

HIGHTSTOWN BOROUGH PLANNING BOARD
APPLICATION NO: 2020-01

IN RE: CITY LINE AT
HIGHTSTOWN-MINOR SUBDIVISION
AND PRELIMINARY AND FINAL MAJOR
SITE PLAN, BLOCK 8, LOT 12;
BLOCK 21, LOTS 1-14, 20 & 26;
BLOCK 30, LOTS 1-7 & 10-13

Transcript of proceedings taken on
September 15, 2020, at 7:30 p.m. via
www.freeconferencecall.com, call in number
978-990-5000, access code 845506#.

A P P E A R A N C E S:

CHAIRMAN: MR. MONTFERRAT

RECORDING
SECRETARY: SANDY BELAN

BOARD MEMBERS: VICE CHAIRWOMAN BEVERLY
ASSELSTINE
MAYOR LAWRENCE QUATTRONE
COUNCILMAN STEVE MISIURA
BILL SEARING
JOHN LAUDENBERGER
BETH WATKINS
JOSEPH BALCEWICZ, ALT. #1
RAYMOND CABOT, ALT. #2

PLANNING BOARD
ATTORNEY: JOLANTA MAZIARZ

BOARD PLANNER: BRIAN SLAUGH

BOARD ENGINEER: CARMELA ROBERTS

APPLICANT'S
ATTORNEY: MICHAEL FLOYD, ESQ.

I N D E X

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WITNESS:

PAGE

WILLIAM FEINBERG, AIA

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1	<u>EXHIBITS</u>	<u>FOR</u>	<u>ID.</u>	<u>DESCRIPTION</u>	<u>PAGE</u>
2					
3	A-10			Architectural Elevations, Floor plans, 12	
4				and Renderings dated August 14, 2020	
5	A-1.1			Basement Plan Bank Street Multifamily - 20	
6				Revised parking/egress stair layout	
7					
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14	<u>EXHIBITS</u>	<u>FOR</u>	<u>EV.</u>		
15					
16	None				
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1 CHAIRMAN MONTFERRAT: So, I call
2 tonight's meeting to order for the
3 September 15 planning board meeting for the
4 continuation of the PRC application.

5 Adequate notice of this meeting has
6 been given in accordance with the Open
7 Public Meeting's Act pursuant to Public Law
8 1975 Chapter 271. Said notice was
9 advertised in the Trenton Times and the
10 Windsor Heights Herald as required by law
11 and was posted in the Borough Clerk's
12 Office.

13 If we can do the flag salute I will
14 ask Bill Searing if you can lead it,
15 please.

16 (Flag salute).

17 CHAIRMAN MONTFERRAT: Thank you,
18 everyone. Sandy, Can we do a role call for
19 tonight's board members, pleas? E

20 MS. BELAN: Chairman Montferrat?

21 CHAIRMAN MONTFERRAT: Present.

22 MS. BELAN: Mayor Quattrone? Mayor
23 Quattrone?

24 CHAIRMAN MONTFERRAT: I'll have to
25 ask board members to unmute their

1 microphones, please.

2 MS. BELAN: Mayor Quattrone?

3 CHAIRMAN MONTFERRAT: I guess Sandy if
4 you can unmute everyone and then we can
5 mute everyone.

6 MS. BELAN: Mayor Quattrone?

7 MAYOR QUATTRONE: Here.

8 MS. BELAN: Councilman Misiura?

9 COUNCILMAN MISIURA: Present.

10 MS. BELAN: Ms. Asselstine?

11 VICE CHAIRWOMAN ASSELSTINE: Here.

12 MS. BELAN: Mr. Searing?

13 MR. SEARING: Here.

14 MS. BELAN: Mr. Laudenberg?

15 MR. LAUDENBERGER: Here.

16 MS. BELAN: Ms. Watkins?

17 MS. WATKINS: Present.

18 MS. BELAN: Mr. Balcewicz?

19 MR. BALCEWICZ: Here.

20 MS. BELAN: Mr. Cabot?

21 MR. CABOT: Here.

22 CHAIRMAN MONTFERRAT: Okay, thank you,
23 Sandy.

24 MS. BELAN: I'm gonna mute everyone.

25 CHAIRMAN MONTFERRAT: Thank you. As

1 we said, tonight's agenda will be the
2 continuation of application 2020-01, City
3 Line at Hightstown, minor subdivision and
4 preliminary and final major site plan,
5 block 8, lot 12; block 21, lots 1-14, 20
6 and 26; block 30 lots 1 to 7 and 10 to 13
7 in the Borough of Hightstown.

8 I'll ask PRC to continue their
9 application.

10 MR. FLOYD: Sandy, can you hear PRC?

11 MS. BELAN: Yes, I can.

12 MR. FLOYD: Thank you, Mr. Chairman.

13 For the record, again Michael Floyd
14 with the firm of Archer and Bryner,
15 appearing on behalf of the applicant, Three
16 PRC, LLC which has submitted an application
17 for preliminary and final major site plan
18 approval and subdivision approval for a new
19 residential project known as Bank Street
20 Village which is subject to the Bank Street
21 Redevelopment Plan.

22 As you just mentioned, this is a
23 continuation of the hearing from last
24 night. Just a recap, during last evening's
25 presentation we had 4 witnesses. We had

1 our planner, Jim Constantine, that spoke to
2 the redevelopment plan and this project's
3 compliance with the redevelopment plan's
4 plain language as well as the spirit of the
5 redevelopment plan.

6 We had Stan Koreyva, the president of
7 the PRC Group of Companies, who spoke to
8 PRC's experience with large scale
9 residential projects in New Jersey.

10 We also had Yosef Portnoy with Maser
11 Consulting, the project engineer who walked
12 the board members through the site plan,
13 the utility plans and the rendering of Bank
14 Street Village.

15 And last, but not least, we had
16 Maurice Rached, our traffic expert speaking
17 to traffic and parking considerations for
18 this project.

19 At the end of last night's hearing, we
20 also answered certain questions from the
21 board members, and we explained that this
22 evening our last witness would be Bill
23 Feinberg, a licensed architect in the State
24 of New Jersey who will be walking through
25 the various floor plans and elevations and

1 renderings for Bank Street Village.

2 Before I turn it over to Bill in
3 connection with our presentation last
4 evening we also presented 9 exhibits,
5 Exhibit A-1 through A-9. And just as one
6 housekeeping matter, during our
7 presentation for Exhibit A-3, which was the
8 overall layout referenced by Yosef during
9 his testimony, we stated that it was dated
10 August 14, 2020, but we were not able to
11 confirm the revision date. And just for
12 the record, the revision date of Exhibit
13 A-3 is September 2, 2020. The rest of the
14 exhibits from A-4 through A-9 are all dated
15 August 14, 2020 and are not revised or
16 amended.

17 But what I would like to do now, Mr.
18 Chairman, if there are no objections, is
19 turn it over to Bill Feinberg, our
20 architect.

21
22 WILLIAM FEINBERG, F-E-I-N-B-E-R-G, sworn by the
23 Board Attorney, testified as follows.

24
25 MS. MAZIARZ: Please state your name

1 for the record and spell your last name.

2 MR. FEINBERG: It's William
3 Feinberg, F-E-I-N-B-E-R-G 1010 Haddonfield
4 Berlin Road, Voorhees, New Jersey.

5 MS. MAZIARZ: Thank you.

6 MR. FLOYD: Bill, if you could just
7 walk through your credentials so we can
8 have you qualified as an expert in
9 architecture.

10 MR. FEINBERG: Sure, I'm a licensed
11 architect in New Jersey since 1990, I'm a
12 licensed architect in 14 states up and down
13 the east coast. I received my Bachelor of
14 Architecture degree from Drexel University.

15 I'm president and founder of Feinberg
16 Associates, an architectural firm located
17 in Voorhees, New Jersey, been in business
18 for 32 years.

19 I've given presentations and been
20 responsible for the design implementation
21 of several projects in the State of New
22 Jersey, including Robbinsville Town Center,
23 Livingston Town Center, and Plainsboro
24 Village Center.

25 I've testified before many boards

1 throughout the State of New Jersey over the
2 last 32 years. I've even testified before
3 this board on faculty housing for The Petty
4 School, and I've prepared -- the documents,
5 were prepared under my direct supervision.

6 MR. FLOYD: Mr. Chairman, I ask that
7 Mr. Feinberg be admitted as an expert in
8 architecture.

9 Can you hear us?

10 MS. BELAN: I can hear you. He
11 should be able to unmute himself. Fred?

12 MS. MAZIARZ: The chairman just
13 text me, he said the application just
14 dropped him from the meeting so he's trying
15 to get back on.

16 CHAIRMAN MONTFERRAT: Sorry, for some
17 reason, the application just dropped me
18 right out of the meeting.

19 MR. FLOYD: Not a problem. I'm not
20 sure when you got dropped but were able to
21 hear Bill Feinberg's credentials?

22 CHAIRMAN MONTFERRAT: I'm fine with
23 Bill Feinberg's credentials. Does anybody
24 from the board have any questions? If not
25 we accept Bill as an expert witness, thank

1 you.

2 MR. FLOYD: Okay, and one last
3 housekeeping matter before Bill begins his
4 testimony. Bill will be going through a
5 slideshow, I'm going to ask that it be
6 marked as Exhibit A [INAUDIBLE].

7 MS. BELAN: I didn't hear what the
8 last exhibit would be.

9 MR. FLOYD: Sandy, can you hear us?
10 It's Bill Feinberg.

11 MS. BELAN: Yes.

12 MR. FLOYD: The last exhibit that
13 we'll be referencing this evening is
14 exhibit A-10 and we ask that it be titled
15 Architectural Elevations, Floor plans, and
16 Renderings. It's a slideshow that Bill
17 will be referencing during his
18 presentation. There's 45 slides that Bill
19 will be referencing, but it's all
20 collectively exhibit A-10.

21 MS. MAZIARZ: Okay, and does it
22 have a date?

23 MR. FLOYD: Dated August 14, 2020.

24 MR. FEINBERG: And there were
25 additional exhibits that have been inserted

1 that were submitted to the board on Monday.
2 I'll identify those so we can mark them
3 separately as we move through the
4 presentation.

5 Up on the screen right now is the
6 rendering that was presented yesterday by
7 Jim Constantine, and I'm gonna walk you
8 through the architectural presentation. At
9 the same time, I'm going to address a
10 number of the items that were listed in the
11 various professional letters that were
12 letters received from the fire chief or the
13 fire marshal, the environmental commission,
14 the HPC, and some input that we had from
15 our neighbors on the project.

16 Most of the items within the reports
17 we comply with, there are some items that
18 we are going to answer the questions on
19 behalf of all parties concerned and on the
20 project and there may be some items that
21 have to be worked out through the process
22 of moving past the submission and working
23 through resolution compliance.

24 I'm sorry, I didn't mention the
25 engineer and the planner which certainly

1 they're the board professionals.

2 So, the exhibit that you see up is a
3 photo rendering looking from North Main
4 Street to the historic society house, the
5 Ely House, and our building -- Sandy, you
6 can hear me?

7 MS. BELAN: Yes.

8 MR. FEINBERG: So, our building
9 fronts on North Main Street where the
10 municipal building is located and the
11 firehouse is just beyond to the south side
12 of our building. Some of the concerns with
13 the HPC was the stepping back of the
14 building, and in our last round of
15 revisions, our fourth floor, we have a man
16 side roof that was sloped back from the Ely
17 House.

18 Also, the HPC asked us to look at
19 additional landscape opportunities behind
20 the train, historic train shed, and look at
21 the opportunity of opening up a column A,
22 this is our main entrance to our lobby for
23 residents and for guests.

24 Second rendering was also presented
25 last night and this is our view as you were

1 standing along Bank Street. At the east
2 end of the rendering is the historic house,
3 and then we have a series of building
4 frontages, there's a courtyard, and I'll
5 describe that later as we go through the
6 plan. We have our bridge, and this is
7 where Mechanic Street now enters into the
8 rear of the existing municipal building and
9 our drive through, or drive under the
10 building. And then to the right is our
11 connection, our bridge to the concrete
12 building which I'll describe as part of the
13 presentation.

14 Floor plan-wise, a lot of discussion
15 last night about it's orientation to the
16 site plan, and it's relationship to giving
17 access to the fire department, how
18 residents enter into the parking garage,
19 and I'm gonna go through some of those
20 items for clarity and questions that came
21 up last night.

22 So, if you look at the exhibit, Bank
23 Street is at the lower portion, the bottom
24 of the screen, Main Street is to the east
25 or to the left of the screen, and the

1 firehouse is sitting right adjacent to our
2 property.

3 What we've worked through with the
4 design is our main entrance for the parking
5 garage and for our resident's entrance
6 inference and for the public, because you
7 were made aware last night that we have 30
8 spaces that are dedicated to public
9 parking, will be off of Main -- Bank Street
10 and Mechanic Street, which this is the
11 existing curb cut that brings you into
12 Mechanic Street.

13 You'll drive under our building and
14 you'll drive through, as Jim Constantine
15 presented last night, a pedestrian
16 vehicular courtyard which is the hole of
17 the donut. When I take you to the upper
18 floors you'll be able to see how this
19 works. You'll drive back to the southern
20 portion of Mechanic Street and you'll enter
21 into the parking garage.

22 So, the public access for public
23 parking is through Mechanic Street, into
24 the parking garage, and we've dedicated
25 parking, and I'll show the lower level also

1 on the ground floor for the public.

2 We've also provided public parking
3 that is going to be for dedicated six
4 spaces to the fire department which will
5 put signage up and they'll sit in this area
6 to the south portion of our parking garage,
7 and we'll put a man door so that the fire
8 department, whoever is parking there can
9 exit and go right into the firehouse.

10 The other opportunity and discussions
11 we had with the fire department, we know
12 that the driveway that comes off of
13 Mechanic Street at this point in time is
14 used for volunteer firefighters coming to
15 the firehouse, or the fire call, or for the
16 fire engine to come back after a fire call.

17 So, we have the access, and we'll have
18 the easement agreements to bring fire
19 trucks and fire personnel through Mechanic
20 Street, we'll have a gated entrance that
21 only the fire department can control
22 whether that's a fob control, whether
23 that's something that's attached to the
24 vehicle, or whether that opens in the event
25 of a fire call. This will give everyone

1 moving through Mechanic Street and back to
2 the firehouse direct access to their
3 parking lot and to the firehouse itself, or
4 the fire equipment. So, we've made
5 accommodations so that we can make sure the
6 fire department has easy access through the
7 building.

8 One of the items that we also have to
9 work with the fire department is bilateral
10 easement because now this becomes property
11 from the applicant to allow the access for
12 the fire department. Also, the public, and
13 we'll discuss the existing walkway for the
14 Greenway exists now behind the firehouse to
15 the south, comes up through an area behind
16 these parking spots, and what we're gonna
17 do is have public access to continue the
18 Greenway.

19 And there were presentations last
20 night regarding the public access through
21 our courtyard -- through our courtyard out
22 to Bank Street, and on to the Greenway, and
23 also we'll need cross-easement access to
24 allow for in the event of a flood. We have
25 a secondary means of egress for cars from

1 the parking garage, but only in the event
2 of a flood. So, this gate will open up and
3 allow to have access to give residents and
4 public out of the parking garage and on to
5 North Main Street.

6 So those are some of the easement and
7 bilateral agreements that we'll work out as
8 we move forward with the project. There
9 were some, we have some amenity space that
10 was discussed last night located on the
11 ground floor in this area, about 4500
12 square feet located on the ground floor.

13 The exterior of the building, it looks
14 like retail space but this is not
15 commercial rental space, this is for
16 amenities for development. We're gonna
17 have concierge service for our residents,
18 we have the opportunity for 16 boutique
19 suite hotel rooms here. We'll have other
20 lounges and other amenity spaces and
21 leasing office that will engage the street,
22 activate the street, but not be a
23 commercial rental property.

24 As we're going through the
25 presentation here, there were some

1 questions that came up in some of the
2 review letters about trash collection.

3 So, this building will be serviced by
4 a trash shoot. We're gonna have a trash
5 room located on the ground level of the
6 parking garage, and our trash dumpsters
7 will be rolled out from our compacter, and
8 our trash service will be picked up by a
9 private carrier, a private hauler into our
10 Mechanic Street public way.

11 We'll also work with the fire
12 department. We'd like to have a bilateral
13 agreement to have an easement for our trash
14 truck to go through and head out twice a
15 week, maybe three times a week, maybe early
16 in the morning to get off the site and out
17 on to Main Street.

18 I'm gonna go to the lower level floor
19 plan. So this is a new exhibit, it was
20 updated on September 11, this is A-1.1,
21 it's the basement or the lower level of the
22 parking garage. So, we made a
23 modification, we actually added 5 more
24 parking spots and we made the addition to
25 allow the elevator that services the public

1 and the stair tower to come down to the
2 lower level.

3 The building consists of 193 apartment
4 units. The units range in square footage
5 anywhere from approximately 500 square feet
6 up to 1100 square feet. It's a combination
7 of studios, one bedrooms, one-bedroom dens,
8 and two-bedroom units. And with that, in
9 terms of the total number of units, we are
10 looking if we elect to move forward with
11 the boutique hotel concept, we would be
12 decreasing the number of apartment units by
13 10 and adding 16 boutique units, which is
14 allowed through the redevelopment plan.

15 We are dedicating, as I said earlier,
16 about 30 spots for the public parking on
17 the lower level and the ground level and
18 we're also dedicating 6 parking spots to
19 the fire department.

20 Just so you're aware, there was some
21 discussion last night about the plaza. So
22 the plaza level is down below, and now
23 you're looking at that 2nd, 3rd, and 4th
24 floor. So, the build is essentially what
25 we call a wrap, so we have units that face

1 out on to Main Street, we have a corridor
2 that runs along adjacent to the southern
3 side of the Ely House, and then the
4 building wraps around the courtyard which
5 fronts on to Bank Street, and then there's
6 a loop, or a donut that wraps around in the
7 courtyard that was described yesterday by
8 Jim Constantine, our planner, sits in this
9 donut. So essentially fire engines,
10 public, people driving, walking through,
11 walking underneath the building at this
12 location, and walking underneath the
13 building at this location.

14 We also have a bridge connection, so
15 we've connected the new building which is
16 on Main Street, the concrete building, and
17 the brick building to our west, we've
18 connected all those buildings together.

19 We went through and presented
20 elevations for the project. We thought it
21 was important that we engage the Main
22 Street elevation, make it more along the
23 lines of retail or a store front kind of
24 look. What was there in some of the
25 testimony that Jim gave from some of the

1 historic pictures from the other day --
2 last night, and we also presented where our
3 new entrances is, the tower, the tower
4 location. In the shadow here you see that
5 that is the historic society home, the Ely
6 House and this is an outline of the
7 firehouse.

8 As you look along Bank Street, this is
9 the elevation facing north, this is the
10 outline of the historic society home, the
11 Ely House, the courtyard, so it looks like
12 a series of different buildings coming from
13 the west which was the original concrete
14 mill, the bridge connection to our new
15 building, and it looks, it appears as if
16 over time the factory continued to grow and
17 different additions were on and then as we
18 got to what we considered the Head House,
19 or the front of the house, it was probably
20 reminiscent of more office space and
21 executive uses within the mill. So, that
22 was the content that we tried to drive
23 through the entire project.

24 We did have some comments that came,
25 we want to make some clarifications here,

1 from the planner. We have located and
2 it's, there's an area here that has an
3 indication of a plan that says rooftop
4 amenities. So, that rooftop amenity does
5 not extent beyond the fourth floor of the
6 residential units, it's a mistake on the
7 plan which we're gonna correct in
8 resolution compliance.

9 That amenity space sits within the 5th
10 and 6th floor of the parking garage, and
11 you're looking at the silhouette here of
12 the firehouse. So, what we did is we
13 wrapped the materials that we have on North
14 Main Street about 50, 60 feet back so that
15 we're behind the firehouse. So as you're
16 walking down Main Street, you won't see the
17 parking garage, you'll just see our, what
18 looks like a front facade. Then we have
19 our parking garage which we have one side
20 open, and also in the planner's report, the
21 redevelopment plan gives us the opportunity
22 for either vegetation or for graphic
23 panels, and what we want to do is, we
24 didn't indicate the graphic panels, we've
25 had discussions early in the process, we

1 would like to work with the township
2 professionals, the borough professionals,
3 and work with the town to come up with a
4 graphic, whether it's the history of
5 Hightstown or represents other buildings
6 that were in town. We would like to work
7 together and then we would apply those
8 panels over this area of the parking
9 garage.

10 As you head back to the western
11 portion of the building, this is the
12 drivethrough and the ingress and egress for
13 the fire department on to their property.
14 Again, we've come back and wrapped the
15 materials, the brick and masonry on the
16 parking garage, and then as you were
17 walking along the trail, along the Rocky
18 Brook, we've continued the materials on the
19 back of the building. This would be facing
20 the Rocky Brook, facing the parking lot
21 that's behind the firehouse, it's all
22 masonry, it's all brick, the continuation
23 of the same materials that we used on Bank
24 Street.

25 And as you continue along this is the

1 angled portion of the donut, and then this
2 would be the western elevation. This is
3 our bridge that connects to the concrete
4 building, and then we wrap. So, all four
5 sides of this building are masonry
6 materials. We didn't downgrade the
7 materials on the back side of the building
8 and again, we want to work with the borough
9 to develop the panels that go on to the
10 parking garage on the south side.

11 I'm not gonna run through typical
12 units, but we have a series of one-bedroom,
13 one-bedroom juniors, two-bedrooms, studios,
14 and again the square footage run from 500
15 to 1100 square feet. These are some
16 representative of our two-bedrooms.

17 So, before I move on to the concrete
18 building, I do want to go through some of
19 the items that we saw in the report,
20 planner's report, there was the rooftop
21 amenity space, and I explained earlier that
22 we're making a correction that that would
23 not locate, that would not be located above
24 the 4th floor.

25 Parking garage exposure, I gave

1 testimony on that. There were 2 items, we
2 have electric vehicle parking, electric
3 vehicle charging stations, I'll just go
4 back to the plan briefly. And so we have
5 two located within the parking garage
6 available to the public and residents, and
7 we're gonna add two more electric vehicle
8 charging stations.

9 We also added, and I described in our
10 exhibit A-1.1, we've located for purpose of
11 clarification, a bike room which is in the
12 lower level, it's about 20 feet by 20 feet,
13 it can hold about 30 bicycles, and we have
14 the opportunity to make it larger. We also
15 have bike racks located, I believe on Main
16 Street and within the courtyard located in
17 the donut, in the hole in the donut.

18 And the, also was, we were asked to
19 describe how trash collection through the
20 compacter trash shoots and the trash room.
21 So we also had review comments from the
22 township engineer regarding the electric
23 vehicle parking stations, trash pickup, we
24 covered that in my testimony. We talked
25 about easements that were going to work

1 bilaterally with the firehouse, the fire
2 department, our amenity space on the ground
3 floor, there was a request to clarify that
4 which I have in my testimony.

5 And lighting, we're obviously going to
6 provide lighting on the 6th floor of our
7 parking garage which will be 10 foot high
8 poles with lights on it, similar to what
9 we're using in our ground-based parking
10 lots.

11 Fire chief requested that we give him
12 clearance for his fire engine. His fire
13 engine largest vehicle is 11 feet 8 inches
14 high, and the clearance under the building
15 is 15 foot 10, so we have additional space
16 for the fire department so they can get a
17 vehicle under our building.

18 We were asked to make sure we had Knox
19 box where it's a lock box with a key inside
20 of it for the fire department to get into
21 any main entrance, and we'll also have
22 those located on locked doors like for our
23 electric room and our fire suppression room
24 and pumps.

25 Fire department had a concern, the

1 fire chief about access during
2 construction, so we discussed that we would
3 have a preconstruction meeting with the
4 fire department, our general contractor,
5 and the applicant prior to starting
6 construction so that they'll have free
7 access through Mechanic Street during the
8 construction of the project.

9 We also, there was a comment from the
10 fire chief about access to the gates on to
11 the firehouse property, and we are going
12 to, we can do it in one of three ways. You
13 can get a key fob, we can have something
14 that's attached to any vehicle, or we can
15 have it open automatically when there's a
16 fire call. So we'll work that through with
17 the fire chief when we get to the next
18 steps and have a meeting, a preconstruction
19 meeting.

20 The other item is the Environmental
21 Commission was concerned about trash
22 disposal, I've gone through that process.

23 The fire marshal wanted to know if the
24 parking garage was sprinklered and it is.
25 The height of the bridge underneath, and we

1 said that's 15 foot 10, and again the
2 access gates, how would they be controlled.
3 So we went through that discussion and I
4 wanted to make sure that was clear during
5 my testimony as to how that would operate
6 so we could give clarity to all the
7 professionals and everyone involved with
8 the stakeholders in the project.

9 The next building is what is known as,
10 we call it the concrete mill, it's the
11 white building with the red diagonal siding
12 that exists from the original two mill
13 buildings. Just so everybody is aware that
14 we are working on part 1 application with
15 the National Park Service, so both the
16 concrete building and the brick mill, we're
17 going to ask it be registered with the
18 National Park Service and the National
19 Historic Trust.

20 So, we're working through that and
21 we'll have to go through New Jersey State
22 Historic Office Preservation Office as we
23 move forward which will be part two of the
24 application, and they will have controls
25 over how the design of the exterior, how

1 we're maintaining the exterior, recreating
2 windows, leaving openings on the building.
3 So see wanted everybody to be aware of the
4 fact that we are going to ask for these to
5 be put on the registry.

6 This building contains 59 units, they
7 range in square footage from 425 square
8 feet to 700 square feet. Inside the
9 building we have ceilings on the first
10 floor that are probably 19 to 20 feet high.
11 Part of the building is in the flood
12 plains, so the ground floor of this
13 building, we're actually going to be
14 raising by two feet by introducing stone
15 and putting a new concrete slab. So all
16 the residents are required, they can't be
17 in the flood plain. So we're one foot
18 above the flood plain.

19 Just as a matter of clarification, in
20 the redevelopment plan it asks for an
21 entrance on to Main Street. Previous
22 applications for this project did not have
23 a new -- I'm sorry, on the Bank Street did
24 not have an entrance, so we've added a new
25 entrance feature which we'll work through

1 with SHIPO at the state level to add this
2 new entrance and add a glass canopy so that
3 we have a main entrance coming off of, onto
4 Bank.

5 We are also working, and we will be
6 providing a partial 4th floor which is on
7 the back half of this building on the roof,
8 and part of that is, we are guided by
9 regulations through SHIPO regarding adding
10 on to a building. So, if you're going to
11 ask them to put the building as a historic
12 building and you're going to renovate it as
13 such, there are restrictions.

14 So, we have to set that back, your
15 redevelopment plan, I believe requires 15
16 feet, I think we're at 18 feet. We do have
17 to do diagrams to prove to SHIPO that if
18 you're standing on the sidewalk across the
19 street on Bank Street, that you will not be
20 able to see the new addition above this
21 power pit which exists around the building
22 at this point in time.

23 We also have a new addition which is
24 an egress or exit stair from the building,
25 and it's also where our trash shoot is

1 located in our trash room on each floor,
2 and this is our bridge connector which our
3 residents can walk underneath and get back
4 to a pool and recreation area that's behind
5 the concrete building.

6 We have had some discussions with our
7 consultant who are walking us through the
8 process of getting -- working with SHIPO,
9 and just so everybody is aware, this may
10 have to become a glass enclosed connector,
11 similar to what we're proposing on the
12 existing bridge that exists between the
13 concrete mill and the brick mill which I'll
14 describe later.

15 Materials, we were, because of the
16 nature of what this was, as an industrial
17 building, we want to use a corrugated metal
18 exterior skin. Please don't think it's
19 going to look like the old blue shed that
20 used to be at the corner of Academy and
21 Bank Street, but we think that's a fitting
22 addition to the build and also allows us to
23 work with SHIPO with materials that they
24 may consider. Somebody that may have put
25 an addition on a building of this nature 60

1 years ago, they may have done that with a
2 corrugated metal.

3 There is a one-story addition to the
4 building which will be our amenity space,
5 it's also going to have our bike room
6 located in here and there's an existing
7 stair tower which we're not going to use
8 for means of egress, but because of the
9 nature of our request with the SHIPO, we're
10 gonna have to rebuild that stair tower.
11 Right now it's in deplorable condition.

12 Just as a matter of floor plan, the
13 floor plate, we're going to be adding on at
14 the east end. Our new exit stair rises
15 through the 4 floors, new trash compactor
16 room. This is that existing stair tower,
17 it also has a one-story shed attached to it
18 and this is the one-story brick amenity
19 space that's located at the western end of
20 the building.

21 If I hadn't said earlier, it's 59
22 units within this building. I'm gonna very
23 quickly just kind of walk you through. So,
24 the floor plates are the same as you go
25 through the upper floors, and then this is

1 the new fourth floor addition where we have
2 the whole back of the building, the new
3 addition, 15 feet by the redevelopment
4 plan, but 18 feet is what we determined
5 based on the requirements that SHIPO has
6 set forth in front of us.

7 These are elevations that were
8 generated, the existing building. We do
9 have to recreate the windows, the materials
10 will stay the same. This building is built
11 out of concrete interior, it has wood post
12 and beam construction. There was -- so, at
13 the end of the day, we cannot change the
14 exterior materials, we have to do some
15 historic, we have to do some work to
16 determine what was the color of the
17 building possibly at the time it was built.
18 Right now, it's been whitewashed, so we're
19 going to seal the building and we'll have
20 to work on the colors and the materials as
21 SHIPO takes us through the process.

22 This is our new bridge going back to
23 the multifamily building on Main and Bank,
24 and this is the existing bridge. If you've
25 been out to the site recently, at one point

1 in time this was covered by corrugated
2 metal. The actual structure, we had our
3 structural engineer walk out and go through
4 this bridge, it's in good condition. We
5 have to be adding back in floors at each
6 level and we're going to, we have to
7 enclose the lower level and that's a
8 requirement of DEP asking us, because this
9 is the Rocky Brook goes between our two
10 buildings. In the event of flood
11 condition, they want to have whatever
12 obstructions were there, continue to be an
13 obstruction.

14 This is the south side of the
15 building. So to the right is the east,
16 that's our bridge connection, now the 4th
17 floor canopy on the back side of the
18 building can be at the edge of the
19 building, it's actually set back 2 or 3
20 feet.

21 There's a power pit that was installed
22 probably about halfway through the life of
23 the building, and this is the stair tower,
24 we won't use as a stair tower but we have
25 to renovate that part of the building. And

1 these are east and west elevations again,
2 showing our new additions and the existing
3 building.

4 Typical units in this building based
5 on the nature, they're mostly one-bedrooms,
6 some one-bedroom dens, I believe there are
7 a couple of studios.

8 I do want to address some issues that
9 came up in last night's testimony and some
10 questions that came up by board members.
11 So, we've been working diligently with our
12 engineering partner, Maser Consulting, and
13 the question came up last night about the
14 continuation of the, Roger Cook, I believe
15 it's Roger Cook Greenway, continuing it
16 behind our concrete building. This is our
17 concrete building, and up to and on to Bank
18 Street.

19 These have the ability for the fire
20 department to drive a fire engine in this
21 area. We are restricted by whatever DEP
22 tells us. We, early on discussed with
23 Yosef who gave testimony last night, we
24 wanted to clean out some of the trees that
25 exists on Bank Street at the crossing of

1 the bridge that are growing into our
2 building. I was told that DEP frowns on
3 moving anything in the way of a floodway.

4 So we will make every effort to
5 address everyone's concerns to extend the
6 Greenway, to extend the fire access to the
7 rear of the building, but ultimately it
8 will be a requirement of DEP, and also
9 we're under the direction or the
10 restrictions put out before us by the
11 Delaware River Canal Commission.

12 So, those two entities will dictate to
13 us, we'll make every effort to make those
14 extensions as requested, but at the end of
15 the day it will be up to DEP and we'll make
16 sure we keep all the stakeholders informed
17 as to our progress.

18 As far as trash collection, I'll do it
19 on this exhibit here, this came up in both
20 the engineer and the planner's review
21 letters. We've added a new trash room and
22 trash shoot which is just in front of the
23 bridge as I showed earlier. We reserved a
24 spot out in front for the trash truck and a
25 loading zone here which is not only used

1 for the trash removal, but it's also used
2 for deliveries from UPS or FedEx.

3 So, trash would come out of this part
4 of the building and it would be brought to
5 the curbside. Again, these are compactors,
6 they are small receptacles. Collection
7 usually happens 5:00 in the morning to 7 in
8 the morning and it's scheduled based on the
9 amount of refuse. It's generated by the
10 building and the residents and it may be
11 two times a week, three times a week, four
12 times a week, collection. And that will be
13 under the management control of the
14 applicant.

15 There also was a concern or question
16 about the HVAC units. HVAC units will be
17 located on the roof but it will be away
18 from any public street or Bank Street, or
19 even our building that's facing on to Main
20 and Bank, it will be to the rear and you
21 won't be able to see the mechanical units.

22 We also have bicycle storage inside on
23 the concrete building which, in that
24 one-story brick area, again, it's probably
25 a 20 by 20 room. We can have 30 bicycles,

1 and we've added some bike racks that may
2 have not been indicated on the plans that
3 were submitted. We are going to work with
4 the borough and the borough professionals
5 to add more bike racks. We do have one
6 that's located in the front of the concrete
7 building and we have a bike rack inside of
8 our plaza, we have a bike rack in the rear
9 of the brick building, we also have bike
10 racks located in the townhouses and over by
11 the amenities or yellow house.

12 So we'll work through, there's
13 additional locations. We did have a
14 pre-meeting with the county and they also
15 would like to be involved in having more
16 bike racks for the public to use. So if
17 somebody has a friend that lives in the
18 complex and they're coming from the other
19 side of town, they'll ride their bike and
20 they can park it outside and then inside
21 will be mostly for resident's parking or
22 their bikes.

23 The fire chief requested that we, on
24 all buildings he would like to see a
25 central control panel or a central panel.

1 Each of these buildings will have their own
2 fire panel but we're gonna work with our
3 engineers when we get into the construction
4 documents to have a central panel for all of
5 the apartments.

6 So that would be the brick building,
7 the concrete building, the new building,
8 and we'll work out a location of where the
9 fire marshal, or the fire chief would like
10 to see that central panel. We'll also have
11 individual panels at each entrance of the
12 building. It will be exclusive of the
13 townhouses and the yellow house amenity
14 building, but all of those we can make
15 accommodations to give them a central fire
16 panel.

17 Fire marshal requested that the
18 buildings, we sprinkler, we said yes all
19 the buildings would be sprinklered. And
20 the fire department asked about having
21 access to the rear of the building which I
22 discussed earlier under DEP control. If we
23 get into a position where DEP would not
24 allow us to have that access driveway, we
25 can look at, we'll have a fire connection

1 for the building on the front of the
2 building either at this end or this end of
3 the building which will service our
4 standpipes, the buildings will be serviced
5 with standpipe system in all the buildings.
6 And what we'll do is, we had discussions to
7 provide a storage connection at the same
8 location with a driveline that will allow
9 connections for fire department connections
10 maybe in two locations across the rear of
11 the building. This way firehoses can be
12 carried back to this part of the building
13 and then fight a fire.

14 We'll also work with the fire
15 department and your township engineer to
16 give a level area for firefighting for
17 ladders. Just be aware, all these
18 buildings are sprinklered, they all will
19 have generators required because of the
20 number of stories of the building to have
21 an accessible means of egress for the
22 elevator, which means the elevator will be
23 controlled by a generator. So in the event
24 of a fire, the elevators can be used for
25 firefighting purposes.

1 So we'll make accommodations and we'll
2 work with the fire department on that
3 particular issue.

4 Okay, so the next part of the project
5 is the brick mill. So, the brick mill sits
6 to the west of the Rocky Brook, and you're
7 looking at a view from the, across the
8 street on Mechanic Street, looking
9 southwest. Again, since we're requesting
10 the building be registered historic, be
11 registered as a historic building, we have
12 to recreate the exterior of the building.

13 We also go through our engineers and
14 part of what's happening to the building
15 over it's life history and other developers
16 that have come in. The exterior of the
17 brick building is in very poor shape.
18 There's about three and a half million
19 dollars that the developer is going to
20 invest in resurrecting the exteriors of
21 these buildings including, just to the
22 masonry itself. We're not talking about
23 roof, we're not talking about windows, but
24 the developers embarked on that process
25 because we do want to make sure that it's

1 brought back to where it was within the
2 first ten years of when it was originally
3 built.

4 The building is a series of different
5 buildings that were built over time. This
6 is a layout of the first floor plate. I do
7 want to make one note here on the
8 engineer's plan. This is the original,
9 what they call the engine room where it's
10 really the boiler room. This is now going
11 to be our new main entrance. It shows it's
12 going to be demolished. I just want to
13 clarify we're not demolishing, we can't
14 demolish it.

15 There are two huge boilers that sit
16 within this amenity space, it's going to be
17 our main entrance, lounge, resident's
18 entrance, guest entrance, and we're going
19 to save the heads of the boilers which are
20 cast iron, they're probably 18 feet tall,
21 and save those and make that part of what's
22 special about coming to live at the, in the
23 brick building.

24 We're gonna add a new bridge
25 connection that takes us into our building.

1 And the building floor plates are basically
2 a series of different buildings that were
3 built over a series of time. The
4 redevelopment plan requested that we put a
5 new front entrance, or have a public access
6 for residents and for guests. So there is
7 a door, there's a brick arch if you walk by
8 or are familiar with the building, there's
9 a door here, that will also be access for
10 our residents and their guests.

11 Obviously this building was built with
12 steel frame beams and roof trusses, but the
13 rest of the building is a wood frame floors
14 and floor beams.

15 This building has 91 units, again a
16 series of studios, one-bedroom, one-bedroom
17 den, one-bedroom juniors, two-bedrooms, we
18 also have a series of duplex units because
19 at the lower level there is a series of
20 units. We have a fuel basement under this
21 building and what we decided is because we
22 have exposure to the south side, we have
23 fix or six units that you'll come in to the
24 unit and then it will be a two-story unit
25 but you'll go downstairs and downstairs is

1 your bedroom, your bathroom, for these
2 units.

3 So, we had some great opportunities
4 and I'll show you later on, but the upper
5 floors, there's a clear story that exists,
6 it's probably 20 feet from the floor to the
7 underside of the roof structure, and then
8 the roof structure is another ten or
9 fifteen feet. So we're gonna have duplex
10 or two-story units built in within these
11 buildings.

12 Amenity space, I think I briefly
13 touched on that. This is the amenity space
14 for this building for the residents,
15 there's an upper level to this also which I
16 believe -- that's the basement level, we
17 have a tremendous amount of storage. We'll
18 have our bike room, our elevator service,
19 we'll go to the basement, and we'll
20 probably have storage for tenants in the
21 other buildings since all these buildings
22 are interconnected.

23 This is the upper level, the
24 powerhouse and the engine house, and this
25 is our amenity space again, typical floor

1 plate. Typical unit similar to what you've
2 seen on the other buildings. We do have
3 some angled walls, it's due to the location
4 of windows and we can't change location of
5 windows on the building, especially those
6 that are fronting on to a public street.

7 Elevation, so earlier, this is the
8 elevation along Bank Street, this is the
9 front entrance that exists on one of the
10 buildings that were built as part of the
11 original factory, and this is the clear
12 story with the duplex units on the upper
13 floor. This is the powerhouse and our main
14 entrance into the building, and then we
15 also have our existing bridge that goes
16 over to the concrete building.

17 The questions that have come up from
18 your board professionals, trash collection,
19 we showed dumpsters currently on the site
20 plan, but we have made accommodations for
21 our trash room and our trash shoot. So, in
22 this area of the building we now have on
23 every floor, the trash room and the trash
24 shoot, which comes down the same location
25 where the dumpsters were located. But

1 we'll have a small room there with a
2 compactor so that the dumpsters at the end
3 of the day and we go through our resolution
4 compliance, they may disappear from the
5 site plan.

6 Okay, so questions that came up and
7 we've been working diligently, we've had
8 some discussions with our neighbors. Last
9 night there was a discussion regarding the
10 parking garage that's behind the brick
11 mill. So just to orient everybody to the
12 site, this is our parking garage, this is
13 facing north so our brick building sits,
14 and our main entrance to our brick building
15 sits here. This is the property line
16 between us and Hights Electric. This is
17 Hights Electric's building footprint. This
18 is our emergency egress for fire department
19 which will bring us out on to the CCL
20 property.

21 So, last night the discussion, in
22 order to accommodate concerns, the
23 applicant has had discussions with the
24 adjacent property owner of Hights Electric
25 and CCL was to move the parking garage to

1 the north.

2 So we're going to eliminate the
3 parking spots located, I think there's 1,
4 2, 3, 4, 5, 6, 7, 8 spaces located to the
5 north, and this building will move 18 feet
6 to the north which we have 5 feet now
7 currently between the property line which
8 is this dashed line and the edge of our
9 parking garage, so that puts us at 23 feet.

10 The Hights Electric, I think is about
11 8 feet here and drops down because their
12 building is on an angle to about 5 feet.
13 So it's somewhere, when we move this
14 building, and including the Hights Electric
15 property, there's going to be somewhere
16 between 28 and 32 feet between the two
17 structures.

18 This part of the parking lot, so
19 you're aware, is underground. So you're
20 looking at parking spaces that are benched
21 into the hill, the original parking lot
22 that's out on the site right now is kind of
23 built into this area and slopes about 8
24 feet from this property line back down to
25 our driveway by the brick mill.

1 So we essentially dug a hole in the
2 ground and we filled it with parking
3 spaces. This is the upper level, so the
4 upper level because of the grade change.
5 The grade change, so there's a driveway and
6 we'll show in the elevations that comes
7 uphill and this is now our upper level
8 parking deck. So, this parking deck is at
9 the same grade as the back of the grade at
10 the Hights Electric. So we're not above
11 it, we're actually level to it.

12 Same thing with our access on to the
13 CCL property so essentially we benched this
14 into the hill. So, this is an exhibit,
15 this is a new, these three actually, those
16 last two and this one is a new exhibit that
17 we submitted on Monday.

18 So the, what tells the story here is
19 the upper portion. So this is our drive
20 aisle and our brick building sits over
21 here. The grade changes comes uphill, and
22 you can see by this dotted line, this is
23 the level that's below grade. And then you
24 drive up and now you're on a parking deck
25 that's open above.

1 This is the Hights Electric building,
2 Hights Electric building, that's their roof
3 and their foundation comes down to grade,
4 there's about 8 feet. This would be our
5 fence on our property line and then we have
6 5 feet. Now, this area sitting right here
7 is a 42-inch wall that sits on the parking
8 deck so the car doesn't go off the parking
9 deck or go on to someone else's property
10 and then, just for a matter of
11 clarification, there is a little roof
12 cover, I'll go back.

13 There's a stair tower up on this upper
14 level which is here, that little cover is
15 just there, everything else is exposed. So
16 to satisfy the needs for the fire
17 department, satisfy the needs of the
18 request of the adjoining property owner,
19 Hights Electric, we've elected to move the
20 parking garage, and what will happen is,
21 you'll end up getting a space between their
22 building and now our garage is going to
23 move probably to here, which is again 28 to
24 30 feet away.

25 We do have to work out some details of

1 drainage, of grading, of fencing, we can
2 work that through with the joining property
3 owner and the township engineer, and we
4 also have to work out some fencing and
5 security issues related to CCL.

6 So, I just wanted to make sure there
7 was clarity, I know there was a request
8 that we submit from the planner, submit the
9 building showing the parking garage, and
10 that's part of the testimony that we just
11 went through.

12 Just clean up comments from the
13 planner. I talked about trash disposal, we
14 talked about the parking garage, we do have
15 to add another electric vehicle charging
16 station, we do have bike racks located, or
17 they'll be located, we can add additional
18 at their request. Bicycle storage will be
19 in the basement of this building, and the
20 parking garage lighting will be similar to
21 the parking lighting on the brick building,
22 it will be ten foot height poles.

23 For the fire chief, again, we'll be
24 connecting a centralized fire panel,
25 provide knox box locks at the main entrance

1 and rooms that are locked inside the
2 building. And that would cover everybody
3 in terms of items that were requested by
4 your board professionals.

5 So, let's jump to the townhouses.
6 Okay, so townhouses, we have three
7 different types of townhouses that are in
8 conformance with the redevelopment plan.
9 Please be aware that the planning board
10 made recommendations to the town council to
11 revise the redevelopment plans through the
12 process of approvals, and we've developed
13 three types of units. There's a two-story
14 unit that faces the public streets which
15 are located, this is Bank Street, this is
16 Academy Street through here.

17 These are our two-story townhomes, and
18 then behind this area we have that
19 inner-courtyard that Jim Constantine
20 described yesterday. We have 8 three-story
21 townhouses but they'll be behind all the
22 two-story townhouses that run from north to
23 south on Academy Street. And then across
24 the street, we have the change in the
25 redevelopment plan was to not allow for

1 three-story townhouses on any public
2 street.

3 The reason why we had three-story
4 townhouses on this side of the street is
5 the grade doesn't change, it's pretty flat
6 elevation in front of the Tract C. On the
7 opposite side we do have a tremendous -- a
8 change of grade from 8 to 10 feet from the
9 corner of Bank and Academy down to the
10 brick mill.

11 So, these meet the requirements of the
12 redevelopment plan in your ordinance. So
13 these are two-story, two and a half story
14 townhouses with an attic, the two bedrooms
15 are often the attic space with dormers and
16 that meets the requirements of your
17 ordinance. We're not allowed to have a
18 plate higher than three feet from the
19 floor.

20 There was a request from the planner
21 to review the pitches for the roof so our
22 two-story and three-story townhouses have a
23 6 and a half on 12 pitched roof and these
24 have an 8 and a half on 12 pitch roof which
25 is in keeping with the neighborhood in

1 terms of the character of the roofs.

2 The fire marshal requested sprinklers.
3 We have two options in New Jersey, we can
4 sprinkler our townhouses that are, or we
5 can do them 5A protected construction which
6 is a one hour rating on all floors, walls,
7 exterior walls, and bearing walls.

8 The last part of our, I'm not going to
9 go through floor plans tonight, pretty
10 typical townhouse, that's our three-story.
11 So, the yellow house, so the yellow house
12 or the Willis House, when the applicant
13 first purchased the house, we went through
14 the yellow house and realized that there
15 was an original portion of the Willis House
16 that was built. It's farmhouse-style,
17 there was an addition that was probably
18 added midway in it's life history, and then
19 there was an addition that's to the east
20 that was added on by, I believe the last
21 owner of the home. And that portion of the
22 house was added on was salvaged materials.

23 So we went through with a structural
24 engineer so that we could look at the
25 opportunity to repurpose the house whether

1 it be a single family house, whether it be
2 a couple of apartments, and at the end of
3 the day, we realized that the value of the
4 structure and the underlying work that was
5 done to the house and the, I don't want to
6 use the word neglect, but it really spoke
7 to us that we would have to take the house
8 down to rebuild it.

9 So, the applicant has decided that
10 we're gonna make this an amenity space for
11 our townhouse residents. So, what we did
12 is we went back to the original survey that
13 we received during the process of
14 purchasing the house and we looked at the
15 original foundation.

16 So, if you look at the picture on the
17 right, that's the Willis House, it's a
18 picture of the, looking from Academy and
19 Bank on to the angled bay of the house.

20 So, this portion of the house, we
21 believe was the original design of the
22 house, farmhouse-style. We actually took
23 the exact foundation dimensions, and we
24 recreated that same element on our new
25 amenity space.

1 What we also did is there's a porch
2 that sits, a porch entrance was the
3 original entrance of the house, at some
4 point it had been turned into a kitchen.
5 This is actually our entrance, this is the
6 entrance to our manager's office up on the
7 second floor.

8 We've also gone through even
9 recreating what was here as the step out
10 two-story angled bay. So we took a lot of
11 care and a lot of time to recreate the
12 details, we've had discussions with the HPC
13 about materials, we agreed that we wouldn't
14 be using vinyl siding, we would be using
15 cementitious materials and wood materials
16 like hardy plank so that it looks like it's
17 clad wood, doesn't look like it's a vinyl
18 siding.

19 The other thing that we did is, this
20 again is the view from Bank Street. So we
21 believe the original house was this portion
22 of the house here. There was probably the
23 secondary addition and then at the end of
24 the day, this salvaged material was used on
25 several additions to the east and to the

1 north. So we went back and recreated the
2 original entrance detail which is now our
3 entrance for the residents, the glass
4 enclosed porch, the railings, windows will
5 be constructed to match the original, even
6 the mullions in the upper level dormers.

7 So this is what you'll see the house
8 will sit behind the townhomes. Just so
9 everybody is aware, this house is not
10 historic, but we thought it was a great
11 opportunity to give back to the community
12 and especially the houses along Academy
13 Street and as you go out on to Stockton to
14 at least recreate the yellow house.

15 There's also a manager's office up on the
16 second floor and there's some leasing and
17 management office space located in this
18 building.

19 I believe we covered all the items in
20 the HPC -- oh, one more item. We met with
21 the HPC and we walked through the house
22 with them, I believe it was a little over a
23 week ago, and we've agree to salvage any
24 materials on behalf of the HPC and the
25 community. So before demolition we're

1 gonna have a blue tape walk-through with
2 the HPC members. We're gonna blue-tape
3 whatever materials, prim board, floor
4 board, fireplace around what we were told
5 there are a lot of people in town who are
6 renovating some of the older houses, and
7 there are some pieces of trim work that can
8 be reused. We understand somebody saw the
9 columns on the front of the building and
10 would like to have those.

11 So we're gonna do a blue-tape walk
12 though, we're gonna do selective
13 demolition, and we're going to make that
14 available to the HPC and to the community.

15 That pretty much completes my
16 testimony with respect to the architectural
17 and the items that we've listed through
18 review letters.

19 CHAIRMAN MONTFERRAT: Thank, Mr.
20 Feinberg.

21 Michael, do you have any other
22 testimony?

23 MR. FLOYD: That completes our
24 presentation as I stated at the start of
25 the hearing, the entire project team is

1 here including all the witnesses from last
2 evening's presentation and we are ready,
3 willing, and able to answer any questions
4 that the board members may have, the
5 board's professionals, and thereafter,
6 members of the public.

7 CHAIRMAN MONTFERRAT: Okay, I'll defer
8 right now to our board professionals. I'll
9 start with Carmela Roberts, our engineer.

10 Carmela, would you like to review
11 anything that was spoken about from your
12 notes?

13 Sandy, is Carmela muted?

14 MS. BELAN: Carmela Roberts can you
15 hear me?

16 MS. ROBERTS: Yes.

17 MS. BELAN: Do we have voice?

18 CHAIRMAN MONTFERRAT: Yes.

19 MS. ROBERTS: So, I would like to
20 start with some comments that I have from
21 last night and then continue with some
22 items in my report, and then I'd like to
23 talk some about the traffic testimony from
24 last night also.

25 All right, so my first comment is

1 addressed to Yosef Portnoy. I was not
2 clear on what you were describing about
3 on-street parking at Academy over near
4 Grant, and I'd like you to explain that
5 again, please.

6 MR. FLOYD: Before Yosef responds to
7 that, Mr. Chairman, should we have our
8 witnesses sworn again who have not yet
9 testified this evening?

10 CHAIRMAN MONTFERRAT: Jolanta, do you
11 have any thoughts on that?

12 MS. MAZIARZ: No, as long as they
13 were sworn at the last hearing, they remain
14 sworn at this hearing. As long as they
15 understand that they remain sworn.

16 MR. FLOYD: Yes, they all do.

17 MR. PORTNOY: So, I believe you had
18 a comment regarding the pavement width on
19 Academy Street. You noted that in your
20 review letter that existing cart way is 26
21 feet wide and has parking on the west
22 sides. I believe that parking, the
23 existing parking, is only between Grant and
24 Stockton, but there are no parking signs
25 between Grant and Park to the north.

1 So our on-street parking that we are
2 proposing is in the area between Grant and
3 Park, there would be no impact on the
4 parking on anything on the west side, we
5 would not be causing any walls of parking.

6 In any case, we would work with you if
7 the borough would rather us remove that
8 on-street parking.

9 MS. ROBERTS: All right, I
10 understand what you're saying and I would
11 like us to fine tune that together
12 afterwards.

13 MR. PORTNOY: Okay, that's not a
14 problem.

15 CHAIRMAN MONTFERRAT: Carmela, just to
16 interrupt you for one second, when you say
17 fine tune, what would you like for them to
18 do?

19 MS. ROBERTS: The concern is in the
20 area of Grant and as we get to Academy, a
21 few spaces are going to be lost on the
22 funeral home side with the way the plan is
23 laid out. So I think the way that we're
24 gonna end up resolving this is to leave the
25 curb line as designed, but remove the

1 on-street striped parking spaces.

2 We don't stripe on the east side of
3 the street, then we could still have the
4 parking on the west side where it currently
5 is. Yosef, do you understand?

6 MR. PORTNOY: On the west side
7 north of Grant or south of Grant?

8 MS. ROBERTS: South of Grant.

9 MR. PORTNOY: So without striping
10 it, would parking be allowed north of Grant
11 on either side?

12 MS. ROBERTS: Well, parking would
13 be allowed on your side where you're
14 proposing it as long as you confirm that
15 it is a no parking area on the west side
16 right now.

17 MR. PORTNOY: Okay, so we just
18 would remove the striping.

19 MS. ROBERTS: Right.

20 CHAIRMAN MONTFERRAT: Okay, thank you,
21 Carmela. The next item, then.

22 MS. ROBERTS: Is in relation to the
23 trash removal. I would like to just get on
24 to the record that this developer's also
25 going to be providing the recycling removal

1 as well as the on-site street lighting and
2 snowplowing, and that all of these needs
3 for the community are paid for by the
4 community. Because of this type of rental
5 community, these are not services that the
6 borough is going to provide directly or
7 reimburse for. And in addition, I would
8 like to hear from the developer on how they
9 expect to plow snow. You are right next to
10 the Rocky Brook and stockpiling snow
11 adjacent to it where it may melt with road
12 salts and such inside it is not an
13 allowable thing per DEP. So, we, if you
14 know at this point, we would like to hear
15 from you.

16 MR. PORTNOY: We'll work out a snow
17 removal plan with you as a condition.

18 MR. FLOYD: We'll agree as a
19 condition of any approval to work out a
20 snow removal plan with you and obviously
21 that snow removal plan has to comply with
22 any and all DEP requirements.

23 MS. ROBERTS: Okay, very good.

24 My next comment, and this is to
25 everyone really, and it goes back to the

1 Greenway once more. Because the Greenway
2 comes behind the firehouse, and it turns
3 north as we head towards Bank Street, you
4 are proposing it on the east side of that
5 courtyard area.

6 MR. PORTNOY: Correct.

7 MS. ROBERTS: But that turn from
8 paralleling the Rocky Brook and turning
9 towards the east side has foot traffic
10 passing the gate where volunteers can come
11 in and out, but then that foot traffic also
12 passes the main entrance, the only entrance
13 for the parking garage, and I prefer the
14 path on the west side so we don't have that
15 move, that cross-movement of pedestrians
16 and everyone who is gonna use the garage.

17 So, could you speak to that or could
18 that be reevaluated and perhaps the
19 Greenway be put on the other side of the
20 street?

21 MR. PORTNOY: The architect will
22 speak to that.

23 MR. FEINBERG: Carmela, we'll work
24 through that with you. The current
25 situation, we have two means of egress that

1 come out of the C shape of the building.
2 Let me just kind of put the pointer, so
3 there's a means of egress from the ground
4 floor here, means of egress from the ground
5 floor there.

6 We're required to have an area of
7 refuge for someone in a wheelchair, which
8 as you know, that finished floor is raised
9 up a foot above the flood hazard elevation.
10 So, we do have two obstructions, that area
11 with the stairs coming down one here, but
12 we'll work through, your concern is coming
13 through this area crossing there, and
14 crossing in front of this entrance. So
15 I'll look at the egress from the building
16 on the ground floor and see if we can
17 accommodate that for you.

18 MS. ROBERTS: Okay, thank you, very
19 good. From last night also, this is a
20 comment to Yosef, where we were talking
21 about the lighting that is proposed on
22 North Academy Street and a majority of it
23 is on the west side of the street in front
24 of the existing residences, which I think
25 is not the place to put these lights. Did

1 you mention that there is a conflict with
2 overhead utility wires, and so what I would
3 like you to look at is whether we can
4 simply lower the height of the proposed
5 lights in that area and move them on to the
6 east side of the road with a new townhouse
7 community.

8 MR. PORTNOY: So we will review
9 that and we will reach out to JCP&L and
10 find out what their requirements are and
11 we'll attempt to move whatever we can to
12 the east side.

13 MS. ROBERTS: Okay, thank you.
14 Now, I would like to talk some about the
15 traffic impact study and presentation from
16 last night, and I would like to let you
17 know that also on this call is Heather
18 Balgowan who is our traffic expert, and who
19 prepared that portion of the review letter.
20 So she's going to talk in more depth and
21 more complexity about this.

22 What I would like to say is that I
23 want to get on the record for the board and
24 for the community members, what is expected
25 for increased traffic. The presentation we

1 heard last night essentially said that
2 there aren't going to be many impacts,
3 things are, there won't be much increase in
4 delay in the downtown, that there will be
5 fractions of a second increase in waiting
6 in traffic downtown.

7 But I think we all know, we have 400
8 residential units coming, so there's going
9 to be more traffic and the averages of this
10 traffic study may show that on the average,
11 it's all going to work out in the end, but
12 there are particular places where we're
13 going to see more traffic, and we all need
14 to understand what's coming.

15 So, a particular concern in traffic
16 report indicates that there will be an
17 increase in cuing and time at the Franklin
18 Street side, and we also know that North
19 Main and Bank intersection will see a lot
20 of traffic as will Stockton and Academy,
21 and this traffic is also probably going to
22 disperse itself through the other
23 surrounding streets.

24 And so, I think as a community, no one
25 would look forward to traffic signals at

1 Academy and Stockton, or North Main and
2 Bank, but the developer did not offer any
3 sort of solution last night to what might
4 be presented, what might be improved in
5 that location.

6 So, I would like to see what the
7 developer suggests. Are we talking about 3
8 and 4 way stop intersections? Could we be
9 talking about no left turn on Bank Street
10 at certain hours of the day? I think this
11 is where we need the developer to do some
12 more analysis and really tell us what might
13 be needed, and at this point I would like
14 to have Heather Balgowan come in and add a
15 little bit more of the technical aspect of
16 this to our record and continue this
17 presentation on traffic.

18 Heather, are you there?

19 MS. BALGOWAN: I am here, can you
20 hear me?

21 MS. ROBERTS: Yes.

22 MS. BALGOWAN: So, I just want to
23 piggyback on what Carmela said, and I just
24 want to start with --

25 CHAIRMAN MONTFERRAT: Before you go

1 any further, Heather, Jolanta, do you want
2 to swear Heather in?

3 MS. MAZIARZ: Yes, I do, please.
4

5 HEATHER BALGOWAN, B-A-L-G-O-W-A-N, sworn by the
6 Board Attorney, testified as follows.
7

8 MS. MAZIARZ: Thank you and if you
9 can please state your name for the record,
10 spell your last name, and tell the board
11 who you work for, the company, state all
12 that on the record. Thank you.

13 MS. BALGOWAN: Sure, my name is
14 Heather Balgowan, B-A-L-G-O-W-A-N. I'm a
15 licensed professional engineer in the State
16 of New Jersey, I'm also a certified traffic
17 operations engineer. I graduated from
18 Drexel University with a Bachelor of
19 Science and Civil Engineering. I work for
20 McMahon Associates, I'm a project manager
21 in the traffic department, and I've been
22 there for 15 years.

23 I've testified on many, many boards in
24 Mercer County. I don't think I've been
25 lucky enough to be here with you guys in

1 Hightstown, but Robbinsville, Hamilton,
2 West Windsor, I've been to all of those.

3 CHAIRMAN MONTFERRAT: Okay thank you,
4 heather, any board members have any
5 questions on Heather's credentials? If not
6 I will accept her as an expert.

7 Thank you. You can continue, Heather.

8 MS. BALGOWAN: So, I just want to
9 continue with what Carmela was saying and
10 discuss the impacts on the study area
11 intersections and I know the TIS had stated
12 and what was stated last night in testimony
13 is that there's gonna be minimal impacts
14 and the levels of service, it's gonna be
15 similar to no build. And that is somewhat
16 true if you're looking at the overall
17 picture and the overall intersection.

18 However, if you look at the individual
19 movements, at certain intersections such as
20 the three that Carmela stated out, which is
21 Main and Franklin, Main and Bank, and
22 Academy and Stockton. They're really the
23 three intersections that are gonna
24 experience the most impact on certain
25 movements.

1 So, for example, at Main and Franklin,
2 the westbound movement deteriorates a range
3 from 18 seconds to 38 seconds, so there is
4 an increase in delay between 18 seconds and
5 38 seconds. There's drops in levels of
6 service, and there's also increases in cue
7 length between 4 vehicles and 8 vehicles.

8 So even though the overall picture
9 maybe at that intersection gets better
10 along Main, Franklin significantly
11 deteriorates.

12 Similarly, with Main and Bank, not as
13 extreme measure, but that eastbound stop
14 control approach of Bank Street, you're
15 seeing an increase of delay of 7 seconds,
16 not the fraction of a second that was
17 stated. And the same with Academy and
18 Stockton, the southbound approach where the
19 residential vehicles would be exiting their
20 homes, you're gonna see the greater impact
21 on that approach and you're gonna see an
22 increase of 8 seconds, and drops in levels
23 of service, so it's not the same as no
24 build, and also a slight increase in cue
25 length.

1 So, what Carmela was asking is you
2 know, is what's the applicant then gonna
3 offer in terms of off-site improvements and
4 solutions to improve these intersections?
5 Not only capacity, safety, and for the
6 pedestrians that are also going to be
7 generated here.

8 So, we just wanted to get that on the
9 record and see if the applicant did an
10 analysis on the side that we weren't aware
11 of, or if they had any thoughts of
12 improvements that they would like to see at
13 this intersection, and again, we understand
14 traffic signals are probably not the best
15 solution here, they are warranted, does not
16 mean you're supposed to install them, it
17 just means that the traffic volumes are
18 high enough that you could install a
19 traffic signal here.

20 Again, it's not the best place, the
21 borough, these intersections aren't the
22 best place for a traffic signal, but
23 there's other alternatives such as always
24 stop, restricting movements, flashing
25 beacons, you can enhance pedestrians with

1 either race crosswalks or textured
2 crosswalks. There's a number of things
3 that could be done here so we wanted to
4 hear from the applicant to see if they had
5 any solutions to offer.

6 CHAIRMAN MONTFERRAT: Okay well, thank
7 you. Michael?

8 MR. FLOYD: I'm gonna turn it over to
9 Maurice to respond to those questions.

10 MR. RACHED: Again, good evening
11 everyone, it's good to be back here
12 tonight. Carmela and Heather, thank you
13 for your comments. Let me start with the
14 traffic signal comment and then I'll go to
15 the intersections and level of service and
16 how different movements that are balanced.

17 First, in terms of the signalization,
18 as I said yesterday, the two intersections,
19 the one at North Academy and Stockton, and
20 the one at North Main and Bank, are
21 warranted. They are warranted today, and
22 they will be warranted after this
23 development is built in terms of applying
24 the warrants from the Manual on Uniform
25 Traffic Control Devices, the MUTCD.

1 MS. BALGOWAN: Okay, one thing I
2 want to jump in there. I don't think
3 they're warranted today as in 2020. The
4 only warrants I saw in the analysis were 5
5 years from today, no build conditions
6 meaning your development isn't there, but
7 not necessarily today in these volumes.
8 So, unless you ran an existing analysis I'm
9 not aware of, but I don't think today they
10 are.

11 MR. RACHED: But I'm not going to
12 disagree with you. We'll go with no build
13 and build. So, they are warranted with the
14 no build condition and the build condition.
15 That means that the signals are warranted
16 whether we build this development or not.
17 Now, I want to remind you that --

18 MS. ROBERTS: Maurice, before you
19 move on, I think another place where both
20 Heather and I have a comment about the
21 analysis is that you took a look at a no
22 build over a period of 5 years, 5 years
23 out, and that analysis indicates that at 5
24 years out, a signal is warranted. However
25 your project schedule is projecting

1 construction completion in 36 months. And
2 so the 5 year build out is not the no
3 build, the no build is a shorter period of
4 time and I don't agree that a traffic
5 signal is warranted under the no build. I
6 think it's this community, this
7 development.

8 MR. RACHED: Yeah, it doesn't matter,
9 Carmela, let me explain to you why.

10 MS. ROBERTS: Having said that, we
11 still need a solution for how to manage
12 these intersections the best.

13 MR. RACHED: Okay, going to three
14 years or five years no build, the
15 difference is 1 percent. By the way, we go
16 for a longer period to be conservative and
17 to add more trips on the road and to come
18 up with a more conservative analysis.

19 But let's talk about the numbers. We
20 used a 1 percent per year gross, so when a
21 side street carries 120 trips, which is
22 what may get you into the warrant
23 qualification, and you add a year to it,
24 that's one trip. You add 2 years, that's 2
25 and a half trips approximately. So we're

1 talking about an insignificant, let's not
2 waste time about the 3 and the 5, the
3 difference of 1 percent a year is totally
4 insignificant. But what we can do to clear
5 the record, we can supply you with a
6 revised study that shows the 3 year, but
7 I'm telling you now, the difference is very
8 insignificant, it's 1 percent.

9 So, going back to what I was arguing,
10 so these intersections are warranted in the
11 no build and the build. But regardless,
12 even if they were not warranted in the no
13 build, I would still have the same argument
14 and the same recommendation. But I want to
15 remind everyone of the meaning of the
16 warrant analysis and I'm going to read from
17 the MUTCD, a sentence that comes right
18 after the listing of the warrants and it
19 says, the satisfaction of a traffic signal
20 warrant or warrants shall not in itself
21 require the installation of a traffic
22 control signal.

23 And then it goes on to explain what
24 you need to do, which is what we did. So,
25 what we did is we looked at these two

1 intersections and for example, let me take
2 a look at North Main and Bank, and we find,
3 I'm gonna read you the delays quickly in
4 the AM peak and the PM peak, the no build
5 is 14.6 seconds, 24.3 for the other
6 approach, 8.3 and 9. Totally insignificant
7 for a downtown area.

8 In the build scenario, the 14.6
9 becomes 15.6, that's 1 second more, the
10 24.3 becomes 31, that's a few seconds more,
11 the 8.3 remains 8.3 so there's no exchange,
12 the 9 becomes 9.3 so there is a one-third
13 of a second increase.

14 So these are good delay numbers for
15 any intersection that is in the downtown
16 area, very desirable, actually. And keep
17 in mind that when you put a signal, now
18 you're stopping the approaches that are
19 stopped today. So, you may --

20 MS. BALGOWAN: We don't want a
21 signal, we're not saying we want a signal,
22 we're saying other alternatives, yeah, no
23 signal.

24 MR. RACHED: Understood. So, moving
25 away from the signal, the operation is

1 really great, what other alternatives do
2 you want? You don't want to widen the
3 intersections. I mean the delay like I
4 said, I'm not going to read them again,
5 they're very desirable numbers and I know
6 this town very well. I've been in town
7 probably hundreds of times and there are
8 some issues with traffic, I can tell you
9 what the issues are, but they are not on
10 North Main and Bank, and they are not on
11 Academy and Stockton. And the numbers
12 really speak for themselves. On Academy
13 and Stockton actually, it's even a better
14 scenario. You go from 7.9 to 8, you go
15 from 8 to 8.2 and so on.

16 So, I think we're wasting our time
17 discussing what do we need to do because
18 the numbers are very desirable. In fact, I
19 wish I can come up with these kind of
20 results on my other traffic studies.
21 Usually we deal with Fs and hundreds of
22 seconds of delay and thousands of cars,
23 additional trips to a traffic system.

24 Now, speaking of additional trips, I
25 just want to give the board an idea of what

1 we're dealing with here. In the AM peak,
2 and I'm referring to table 3 of my study,
3 the incoming trips are 37, that's for the
4 multifamily housing, the 44 units, and the
5 mid-rise, the 343 units.

6 So when you combine them, you get 37
7 trips incoming in the AM and 108 trips
8 outgoing in the AM. So, 108 trips leave
9 the whole combined housing development and
10 they go on different streets. Let's just
11 cut them in half, 108 divided by half,
12 let's say 60, that's a car a minute. So, I
13 want to make you wait a minute to know how
14 long it is to wait between a car and the
15 next.

16 Now, of course there is on average,
17 you may see sometimes 2 or 3 cars come at
18 once, sometimes 4 cars, but the numbers are
19 really low. Especially when --

20 MS. BALGOWAN: That's the lowest
21 peak hour, you picked the lowest peak hour,
22 the AM peak hour. The Saturday --

23 MR. RACHED: I'm not done. Let me
24 finish. So when you compare that to the
25 preexisting use to, I'm gonna go back to

1 and I'm going to do the PM and Saturday,
2 just one second. To the preexisting use of
3 the industrial land uses, this is nothing,
4 and we're talking about cars verses trucks
5 and deliveries and employees coming and
6 leaving, so no matter how you look at it,
7 if I live in town by the way, and I wish I
8 lived in Hightstown, I love the town, I
9 would be extremely happy with this. This
10 is actually a guarantee that in a downtown
11 area, the traffic stays manageable.

12 Now, let me go to the PM and to the
13 Saturday. So, in the PM, you have pretty
14 much a reversal of the AM. In the PM peak
15 you have 109 trips again, if you divide by
16 2, do it on an average, very, very minimal
17 traffic. The outgoing traffic is 70 per
18 hour.

19 Now, when you go on Saturday, it's 91
20 and 91, it's pretty equal, Saturday is
21 mostly for shopping, recreation, unlike
22 weekdays which is for mostly for commuting
23 and schools. So Saturday you have 91 in
24 the AM and 91 in the PM. Again, split that
25 in 2, I'm assuming we have only two means

1 of access, we have more by the way, but
2 assuming we have only two, you get 45
3 incoming and 45 outgoing per hour, that's
4 less than a car per minute.

5 So, no matter how you look at it, no
6 matter which hour of the day you look at,
7 the traffic is really insignificant, I
8 really think we're wasting time. Plus, I'd
9 like to remind everyone, I think the
10 attorney of the board gave us some great
11 direction at the beginning and she did say
12 that this is, some of the issues such as
13 traffic are not for debate. This is a
14 permitted use, it was designed to be as
15 such, we're complying with it as far as
16 density, as far as number of units, and
17 when it was conceived, it was conceived
18 under the premise that the highway system,
19 the roadway system is sufficient to handle
20 the traffic that is being generated.

21 Now, what are we doing, and we are
22 doing certain things. So, let me go over
23 the improvements and where we actually have
24 a problem. So, the traffic study does show
25 failing conditions at the intersection of

1 North Main and Franklin. We all know that,
2 we all have been stuck in traffic going
3 north on North Main, trying to make this
4 right turn to go to the Turnpike or
5 somewhere else, that has always been an
6 issue, that has always been a problem.

7 And then Heather said that while
8 overall we reduced traffic, we reduced --
9 I'm sorry, I take that back, we reduced
10 delay, at certain movements we increase
11 delay, that is correct, and that's called
12 balancing in our business.

13 So when you have an intersection, and
14 one approach has 300 seconds of delay, and
15 the other one has 10, we say we'll make 300
16 into 150, and the 10 into 40. I'll give
17 you an example. That's exactly what we did
18 here. We took all the approaches, and we
19 balanced them, that's why overall we
20 achieved a much better delay to the
21 intersection as a whole. Let me give you
22 an example --

23 MS. ROBERTS: Maurice, I'd like to
24 cut in here, we don't need anymore
25 examples, please, we don't need anymore

1 examples, and I would question whether
2 anyone on the planning board or counsel
3 would agree that when this project was
4 conceived, there was an understanding that
5 the road system could handle this
6 community. I don't know that that is
7 certain.

8 And I think we could get -- we're
9 getting into the weeds of the seconds of
10 this traffic analysis which is difficult
11 for anyone other than you and Heather,
12 right, but we can all understand that we
13 have a community that is 400 units, there
14 are many improvements being undertaken by
15 this developer to address all the other
16 impacts of this community, and yet for
17 traffic for 400 new units, I believe you're
18 saying there is no improvement needed in
19 relation to traffic.

20 I just can't agree with that, Maurice.
21 We know that a signal is warranted, but we
22 all agree that we don't want to install a
23 signal. So I would ask you and this
24 developer, what are you recommending as
25 improvements to manage the increase in

1 traffic because there is an increase in
2 traffic. I would hope --

3 CHAIRMAN MONTFERRAT: And if I can
4 weigh in too with you, Carmela, and to
5 address what Maurice is saying, and I think
6 our engineer, Carmela Roberts, and our
7 traffic person, Heather, are making very
8 good points and also at this time of what
9 the State of New Jersey and the world is,
10 is that the pandemic, people are not
11 traveling like they usually would. So I
12 think the traffic study is a little
13 compromised when it comes to,
14 realistically, when we're up and running in
15 another three years and the project is
16 fully occupied. We're gonna need to have
17 some solutions from PRC about what we can
18 do to help us on our traffic because I
19 agree with our experts, it's not gonna get
20 any better.

21 MS. MAZIARZ: Chairman, I'm sorry.

22 CHAIRMAN MONTFERRAT: I'm not going to
23 argue this, I just want to have some sort
24 of solution. Okay, so we can go back and
25 forth. Go ahead, Jolanta.

MS. MAZIARZ: I just want to clarify for the record that if I wasn't clear when I spoke at the beginning of this hearing, what I meant when I said what was not up for debate with regard to this application, is all of the standards that have been adopted by the counsel in the redevelopment plan that did not include the traffic that we are discussing right now. What I meant and what I said was the use standards, the density standards, floor area ratio standards, yard and setback standards, pedestrians access, parking, layout, that has to follow generally what the redevelopment plan says, but that doesn't mean that there isn't room for what we're doing right now effectively, because none of this could have been thought up at the time that the counsel was coming up with that redevelopment plan. It is these details that have to be worked out with the planning board and that is the reason why this applicant is before the planning board with a site plan application, otherwise this would have already been approved. But

1 it hasn't been. It still has to be
2 approved by the planning board, so I just
3 wanted to clarify, Chairman.

4 CHAIRMAN MONTFERRAT: Thank you,
5 Jolanta.

6 MR. FLOYD: Chairman, if I may.

7 CHAIRMAN MONTFERRAT: Yes, Michael.

8 MR. FLOYD: I would just ask to have
9 our expert, Maurice complete his response
10 to both Carmela and Heather's questions.
11 He's been interrupted a couple of times,
12 there's been questions raised about the
13 validity of his data and his conclusions,
14 and I think he deserves an opportunity to
15 complete his response to those questions
16 not being interrupted.

17 CHAIRMAN MONTFERRAT: Well, Michael, I
18 think we have let Maurice make his case.
19 Of course I'll let him continue, but going
20 back to counting seconds at intersections,
21 we understand what he's saying, okay. But
22 we also have our expert traffic person and
23 our engineer. So we need to work this one
24 out for sure, because it's not going to be
25 an argument, it needs to be discussed.

1 Thank you.

2 MR. FLOYD: I completely understand,
3 I'm just asking if we can have Maurice
4 complete his response, and then obviously
5 the board and his professionals can have a
6 followup question. I'm just asking if you
7 can give Maurice an opportunity to complete
8 his response. That's all I'm asking for.

9 CHAIRMAN MONTFERRAT: That's fine,
10 Michael, I think we are letting him. So,
11 Maurice, go right ahead.

12 MR. RACHED: Thank you, Mr. Chairman.
13 Let me first respond to your comment about
14 the study and it's validity. So, what we
15 did, we of course are aware of the COVID
16 situation and we would not take counts
17 today. Had we taken counts today, the
18 numbers would have been a lot less, by the
19 way. So, what we did, we utilized a system
20 that uses cellphone data to give us counts
21 just prior to COVID and these numbers were
22 from a period of time where COVID was not
23 at play.

24 So, and then what we did in addition
25 to that, Mr. Chairman, we took all these

1 numbers that we got based on this data
2 analysis, and we compared them to the
3 counts we had taken prior, I believe in
4 2017 or 2016, I forgot exactly when. And
5 then what we did, movement by movement, if
6 the new numbers are higher, we kept them
7 higher. If the new numbers are lower, we
8 actually raised them to be consistent to
9 what we took in 2017.

10 So, the numbers are valid. The
11 numbers represent normal conditions, not
12 conditions during the COVID pandemic. So,
13 I make sure that the board understands
14 that.

15 Now, going back to what do we do here?
16 First of all, other than the intersection
17 of North Main and Franklin, we don't see
18 any reason to make any improvements at all.
19 I mean, we look at the numbers, you can't
20 just come to the applicant and say, only
21 because the number sounds high to us, 300
22 units, you needs to improve something. And
23 if the engineers, whether on this side or
24 your side have any specific idea, I'm all
25 ears to do something to improve traffic

1 flow.

2 But again, I'll say it one more time.
3 I didn't see anything to improve except
4 North Main and Franklin and we came with a
5 solution, and I thought that solution is
6 very appropriate. As a matter of fact, we
7 talked about this prior to this hearing
8 today.

9 What else can we do at this
10 intersection? Nobody wants to do widening
11 in the center of town or disrupt the
12 character of the town in any way or form.
13 We have some issues, we need to deal with
14 them, we came up with some recommendations,
15 and maybe there are other recommendations
16 that could be implemented to help them a
17 little, short corridor of maybe North Main
18 in town, but I can tell you I don't have an
19 answer to that.

20 You know, in the solutions that we
21 traditionally use, in my opinion, and I'm
22 sure the board agrees with me, we don't
23 want to implement them in Hightstown.

24 Now, Carmela, or maybe Heather came up
25 with a recommendation at the end of the

1 traffic comments which I thought was a very
2 good one, and I think that's really the
3 answer and the solution to this whole
4 discussion, and that is comment number 18,
5 on page 25 of Carmela's report and it says
6 that it is recommended, the applicant
7 perform a post-development study. And then
8 it goes on to say that after the study
9 there will be the appropriate corrective
10 action taken.

11 If you want to discuss that comment, I
12 think it's worthy of discussion and come up
13 with a plan, what would trigger such a
14 study, and if it's triggered, how do we do
15 it, and what is the mechanism for making
16 the improvements.

17 Mr. Chairman, if that's an idea you
18 think is worthy of discussion, I think it's
19 the only one that is worthy of discussion.
20 I think we should do it.

21 CHAIRMAN MONTFERRAT: I believe we
22 should do it too. Carmela, Heather, I
23 would like you to weigh in now.

24 MS. BALGOWAN: I definitely think
25 it's post-development -- I'm sorry, do you

1 want to go?

2 MS. ROBERTS: Just quickly.

3 Certainly I agree that a post-development
4 study is appropriate in this situation, but
5 that does not mean that we stop right here
6 making no improvements and no evaluation of
7 alternatives at this point. This is not a,
8 this is not a discussion or an approval
9 where we're going to build all the units
10 and then 3 or 4 years from now, have a
11 study. So, Heather, are you still there?

12 MS. BALGOWAN: Yes, I am. I just
13 wanted to say --

14 MS. ROBERTS: Can you --

15 MS. BALGOWAN: Yeah, I just wanted
16 to say one thing because I think we're
17 getting hung up on seconds and levels of
18 service. Traffic engineering is not all
19 about levels of service and delay numbers,
20 it's also about pedestrians and safety.
21 So, while it may not be a capacity
22 improvement, it could be a safety
23 improvement, it could be a traffic calming
24 improvement, it could be a pedestrian
25 improvement. So, we understand the

1 borough, it's historic and it's beautiful,
2 it doesn't need a traffic signal, it
3 doesn't need an intersection blown out.
4 However, there are a plethora of other
5 solutions and improvements that could be
6 done to help everybody, help pedestrians,
7 help traffic, and safety in the area. So,
8 if the applicant needs help with a list, I
9 already started brainstorming.

10 MR. RACHED: Heather, I cannot agree
11 with your concept more and that's what
12 we're all doing here, I mean, the whole
13 theme behind this project is to encourage
14 pedestrian activity, bicycling, make the
15 whole area look the way it's supposed to
16 look from downtown Hightstown. But if you
17 have any specific ideas to add to what
18 we've been doing, we're all ears.

19 In terms of additional traffic
20 calming, which I don't think we need
21 traffic calming or any amenities you think
22 that would enhance transportation to this
23 development. We are, by the way, doing a
24 shuttle to the train station and park and
25 ride. I'm not sure if you're aware of

1 that.

2 So, we've been looking at a variety of
3 things and that, by the way, has not been
4 included in my study, so I didn't take any
5 credit, any reduction for any mass transit,
6 but it's something that's part of our plan
7 and something that the applicant is doing.

8 MS. ROBERTS: Maurice and Heather,
9 I would like to see an analysis of stopped,
10 controlled intersections. I would like to
11 see, based on an analysis, Maurice, whether
12 that left turn at Bank is worthwhile
13 movement to restrict.

14 MR. RACHED: We did. We did the
15 analysis, we did a warrant analysis for the
16 left turn, by the way, and then we did a,
17 it's in table 20 of my report, we did a
18 study of the left turn with the additional
19 improvement and without.

20 In other words, with delaying and
21 without delaying and there was really no
22 change in the delay. So we thought, you
23 know, it wasn't needed. That's been fully
24 vetted and analyzed in the report if you
25 look at table 20, I believe that's what

1 you're referring to, Carmela.

2 MS. BALGOWAN: No, I don't think
3 she's referring to widening to provide a
4 separate left turn lane, I think she's
5 referring to restricting, during those peak
6 commuter hours when vehicles have a hard
7 time getting out of Bank Street to make a
8 left, maybe restricting them to only right
9 turns during like the 7 to 9, 4 to 6
10 period. Maybe they can go to --

11 MR. RACHED: I hear you.

12 MS. BALGOWAN: Yeah, so I think
13 that's what she's referring to.

14 MR. RACHED: That's something I would
15 do post-development, and that's why the
16 study comes in very handy because right
17 now, based on what I see, I don't see that
18 being an issue, but it could be an issue.
19 You know, we're not magicians here, we
20 don't know a hundred percent of all our
21 results. We do our best to give the public
22 and boards our best ability in using the
23 science we have in our hands.

24 So, this is where a board study is
25 very useful, where we do actual

1 observations and then we do the same thing
2 we did here, use the science, and then we
3 would be able to say that we do have an
4 issue here, we need to do the following
5 remedial actions, and that's something I'm
6 in full support of, I'm assuming the
7 applicant is. I'm speaking independently,
8 but the applicant is nodding that yes, they
9 will be in full support of such measures
10 and such improvements in the future.

11 MS. ROBERTS: Board members and
12 Maurice, those two intersections, Academy
13 and Stockton, and Bank and Main, there is
14 no widening that anyone would ever agree
15 to. The right-of-way is narrow, Stockton
16 Street is a registered, national historic
17 district, that's not part of what can be
18 evaluated.

19 And board members, what I want to tell
20 you is my recommendation is to have this
21 applicant perform additional study about
22 the things that Heather has mentioned, the
23 things that I have mentioned,
24 stop-controlled intersections, pedestrian
25 safety, and that be made a condition of

1 this approval because, and I agree that we
2 should--

3 MR. RACHED: We agree.

4 MS. ROBERTS: I think it's
5 important that we do the studies now, and
6 we do them later, and if we wait until
7 later, I believe we will be waiting until
8 we are living with a traffic problem that
9 we could have resolved now. That is my
10 recommendation.

11 CHAIRMAN MONTFERRAT: Right, and as
12 chairman, I would also recommend that
13 because I don't want to see traffic being
14 pushed down Mechanic Street or traffic
15 being pushed down Grant Street as an
16 alternative for people if traffic starts to
17 back up. So we definitely need to do
18 another analysis and see if a four-way stop
19 or a three-way stop is needed because it
20 is. I've been a resident for quite a long
21 time and I believe that we need to really
22 address this.

23 MR. RACHED: Mr. Chairman, I agree
24 with the concept. What I don't agree with
25 is doing it now because now we don't have

1 the pedestrians, we don't have the traffic,
2 so we would be doing the study in a vacuum.
3 But after the fact, it makes sense. Once
4 we can talk about this and, for example,
5 say once the development is 80 percent
6 occupied, or 90 percent, whatever number
7 the board wishes, we can go out and do
8 pedestrian counts and trip counts, compare
9 them to what I talked about today and if
10 there is a significant difference, we look
11 at that difference, we look at the result
12 of that difference in terms of any
13 degradation to the system, we also observe
14 any conflicts out there with pedestrians,
15 with cars making a left turn, also a
16 variety of other measure we can do, and
17 then give the town a report and any
18 professionals, they have something to work
19 with. Right now, all we could do is
20 project volumes and using these projections
21 I can tell you we don't need to do much
22 except for the intersection, the signalized
23 intersection at Main and Franklin.

24 So I really don't see what we can do,
25 I don't see what another study will help us

1 do. Another study's gonna result with the
2 same numbers as the ones I have here. Like
3 I said, it's going to be --

4 MS. BALGOWAN: I think what the
5 study would be is, see what the
6 intersections would operate as an always
7 stop, maybe it doesn't even work, I don't
8 know. But we do know always stop
9 intersections are alternatives to traffic
10 signals when the traffic signals aren't
11 really feasible in certain locations and
12 always stops are also traffic calming and
13 it's good for pedestrian safety since our
14 traffic is stopped and it would let
15 pedestrians cross freely. So, that's a
16 very easy analysis.

17 MR. RACHED: I'm agreeing with you. I
18 mean, we can do it as a condition of the
19 approval, but I still think an
20 after-the-fact-study would be a lot more
21 useful to us. Even if we find out now that
22 a four-way stop works and is good, it may
23 not work after the development is open.
24 But I'll leave it to you folks and the
25 board and if the board wants to condition

1 this application on doing the 4-way stop
2 studies. Again, I'm speaking
3 independently, I'm assuming that my client
4 is saying yes, you know we'll doing these
5 studies and we'll submit them. These are
6 not difficult studies to do by the way,
7 they'll be done fairly quickly.

8 CHAIRMAN MONTFERRAT: Yeah, I think
9 you're both being reasonable with that.

10 MR. RACHED: Thank you.

11 CHAIRMAN MONTFERRAT: Heather, would
12 you want to do the stop signs first and
13 then do an analysis as Maurice suggested
14 once the project is really underway?

15 MS. BALGOWAN: Yeah, I definitely
16 think both now and confirming the results
17 after the construction of the development.

18 CHAIRMAN MONTFERRAT: Michael, you're
19 fine with that?

20 MR. FLOYD: We're fine with that as a
21 condition of the approval.

22 CHAIRMAN MONTFERRAT: And I'll just
23 ask the board members right now since this
24 is kind of a new discussion. Any board
25 members wish to weigh in on this?

1 COUNCILMAN MISIURA: Chairman, this
2 is Steven Misiura, I would like to add
3 something to that.

4 CHAIRMAN MONTFERRAT: Please do.

5 COUNCILMAN MISIURA: I would just
6 like to add that at least at Franklin and
7 Main Street, we do have a grant study
8 that's underway, that's just starting, and
9 PRC actually partnered with us, they're
10 contributing money towards that study. And
11 it's a whole downtown study, and I'm
12 thinking as part of, I just want to put it
13 out there, that relates directly to this.

14 CHAIRMAN MONTFERRAT: No, absolutely
15 it does and I don't think the board was
16 aware of that.

17 COUNCILMAN MISIURA: Yeah, and maybe
18 Bev can speak a little bit more on that
19 because she's sort of leading this effort.

20 VICE CHAIRWOMAN ASSELSTINE: Yeah,
21 that's the subcommittee that we created
22 last night to oversee the implementation of
23 that grant.

24 And -- is to do a socialization study
25 for the redevelopment area. So, it would

1 involve all of the intersections in
2 downtown and how they're impacted by the
3 redevelopment area and the entire
4 circulations of the downtown area, and the
5 parking lots, and really the whole impact.
6 So, that is the purpose of that.

7 I would also point out that if we give
8 the downtown [INAUDIBLE] last year and
9 published the results there when we did
10 observations at a lot of these
11 intersections, and we made recommendations
12 based on the New Jersey State Complete
13 Rates Design Guide. So, we have already
14 talked about movements for crosswalks and
15 things like that to improve the pedestrian
16 safety.

17 So, I think that all of these things
18 are a way that I think we could work
19 together to find solutions to some of these
20 problems.

21 CHAIRMAN MONTFERRAT: Okay, so that's
22 great information, there's no doubt about
23 that, thank you both.

24 Any other board members have a comment
25 on this? Okay, if not, Maurice, thank you,

1 Michael, thank you, and Heather and
2 Carmela, thank you.

3 MS. ROBERTS: Mr. Chairman, I would
4 like to make one more comment wrapping up
5 my comments in my letter, just on the
6 record here. There are water and sewer
7 connection fees that will have to be paid,
8 there are performance guarantees that will
9 have to be paid, and my recommendation is
10 to enter into a developer's agreement for
11 the construction of this.

12 And that completes my comments.

13 MR. FLOYD: Thank you, Mr. Chairman I
14 would just respond to that that the
15 applicant is intending to enter into a
16 redevelopment agreement which would really
17 supersede any developer's agreement, but
18 will contain all the standard provisions
19 with respect to the payment of fees, escrow
20 accounts, and also performance guarantees.

21 CHAIRMAN MONTFERRAT: Okay, very good,
22 thank you.

23 So, right now it is 7 minutes to
24 10:00, Brian, you would be the next one up,
25 how much information do you have? Brian

1 Slaugh, our planner.

2 Sandy, if you could mute everyone.

3 Brian Slaugh, are you available?

4 MS. BELAN: It shows he's still on.

5 CHAIRMAN MONTFERRAT: Yeah I see he's
6 still on, I was gonna text him real quick.
7 Brian, can you unmute yourself? I text
8 messaged Brian, but he's not responding, is
9 he via phone? It looks like.

10 COUNCILMAN MISIURA: Fred, he was
11 gonna call in, he's calling me right now
12 I'll see what he says.

13 CHAIRMAN MONTFERRAT: Okay, thank you.

14 COUNCILMAN MISIURA: So, Fred?

15 CHAIRMAN MONTFERRAT: Yes, Steve.

16 COUNCILMAN MISIURA: Brian's having
17 technical difficulties, I don't know if he
18 can't unmute himself when he's on his
19 phone, because he's trying to call in from
20 his phone, if there's a #7 or something he
21 has to dial, but he's suggesting that he
22 has about 10 items to go over and it's
23 already 10:00. Should we just carry this
24 over at this point? It's his suggestion.

25 CHAIRMAN MONTFERRAT: Okay, PRC, are

1 you folks okay with that? Michael you need
2 to unmute yourself.

3 MR. FLOYD: Yes, I'm sorry we are
4 fine with that.

5 CHAIRMAN MONTFERRAT: Right, so then
6 tomorrow we'll have our planner, Brian
7 Slaugh, then we'll have public comment, and
8 then we'll have our board members will do a
9 Q&A with your testimony. I think the
10 planning board members will do the Q&A
11 first.

12 MR. FLOYD: One thing tomorrow night,
13 we will not have our traffic engineer with
14 us, he's got a conflict. I think the rest
15 of our project team will be here. There
16 will be Stan from PRC, Bill Feinberg, our
17 architect, if there's any planning, Jim
18 Constantine will be here. Yosef, you'll be
19 here tomorrow?

20 MR. PORTNOY: Yes.

21 MR. FLOYD: So we'll have everyone
22 here except -- well, I think we're done
23 with traffic but I just want to make that
24 clear that the entire project team will not
25 be here tomorrow night.

1 CHAIRMAN MONTFERRAT: Okay, so just
2 real quick, Michael, does any board member
3 have a question for their traffic engineer,
4 Maurice? If you do, state your name. I
5 guess no one has a question on that, then.

6 MR. FLOYD: Thank you.

7 CHAIRMAN MOTFERRAT: Thank you,
8 Michael.

9 CHRISTI PALMER: Mr. Chairman, is it
10 possible for a member of the public to
11 weigh in on traffic?

12 CHAIRMAN MONTFERRAT: It is not. So,
13 the public comment will be, you know,
14 public comment. The public doesn't
15 cross-examine or question any of the
16 professionals, that will come through us,
17 the planning board members.

18 All right, so I'll ask to continue our
19 meeting tomorrow, and I'll ask for a motion
20 to adjourn, if our planning boards can
21 unmute themselves.

22 VICE CHAIRWOMAN ASSELSTINE: I'll
23 make a motion.

24 MR. LAUDENBERGER: Second.

25 CHAIRMAN MONTFERRAT: All in favor say

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aye?

BOARD MEMBERS: Aye.

CHAIRMAN MONTFERRAT: Thank you very
much, everyone. See you tomorrow at 7:30.

(Deposition was adjourned at
10:01 p.m.)

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

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