particular company with two different flats. You know, it's the same; same brand or same chain of hotels, but just one will be the extended stay, and one will be the regular hotel. For marketing
purposes, some of these hotels are now marketing as dual. So I know you're going to be there for a month, as opposed to a week, and they know that. So they are prepared for that.

MR. TRIDENTE: Is there two different signs for two different hotels?

MR. BERTIN: Yeah, it'll be more of -- the architect, but it'll be like that. I don't know. Like the Intercontinental Hotel Group, it's Holiday Inn Express. If I'm traveling or taking my wife to an Intercontinental Hotel, I mean I'm so -- it depends on the price range of the area and what the purpose of the stay is.

CHAIRWOMAN LUGO: Thank you.

MR. JIMENEZ: The next professional is our traffic engineer, Mr. Lee Klein.

(The witness is sworn.)

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

MR. KLEIN: Lee -- middle initial D, as in Daniel, Klein. K-L-E-I-N.

MR. JIMENEZ: Mr. Klein, will you please provide the Board the benefit of your background in traffic engineering?

MR. KLEIN: Certainly. I'm a
professional engineer in the State of New Jersey. My license is current. I'm also a nationally certified traffic operations engineer. I've presented before this Board; in some cases I actually sat in Antonio's spot.

CHAIRWOMAN LUGO: We accept.

MR. JIMENEZ: Mr. Klein, can you please go through the traffic operations?

MR. KLEIN: Sure. We did a traffic impact study for the proposed hotel. We counted the intersection of the offramp on Paterson Plank Road back in January 2018, during the seven-to-nine and four-to-six weekday peak hours, and we determined what the peak hour was. We drew those traffic numbers by a percentage per year, and then we added the traffic from -- I think it was Spectrum Development and Hudson Mews, that would go along Paterson Plank Road. Added that, those numbers, and we did the trip generation of 198-room business hotel, distributed those trips in and out of the site along Paterson Plank Road.

We analyzed the intersection at the driveways and all Levels of Service D from the driveway exiting, which is acceptable throughout, and D is acceptable, and then the intersection of
the -- the synchronized intersection at the offramp continued to operate at Level Service D throughout the existing conditions. We looked at the parking for the site. We went through a few iterations of a few different types of parking systems. We came up with two elevators that are going to serve 193 automated parking spaces. They have a capacity together of about 80 vehicles per hour in and out of the facility. The trip generations numbers show less than 80 trips per hour coming in or out during the peak hours.

One of the comments was, what happens at the peak of the generator, the peak of the hotel, as opposed to the peak of the roadway, and the trip generation numbers for that were also lower. So we've got the capacity to handle 80 vehicles in or out. And as Calisto said, we have 11 parking spaces on-site, and if there is a bit of a rush, we can bring people and park them off to the side until the valet can catch up with everybody in the garage.

For deliveries and loading, Calisto mentioned there is a garage for the truck to enter. He'll pull forward and then back up into that area that you haul the deliveries, linens, or snacks, or whatever they are delivering for the facility.
We're also going to have a shuttle bus that will pick people up from the airport. We're not sure if it's going to be a shuttle bus that will take people into the city, but we'll be able to get them to and from mass transit, and really what we're looking at, this type of hotel, we've seen it before, but a hotel in a location like that is a really good alternative to people working in New York City. It's a little bit of a cheaper alternative than staying in a New York City hotel. So we figure it will be pretty successful from a business point of view.

What else? Oh, queuing. So when we did our traffic counts, we noted the queues along Paterson Plank Road southbound. When the signal turns green and Paterson Plank Road goes, traffic generally cleared out during the green cycle. So while the stop areas where it is in the driveway and where it is, vehicles will be queued up in front of the driveway while it's red for Paterson Plank Road. When it turns green, that traffic will continue through, and then there will be gaps in traffic for traffic to be able to make a left out or right out from the site.

To do like a Google search or a Google
directions for the site, a lot of the directions coming from the city bring you in such a way you end up coming south, and you come in and you make a right turn in, and then when you're ready to go back out you make a right turn out. So we think it'll be a lot of right turns in, right turns out coming to and from the site.

So again, the parking numbers, 193 in the facility. ITE numbers from the fifth edition of trip generation or parking generation show us that we need about 168 or the 85 percentile parking for this type of facility. So 198 rooms, assuming a hundred percent occupancy, which we're lucky if we get 90 percent occupied. So we feel we have more than adequate parking for the facility.

COMMISSIONER BETTINGER: Madam Chair, I have a question. Mr. Klein, you're proposing a rooftop lounge. In Hudson County for a rooftop lounge, I'm sure there are going to be outsiders coming in, can you accommodate parking?

MR. KLEIN: We can. Like I said, we need about 168 parking spaces if it's full. 198 rooms are filled, 168 parking spaces. So we do have the ability to park with a few additional. So if I was staying here and I wanted a friend to come
visit, that's -- you know, 30 more cars are no problem.

MR. JIMENEZ: The hotel is situated in a location primed for people that are coming out of state to be transported from the hotel carrier to the airport there. And from there, there's bus routes, there's Uber, from there to the city. So when the applicant was looking at this particular location, that was mindful of the fact that people are coming here are not going to come driving here from other states. They are going to be flying in, transportation will be from the airport there.

We are also in talks with Uber, Lyft, and other vehicle transportation services to make this one of their hubs; that they will always come around here to see what there is to take off that load. Again, so parking, while we can meet the required numbers, it's our understanding based on the analysis of the other hotels in the area, that this will be more used by people commuting and taking other forms of transportation.

CHAIRWOMAN LUGO: The restaurant will be in addition to the lounge, or they'll serve food in the lounge?

MR. KLEIN: The architect can
probably talk a little bit more about that. When we say restaurant, we use that word really loosely. Not a type of restaurant you're going to go there on a date. This is more of a service for the people occupying rooms there or some food service for the outside areas, but again it's not -- we were specifically backing away from that when we received an offer and approval they didn't want a full fledged restaurant there. It would change our numbers and it actually would take away from what the applicant has in mind.

When we're selling this idea to other franchises, they either tell us they want or what they don't want. I will submit to you that a franchise initially wanted a pool there. Well, we were told from all accounts, pools don't -- it's not what people are coming for, a public pool on 495. They did want a gym, and they did want a sauna. For whatever reason, those are the ones that people want. If they have to stay at a hotel, that's what they want. So that was -- that was mindful when we were developing this whole project.

COMMISSIONER MALAVASI: I just have a couple of questions. You testified that when you exit, traffic clears, giving that person queued time
to get out with the next cycle.

MR. KLEIN: Correct.

COMMISSIONER MALAVASI: Question being, during your peak exit time while you're waiting, there's enough -- there's enough room inside the site to handle those cars so we're not having a backup on Paterson Plank Road? Your testimony is there's enough room underneath the canopy that all those cars will be contained within the site?

MR. KLEIN: That's correct.

COMMISSIONER MALAVASI: And if there's time to wait a little bit. We're not going to have cars piled down on Paterson?

MR. KLEIN: Correct. And the trip generation numbers that I used are -- I consider them conservative. Because as Michael said, we're looking at people probably coming here with no car, so when they are ready to leave, they are going to have to take the shuttle to some sort of transportation to get to where they have to go.

FREEHOLDER TORRES: Madam Chair, just two questions. So you're saying that you will allow access to a left hand turn onto the site?

MR. KLEIN: Yeah, a left-hand turn
in, a right-hand turn in. A left hand out, and a
right turn.

FREEHOLDER TORRES: And the
generations have not caused any delays of queue or
backup traffic --

MR. KLEIN: Correct, yeah. What
happened when we did our traffic count traffic, we
backed up a little bit, and then we cleared out each
cycle, and then there were gaps created by other
signals that allowed people to turn.

FREEHOLDER TORRES: Will there be
anything -- because of the challenges at that area
is vehicles speeding up from I guess south of that
area speeding up north. So will there be any type
of warning system, any signage, anything to warn
them of oncoming vehicles make the left or the --
the left hand turn out of the driveway?

MR. KLEIN: Well, I mean, the sight
is pretty good here from this spot. People are
going to have to drive legally. If someone sees a
person coming, and they feel that they are coming
too fast, they are going to wait for them to go
before they make that left turn.

MR. BERTIN: If I might just -- this
whole area from here to here is all open. It's not
like it's a garage door. This is all open.

MR. KLEIN: It just overhangs.

MR. BERTIN: Right. So this is all open, 18-feet high or so.

COMMISSIONER MALAVASI: And there's enough -- there's enough site distance?

MR. BERTIN: Correct.

COMMISSIONER MALAVASI: Coming from the south that you're making the left, and you've got plenty of time to see somebody coming down.

MR. BERTIN: That's correct.

MS. GIARRATANA: Chair, I just have one question. You mentioned that you're considering having a shuttle go to different public transit hubs. Are you considering both light rail and Secaucus Junction?

MR. KLEIN: We will.

MS. GIARRATANA: Yes. Oh, okay.

MR. KLEIN: Part of the consideration as part of this whole plan. I don't know any hotel that's without any form of transportation at this point, and it will be as needed. If they need the train, we'll go to the train. We have so many -- especially in Secaucus, it's right there. The airport is right there, quite frankly. So those
were all contemplated in this plan for transportation.

FREEHOLDER TORRES: So it might not be traffic, but from the studies and analysis, there's been no need for pedestrian safety measures or pedestrian crossing measures, anything of that nature?

MR. KLEIN: I mean, there is a crosswalk here. This is a signalized intersection. There's no reason to cross across Paterson Plank East in this area. There is a crosswalk I believe right now across the ramps and then signalized.

COMMISSIONER MALAVASI: And there's one on the side of the intersection across Paterson Plank.

MR. PANAGOPOULOS: Right, the one that's existing going across Paterson Plank, and they are going to be installing a new one across the off ramp. There's nothing there now, but the -- not this plan, but one of the plans that they provided is showing a crosswalk and a new ADA compliant ramp on both sides so --

FREEHOLDER TORRES: I wanted to confirm that. If you're familiar with that area, the other hotels, there's a lot of pedestrian
traffic. They do -- they might be shuttle, but they
also do walk up the hill and take a bus right off of
495. So as long as that's on there, then that --

MR. BERTIN: Yeah, we are making the
improvements to that intersection.

COMMISSIONER MALAVASI: And that's
part of your application to DOT?

MR. KLEIN: Correct.

COMMISSIONER MALAVASI: Because
that's a DOT controlled intersection there.

FREEHOLDER TORRES: Thank you.

MR. JIMENEZ: Madam Chair, if there
are no further questions for the traffic engineer.
I will have the architect.

MR. AIELLO: Good evening, everyone.

My name is Antonio Aiello.

(The witness is sworn.)

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

MR. AIELLO: Antonio Aiello.

A-I-E-L-L-O.

MR. CURLEY: Thank you.

MR. JIMENEZ: Can you provide the
Board with your education and history as an
architect?

CHAIRWOMAN LUGO: Okay. You're accepted.

MR. AIELLO: Thank you, Madam Chair. So this is a new 11-story mixed-use or dual-use hotel system that we are proposing. I'll be beginning with the ground floor. We did mention there are compliant with parking to the site. The centered area is mostly open for the traffic to flow in and out of the space. It's wide enough that it can leave some vehicles for dropping people off as well for the automated system.

We do have two lifts that are completely automated. Somebody will drop them in there, punch in their numbers, and the cars will go into their slot in the low grade parking area. In addition to the lifts, we have additional parking on the ground floor for people that are waiting for their vehicles, and like we mentioned, vehicle shuttle
services that might come about, as well as loading
services for dropoff, pickup of buses, garbage, and
everything else. So everything will be on-site off
the street for those -- for those considerations.

When you enter the main lobby directly
underneath the overhang, there will be basically two
lobby systems. One as we had mentioned, one goes to
the regular hotel suites and one goes to the
extended stay. Each one has two elevators that go
to either side. Upstairs they do have fire doors
that split into all -- they are split from one side
to the other. One will have slightly larger rooms,
and the other one will have standard hotel rooms for
the stay.

On the second floor we have, not per se a
restaurant, but we have more of a prep area and
meeting space for the people who might use that
area, cafeteria area for seating, all for the
tenants only. We do have small meeting rooms, but
again, it's for the people staying at the space,
spas and everything else on that second floor. The
setback along 1 & 9 with green roof and pavers
systems for access to the outdoor space.

As I had mentioned -- as I've mentioned,
the upper floors are where the units are. We have
two spaces. One on the northern side and the
standard hotels on the southern side. We have the
extended stay. The facade itself to be modern
looking. The sign won't stay -- apologies for that.
Thank you. A little bit of clad and glazing system.
Real nice modern building, clean lines, and simple
system.

FREEHOLDER TORRES: And that's from
Paterson Plank Road?

MR. AIELLO: This is the view from
Paterson Plank Road from the -- from the north
looking south.

COMMISSIONER CHOFFO: Madam Chair, I
have a question for Michael. Did this go in front
of North Bergen?

MR. JIMENEZ: Yes. We received
approval in December. September. I apologize. So
we received our final approval memorialized
resolution just this past January.

COMMISSIONER CHOFFO: Were there any
issues with North Bergen?

MR. JIMENEZ: Any issues that they
may have had were all addressed, and we've agreed to
adhere to whatever the planners' and engineers'
concerns were. Of course the same questions from
this Board about the parking, they said it's sufficient. We addressed all of their parking concerns. They were equally concerned about being able to sufficiently address and satisfy all the people coming there. They were also very cognizant of the restaurant area. They didn't want that. That's why it was clear on defining a restaurant. And the outside area, the rooftop on the 12th floor, we kept it -- not a bar area, a big huge bar area, it's more of a lounge. So we call it a lounge, a small area where they serve drinks and just sit there.

But those were the issues that were addressed, and primarily over the area, they wanted us to be sure that we were going to take care of -- the area needs a face lift. This is going to hopefully improve the entirety of the area and quite frankly bring up values in that particular area. This particular applicant also owns the location very nearby. So he wants to improve the area for his own benefit as well. Thank you very much.

CHAIRWOMAN LUGO: Anybody have any questions?

MR. PANAGOPoulos: How high does the garage or the floor level for access --
MR. AIELLO: So because of the slope, on the lower end it is 17 1/2 from floor to floor over 21-feet at the other end. So we have an average about 18-19 feet in that area and then approximately 16 1/2-feet opening on the southern side in the hole -- closer to 19-feet on the northern side of the slope.

MR. PANAGOPoulos: Okay. So Paterson Plank Road has a little bit of a slope, is that what you're saying?

MR. AIELLO: Correct.

MR. PANAGOPoulos: And -- but the minimum height of the garage --

MR. AIELLO: Is over 16 1/2-feet.

MR. PANAGOPoulos: So it'll easily take any emergency vehicles or --

MR. AIELLO: Absolutely. Yes.

MR. PANAGOPoulos: That's all I have.

COMMISSIONER BETTINGER: Madam Chair?

CHAIRWOMAN LUGO: Yes.

COMMISSIONER BETTINGER: What is that design on the side of the building?

MR. AIELLO: Oh, in the front?

COMMISSIONER BETTINGER: Yes.

MR. AIELLO: That was just a
potential billboard option that the client had asked to propose. You know, that's a whole other separate application that we're going to be --

MR. JIMENEZ: It's not part of this.

That was more of a potential -- to make it look pretty. There will be small signage in the front noting the franchisee, but that's it. No billboards.

COMMISSIONER BETTINGER: Okay.

CHAIRWOMAN LUGO: Anyone else?

COMMISSIONER CHOFFO: I'd like to make a motion to accept.

COMMISSIONER BETTINGER: I'll second the motion.

MS. GIARRATANA: On a motion made by Commission Choffo and seconded by Commissioner Bettinger.

Commissioner Allen.

COMMISSIONER ALLEN: Yes.

MS. GIARRATANA: Commissioner Bettinger.

COMMISSIONER BETTINGER: Aye.

MS. GIARRATANA: Commissioner Jeter.

COMMISSIONER JETER: Aye.

MS. GIARRATANA: Commissioner
Malavasi.

COMMISSIONER MALAVASI: Aye.

MS. GIARRATANA: Commissioner Mehta.

He's not here. My apologies. Commissioner Ng.

COMMISSIONER NG: Aye.

MS. GIARRATANA: Commissioner Torres.

FREEHOLDER TORRES: Yes.

MS. GIARRATANA: Commissioner Choffo.

COMMISSIONER CHOFFO: I vote aye, and I hope I'm invited to the ribbon cut.

MS. GIARRATANA: And Chairwoman Lugo.

CHAIRWOMAN LUGO: Aye.

MS. GIARRATANA: The motion has passed.

MR. JIMENEZ: Thank you for your time. Madam Chair, congratulations. And Board Members, have a healthy and prosperous new year.

CHAIRWOMAN LUGO: Thank you.

MS. GIARRATANA: My apologies. The next item on the agenda is Application 2019-80-SP. The applicant is 3060 JFK, LLC, at 3060 Kennedy Boulevard; Block 6401, Lots 7.01 and 7.02; in Jersey City. It's an application to construct a six-story mixed-use building with 99 residential units, ground floor, retail space, 50 exterior parking spaces, and
Chairwoman, the applicant contacted us and requested an postponement for 30 days on this application, and they understand our postponement process that we need to receive a letter from Jersey City Planning agreeing to that, and we're just waiting to get that letter. But we're allowed to do ten days for the postponement. So they filed a motion to have the --

FREEHOLDER TORRES: Motion for adjournment.

COMMISSIONER MEHTA: Second.

MS. GIARRATANA: On a motion made by Commissioner Torres, and seconded by Commissioner Mehta.

COMMISSIONER ALLEN: Yes.

MS. GIARRATANA: Commissioner Bettinger.

COMMISSIONER BETTINGER: I'll abstain.

MS. GIARRATANA: Commissioner Jeter.

COMMISSIONER JETER: Aye.

MS. GIARRATANA: Commissioner Malavasi.
COMMISSIONER MALAVASI: Aye.

MS. GIARRATANA: Commissioner Mehta.

COMMISSIONER MEHTA: Aye.

MS. GIARRATANA: Commissioner Ng.

COMMISSIONER NG: Aye.

MS. GIARRATANA: Commissioner Torres.

FREEHOLDER TORRES: Yes.

MS. GIARRATANA: Commissioner Choffo.

COMMISSIONER CHOFFO: Aye.

MS. GIARRATANA: Chairwoman Lugo.

CHAIRWOMAN LUGO: Aye.

MS. GIARRATANA: The motion has passed. And the application has been adjourned.

The next item on the agenda are applications to be administratively approved. One application, 2019-54-SP; T-Mobile Northeast, LLC; at 600 Rogers Boulevard; Block 24, Lot 8.01; in Harrison. Do I have a motion?

On a motion by Commissioner Torres and seconded by Commissioner Choffo.

Commissioner Allen.

COMMISSIONER ALLEN: Yes.

MS. GIARRATANA: Commissioner Bettinger.

COMMISSIONER BETTINGER: Aye.
MS. GIARRATANA: Commissioner Jeter.

COMMISSIONER JETER: Aye.

MS. GIARRATANA: Commissioner Malavasi.

COMMISSIONER MALAVASI: Aye.

MS. GIARRATANA: Commissioner Mehta.

COMMISSIONER MEHTA: Aye.

MS. GIARRATANA: Commissioner Ng.

COMMISSIONER NG: Aye.

MS. GIARRATANA: Commissioner Torres.

FREEHOLDER TORRES: Yes.

MS. GIARRATANA: Commissioner Choffo.

COMMISSIONER CHOFFO: Aye.

MS. GIARRATANA: Chairwoman Lugo.

CHAIRWOMAN LUGO: Aye.

MS. GIARRATANA: The motion has passed. The next item on the agenda are Applications to be Exempt. We have four of them.

Application 2019-82-SP, J Supor Realty, LLC; at 500 Supor Boulevard, Block 22, Lots 1 and 3.03 in Harrison. This is a subdivision application not along a County road.

Application 2019-81-SD. The applicant is 181-189 Academy, LLC; at 175 through 185 Academy Street; Block 12308, Lots 9, 10, and 11; in Jersey
City. This is a subdivision application not on a county road.

Application 2019-89-SP; the applicant is PSE&G at 90 Duffield Avenue; Block 7404, Lot 1; in Jersey City. A site plan application not along a county road.

The final application, 2019-92-SP/SD, AutoZone Northeast, LLC; at 200 Harrison Avenue, Block 284, Lot 3.02; in Kearny. A site plan and subdivision application not along a County road.

For the board's reference, this is a portion of Harrison Avenue that is not a County road.

Do I have a motion?

FREEHOLDER TORRES: I'll motion.
COMMISSIONER NG: Second.

MS. GIARRATANA: On a motion made by Commissioner Torres and seconded by Commissioner Ng.

Commissioner Allen.

COMMISSIONER ALLEN: Yes.

MS. GIARRATANA: Commissioner Bettinger.

COMMISSIONER BETTINGER: Aye.

MS. GIARRATANA: Commissioner Jeter.

COMMISSIONER JETER: Aye.

MS. GIARRATANA: Commissioner
Malavasi.

COMMISSIONER MALAVASI: Aye.

MS. GIARRATANA: Commissioner Mehta.

COMMISSIONER MEHTA: Aye.

MS. GIARRATANA: Commissioner Ng.

COMMISSIONER NG: Aye.

MS. GIARRATANA: Commissioner Torres.

FREEHOLDER TORRES: Yes.

MS. GIARRATANA: Commissioner Choffo.

COMMISSIONER CHOFFO: Aye.

MS. GIARRATANA: Chairwoman Lugo.

CHAIRWOMAN LUGO: Aye.

MS. GIARRATANA: The motion has passed. We do not have any old business. We do have some new business. This is the introduction of changes to the Hudson County Planning Board Regulations. This will be in reference to sidewalk cafes and temporary user license agreements. And a change to the fee schedule in reference to the new regulations. We do have the suggested changes in your packet, and we'll send them out electronically for you to review. And we'll ask for a vote on that at the next meeting.

We do not have anything in our land development regulations at this time to regulate
sidewalk cafes that have been along the County roads, and it's come up in a few applications, so we're trying to find a process similar to a franchise agreement, except that it has -- you know, obviously it's temporary based on season and also we're looking into it being renewed every year along with the regulations on the municipal level.

COMMISSIONER MEHTA: So this goes to the Freehold Board?

MS. GIARRATANA: Yeah. So it's --

COMMISSIONER MEHTA: So you want this for the planning board or their jurisdiction?

MS. GIARRATANA: It will -- it'll be in conjunction with planning board applications in the same way that we -- the same way franchise is required, and I believe that everyone will need -- every license agreement will need to be approved by the Planning Board as well. I'm sorry, by the Freeholder board as well. And we have some draft language that we'll be working with their department on too. And that's it. And the next --

CHAIRWOMAN LUGO: Before we close tonight. I just want to thank Commissioner Choffo for his years of dedication, and the support and the help that you've given me to prep me for this
position. I really appreciate it.

COMMISSIONER CHOFFO: You're very welcome. Good luck.

MS. GIARRATANA: All right. And our next meeting date is Tuesday, February 18th.

CHAIRWOMAN LUGO: Do I have a motion to adjourn?

FREEHOLDER TORRES: Motion.

(Whereupon the proceeding is then concluded at 7:36 p.m.)
CERTIFICATION

I, SHARI CATHEY, CCR, RPR, License No. 30XI00234700, and Notary Public of the State of New Jersey, hereby certify that the proceedings herein are from the notes taken by me of a Regular Meeting of the Hudson County Planning Board, held on Tuesday, January 21, 2020; and that this is a correct transcript of the same.

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