Planning Board Hearing, Volume II

August 17, 2022

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TOWNSHIP OF CRANFORD PLANNING BOARD
APPLICATION FOR PRELIMINARY AND FINAL
SUBDIVISION AND SITE PLAN APPROVAL

750 WALNUT AVENUE A/K/A BLOCK 541, LOT 2
HARTZ MOUNTAIN INDUSTRIES, INC.

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APPLICATION NUMBER PB-22-002

August 17, 2022

Volume II

Planning Board Hearing, held at 8 Springfield Avenue, Cranford, New Jersey, commencing at 7:45 p.m., before Ayelet Russo, a Shorthand Court Reporter and Notary Public. There being present:

APPEARANCES:

TOWNSHIP OF CRANFORD PLANNING BOARD:
Juan Carlos Nordelo, Vice Chairman
Jonathan Drill, Attorney
Donna Pedde
Kathleen Miller Prunty, Mayor
Diana Sen
Kathy Lenahan, Board Administrator
Julie Didzbalis
David Leber
Jeff Pistol

COLLIERS ENGINEERING & DESIGN:
Nicholas Dickerson, PP
S. Maurice Rached, PE

FOX ROTHSCHILD, LLP
Henry L. Kent-Smith, Esq.
997 Lenox Drive
Lawrenceville, New Jersey 08648-2311

HARTZ MOUNTAIN INDUSTRIES:
James Rhatican
Zackary Chaplin
Bruce Englebaugh
Matthew Seckler, PE
Vincent Antonacci, Jr.

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(EXHIBITS RETAINED)

MR. NORDELO: This evening we are continuing our hearing on application number PB-22-002, which is continued from July 20, 2022, the applicant being Hartz Mountain Industries, Inc., 750 Walnut Avenue, Block 541, Lot 2. The applicant in this matter is seeking preliminary and final major subdivision, preliminary and final major site plan residential, and preliminary and final major site plan nonresidential.

MR. KENT-SMITH: Thank you, Mr. Chairman.

If it's the pleasure of the board, I am more than happy to proceed.

Just to give you a brief summary, as you recall of the first meeting, we discussed, through Mr. Rhatican, the representative for Hartz Mountain, the overall structure of the program and development for this property, and there were several issues that were raised, and concerns. I represented to the board that we would have a written declaration. That will be submitted to the board in advance

of the next meeting, which is going to be September 7th.

I then had Mr. Chaplin, our professional site plan engineer, who walked the board through the engineering proposal. His direct testimony was effectively finished. To the extent that there are issues open that were raised by your professional staff and this board relative to stormwater management and some other concerns, that I will get to in just a moment, again, the plans and the formal written response to each comment made by staff will be submitted for this board's consideration on September 7th.

MR. NORDELO: On or before?

MR. KENT-SMITH: Before.

Ten days -- at least ten days -- I think we're targeting next Wednesday, right? Let's see. Next Wednesday would be the 24th. So that would be more than ten days in advance. So we will have these submissions to the board for its consideration.

I know there was an open issue

that was related to the basketball court. I would ask, Mr. Chairman, just the board's indulgence, because there were also a lot of issues about Walnut Avenue; the sidewalk, what we were going to do; traffic-calming mechanisms, things like that; discussions that we have had with the county in consultation with your traffic consultant.

I would like to start with that, if the board is willing, that we can get into and address these traffic concerns, the Walnut Avenue sidewalk, and all of that, now, right up front, and get all that out, because I think that's something of public concern.

We can then circle back to Mr. Chaplin, to discuss the basketball court and finalize any public questioning for him. And then I have both architects, Mr. Englebaugh and Mr. Antonacci, to discuss the architecture. And hopefully, we'll be able to get through all of that tonight, and then we'll have a completed submission for this board, for formal

consideration and action, for the September 7th meeting.

MR. NORDELO: Mr. Kent-Smith, that would be fine, but I just wanted to clarify: I know that you're providing the follow-up documents, but one of them is a statement in regard to the relief that you are seeking on signage.

MR. KENT-SMITH: Correct.

MR. NORDELO: Would that also be included --

MR. KENT-SMITH: Yes.

MR. NORDELO: -- in this packet, in addition to --

MR. KENT-SMITH: Yes.

MR. NORDELO: -- whatever comments on water?

(Reporter interruption.)

MR. NORDELO: Oh, I'm sorry. Yeah. I'll go slower.

So in addition to whatever comments we have on water --

MR. KENT-SMITH: That is correct.

MR. NORDELO: Okay.

MR. KENT-SMITH: Yes.

MR. NORDELO: Thank you.

MR. KENT-SMITH: That will be all submitted by the 24th.

MR. DRILL: Okay. Now, the board has its traffic engineering expert here today, Maurice Rached, so I wanted --

(Reporter interruption.)

MR. DRILL: The board has its traffic expert here tonight, Maurice Rached, also from Colliers Engineering, the same place that the board's planning expert and the board's engineering expert are from.

(Reporter interruption.)

MR. DRILL: Hmm. Let's start again.

The board has here tonight its traffic engineering expert, Maurice Rached.

Wave to everyone, Maurice.

He works at Colliers Engineering, the same firm that employs the board's civil engineering expert and the board's planning expert.

Obviously, we want him to listen

to all of this testimony about traffic and everything that happened with the county, because we then want to have him available to answer questions.

So I want to get him sworn in right now, and I want to get him qualified so I don't have to deal with it later.

So can you please raise your right hand.

And do you swear or affirm that the testimony that you're going to give in this matter will be the truth, the whole truth, and nothing but the truth -- and nothing but the truth?

MR. RACHED: I do.

MR. DRILL: Okay. Can you -- you can sit for now, but we need you with a microphone.

So can you give him the handheld microphone from up there?

MR. KENT-SMITH: All right.

MR. DRILL: Test it out.

MR. RACHED: Okay.

MR. KENT-SMITH: I'm told if the light's on, it's on.

MR. RACHED: It's on.

MR. DRILL: Okay.

EXAMINATION OF S. MAURICE RACHED, PE

MR. DRILL: So can you give the board and members of the public and the applicant the benefit of your educational background, your professional experience, and your other qualifications.

MR. RACHED: Absolutely.

Good evening, members of the board. Good evening, members of the public.

The name is Maurice Rached. That's R-A-C-H-E-D. I'm a traffic engineer. I've been doing traffic engineering for about 35 years. I've testified before approximately 170 municipalities in the state. I've testified over a thousand times on matters of traffic and safety. I've also testified as an expert in federal court and in about a dozen superior and municipal courts in the states of New

Jersey, Pennsylvania, and New York.

MR. DRILL: And that's as a traffic expert you testified in court, correct?

MR. RACHED: That is correct.

MR. DRILL: And educational background?

MR. RACHED: I have a degree in civil engineering, and I'm a licensed professional engineer in the state of New Jersey. And I have a national certification as a professional transportation operations engineer.

MR. DRILL: And you're New Jersey PE is in good standing, correct?

MR. RACHED: It is.

MR. DRILL: Okay. And some work background.

Even though -- he's the board's expert, so he doesn't have to -- you don't have to formally accept him as an expert, but I want to get in the record his qualifications.

So...

MR. RACHED: So I started my

career actually working for New Jersey Department of Transportation. I spent, with the State, about 15 years. Then I left and I joined the private sector. I've been in the private sector for about 20 years.

And by the way, when I worked for the State of New Jersey, Union County was one of the areas I took care of in terms of traffic and safety.

MR. DRILL: Okay. How long have you -- well, when did you start with the firm that was purchased by Colliers?

MR. RACHED: In 2003.

MR. DRILL: And what firm was that?

MR. RACHED: It used to be called Maser Consulting, and about two years ago, we are now known as Colliers Engineering & Design.

MR. DRILL: Okay.

Does the applicant attorney have any questions about his qualifications?

MR. KENT-SMITH: None whatsoever. We stipulate to his qualifications.

MR. DRILL: Does anyone in the public have any questions about the board's traffic expert's qualifications?

(No response.)

MR. DRILL: No.

MR. RACHED: Thank you.

MR. DRILL: So he's the board expert, but I still, as a matter of form, since you haven't seen him before -- he's not like, you know, the engineer and the planner that are here every month. I'd ask you, do you accept him as an expert in traffic engineering?

MR. NORDELO: Do any members of the board have any questions as to the qualifications?

No?

I accept.

MR. DRILL: Okay.

MR. KENT-SMITH: Thank you, Mr. Drill. Then what I will do is, I will call Mr. Seckler as my first witness.

MR. DRILL: And Mr. Seckler was sworn in on July 20th.

And you realize you remain under

oath, correct?

MR. SECKLER: I do.

MR. DRILL: Okay.

MR. NORDELO: I just wanted to remind members of the public, after the board exhausts questions, after the presentation that each witness is providing, members of the public will then have the opportunity to come up and ask the particular expert questions that are relevant to the presentation that he's delivering. So I just wanted to make that reminder to the public.

MR. KENT-SMITH: Thank you, Mr. Chairman.

EXAMINATION OF MATTHEW SECKLER, PE

MR. KENT-SMITH: Mr. Seckler, you heard Mr. Rached do his qualifications. Will you give this board your qualifications relative to your expertise in traffic engineering.

MR. SECKLER: Absolutely.

I'm a principal at Stonefield Engineering & Design. The address is

92 Park Avenue in Rutherford, New Jersey. I have a bachelor of science in civil engineering from Union College in Schenectady, New York; a masters in city and regional planning from Rutgers University. I'm a licensed professional engineer in the state.

Also, similarly, to your board's expert, I am recognized nationally as a professional -- a professional traffic operations engineer. I've been practicing in the field for over 15 years. I've been accepted before over 150 boards in the state. I've testified as a traffic engineer over a hundred times this year, and on numerous occasions in past years.

(Reporter interruption.)

MR. DRILL: Everybody, just slow down. Okay? We have a stenographer. Besides the recording, it's easier for the stenographer to get a transcript if you slow down. It makes her life easier, and it actually makes a better transcript.

MR. KENT-SMITH: Mr. Seckler, your license is still in good standing?

MR. SECKLER: Yes, it is.
MR. KENT-SMITH: And in terms of your qualifications relative to this application, did you review, at the request of the applicant, the traffic impacts associated with the proposed development that's before the board tonight?
MR. SECKLER: Yes, I did.
MR. KENT-SMITH: So, Mr. Chairman, I am offering Mr. Seckler as an expert in the area of traffic engineering.
MR. NORDELO: You can proceed.
MR. DRILL: Ask if there's any questions on his qualifications.
MR. NORDELO: Oh, are there any questions on his qualifications? From the members of the board?
(No response.)
MR. DRILL: Public.
MR. NORDELO: Public?
(No response.)
MR. DRILL: So you accept him as a traffic engineer?

MR. NORDELO: I accept him as a traffic engineer, yes.

MR. DRILL: Okay.

MR. KENT-SMITH: Thank you very much.

So, Mr. Seckler, if I could, then, you prepared a traffic investigation analysis for the application before the board tonight, correct?

MR. SECKLER: Yes. We prepared a traffic impact study. It was dated February 2, 2022. I'd be happy to go through what we did as part of the study, the data we collected, the methodology used, and the conclusions reached.

MR. KENT-SMITH: Please do.

And I just want to make sure, Mr. Chairman and the board members, that should have been part of your application package.

MR. DRILL: Yes, that's correct.

MR. KENT-SMITH: Okay.

So if you would, Mr. Seckler, go through the analysis that you did for this proposed development.

MR. SECKLER: Absolutely.

The first thing I'd like to do is bring up what was A-1. It was previously marked. It was the aerial exhibit.

(Exhibit A-1 was presented as of this date.)

MR. SECKLER: So as part of a traffic impact study, the first thing we do is we investigate the overall site surroundings as it relates to traffic patterns. What you see here on A-1 -- and this was previously testified to by the site engineer -- you see the site generally in the center of the page, that's triangle in shape. On this image, left side is the south; right side is north. What runs generally through the center of the page, from south to north, is Walnut Avenue. This site fronts along Walnut Avenue. Walnut Avenue is a county roadway. It has a speed limit of 35 miles per hour in front of the site. It reduces to 25 right before you get to the railroad bridge on the northern side of the property.

It is considered a minor arterial roadway. Similar to the arteries in your body, arterial roads basically pump the traffic through the township and go to higher-level roadways, which are more like state highways, or lower-level roadways, which would be more like collector roads or local roads, which, again, looking at the aerial on A-1, you can see plenty of those classified roadways.

Walnut Avenue carries between 12,000 and 15,000 vehicles per day. And I'll get into the peak-hour volumes as I go through our findings within our traffic impact study.

As part of our traffic impact study, we performed turning-movement counts at 12 intersections within the project vicinity. It included intersections as far north -- it's actually off the page of A-1, is the intersection of Walnut Avenue and Lincoln Avenue. We also, north of the site, counted Chester Lang Place and Walnut Avenue. Along the site frontage, we

counted the intersections of Walnut Avenue and Lexington Avenue, Behnert, Mitchell, the two existing site driveways, all as they intersect with Walnut Avenue. We also counted the intersection of Raritan Road and Walnut Avenue.

To the south, we also counted the intersection of Florence and Walnut Avenue. That's just south of the Raritan Road intersection. To the east on Raritan Road, we counted the intersection of New York Avenue. And to the west, we counted the intersection at the ShopRite driveway along Raritan Road, in addition to the Central Avenue/Raritan Road intersection.

MR. KENT-SMITH: Now, all of these intersections you just named were part of the analysis of the scope of study that is in the redevelopment plan?

MR. SECKLER: Correct. That was outlined within the redevelopment plan itself. I would note that based on the amount of traffic this site generates, our scope likely would not have been that large. It was part of the redevelopment

plan to study these intersections, obviously because of some sensitivity towards traffic that would be generated by this site.

We performed those counts on Thursday, November 18, 2021, from 7:00 in the morning to 9:00 in the morning, and 4:00 p.m. to 7:00 p.m., to count for your typical rush-hour peak periods.

I would note that on that date, school was in session within the township and the weather was clear. I believe it was between 60 and 72 degrees, had no rain in sight, so traffic would be considered a general, typical day.

We also counted on Saturday, November 20, 2021, from 11:00 a.m. to 2:00 p.m. That captures your typical Saturday retail, running-errands peak that you would see on a typical Saturday.

As traffic engineers, we study these peak periods to narrow down what the peak hour is, what's the worst hour during each one of those periods. And, in fact, using our software analysis, we report our

analysis as the worst 15 minutes of that worst hour of that period. So as traffic engineers, we're always concerned with what's the worst condition on the roadways, and that's what we base our analysis on.

MR. LEBER: I have a quick question.

If you take a look at what was happening outside of this area, more on a (unintelligible) level, was traffic back from pre-pandemic steps at that point in time?

MR. SECKLER: I'll get to that in a second. Because that has been an exercise we've been doing during all our traffic studies within the last two and a half years or so. So we did take that into account, and I'll get to that in a second.

MR. NORDELO: And then I just wanted -- if you -- when you respond to that question, if you could clarify -- so in your typical study, how many counts are produced? Like, the two that you just

mentioned, is that typical when you're doing this scope of work?

MR. SECKLER: Typically, as long as school is in session, weather is not affecting traffic, whether it's flooding, snow, something like that, traffic typically functions within 5 to 10 percent of the volume at any given day. So it is standard to do that. With that said, we did use a couple of tools to make sure that our counts were calibrated and appropriate.

MR. NORDELO: Thank you.

MR. SECKLER: We found that the peak hour during those periods were 7:45 to 8:45 in the morning, 4:45 to 5:45 in the evening, and 11:45 to 12:45 in the Saturday afternoon. Those are when the volumes during our period -- our counts were the highest. And, again, as traffic engineers, we're -- that's what we're concerned with when we look at capacity on the roadway.

In addition to those counts, as was alluded to, the question is always, is

traffic back? Is it what was experienced prior to COVID? So one of the things we had the benefit of is that the intersection of Raritan Road and Walnut Avenue was counted back in 2016, so clearly well before COVID. We took those counts that were conducted on October 25, 2016, and grew them about a half percent to account for just general background growth that you typically would see when you're using counts that are five years old, to compare them apples to apples to our 2021 counts.

When we did so, we found that the morning counts from 2016 were about 6 percent higher than the 2021 counts. The evening counts were about 3 percent lower in 2016 than our counts in 2021. And that's typically what we found during, you know, I would say, the normalization post-COVID, is that the morning counts still haven't quite caught up to the pre-COVID times, likely due to flexible work schedules. Not everyone is leaving at the same time or even commuting to

work. But by the evening, people are still running their errands, going to the gym, picking their kids up, going to soccer practice. So the evening rush hours, we're seeing slightly higher volumes in the post-COVID world; morning volumes, slightly depressed, but still within 10 percent.

And typically, when you do DOT counts, when you do a DOT project, you typically look at 10 percent being, I would say, that flexible number of variation at any given day.

There also was a count along Walnut Avenue that the DOT performed, just looking at the through-traffic along Walnut Avenue back in 2019. We compared our counts to those 2019 counts, and those volumes were actually slightly closer in comparison to the 2016 counts. We were only about 3 percent less in the morning in the 2019 counts, and the evening peak hour was within that same 3 percent range in comparison.

So, again, it's been part of the

struggle with our industry over the last two and a half years, as what's normal. I would state that what we observed out there is what we're seeing as normalization kind of coming out of COVID, our counts that were performed in November of this past year.

So that established the general traffic patterns in the area.

Just some things to note: What we noticed was, Walnut Avenue, actually in the morning, has about 60 percent of the traffic go northbound, 40 percent of the traffic go southbound. In the evening, it slightly reverses. But it is somewhat unusual to have such a directional roadway, I would say, not extremely adjacent to an interstate highway. A lot of times, if you're near a highway, you'd have very directional, perhaps, going to, you know, the parkway or vice versa in the morning or evening.

We also noticed, as part of our observations, something that many residents probably observe. Heavy, heavy

right-turn volumes from Lexington onto Walnut Avenue. Extreme right-turn volumes. Very, very few cars make a left turn at that intersection. And then the reverse at Chester Lang, very high right-turn volumes to go southbound on Walnut.

I think -- again, this is me opining, but looking at traffic patterns and understanding how people tend to drive, the sociology of traffic, those are the two closest points, when you're heading southbound on Walnut to get to Chester Lang, to basically get under the railroad, to get onto Walnut. So, basically, that neighborhood -- there's obviously some cut-through traffic that exists, but that neighborhood, people tend to try to get on the higher-level roadway as far -- let's say south, if they're heading south -- and that is Chester Lang -- to make a right turn.

The reverse, anyone traveling north, coming from that neighborhood across the street from the site, they are

using, basically, all the kind of local roads. They're working themselves to Lexington to make that right turn. We also, obviously, did observe cut-through traffic that exists through those neighborhoods.

We performed, in addition to these counts, aerial videos, where we were able to zoom up and see kind of how the traffic patterns -- how the cars travel through this roadway network, from above. So you kind of see, oh, a car made a right turn onto Lexington at Raritan, up -- we kind of followed them and we could see them make that right turn as they cut through.

MR. DRILL: Is that with drones?

MR. SECKLER: That's with drones.

We also did speed studies in the area, in which we had staff members basically drive various routes to see what would be the fastest route to, let's say, come -- is it faster to come down Walnut and make a left on Raritan, or is it faster to make the left on Lexington and

cut through that neighborhood?

MR. DRILL: (Unintelligible)?

MR. SECKLER: That one, we did ourselves personally. We drove through.

So these are the -- this is the type of study that we performed in order to get a true understanding of how the traffic patterns work here beyond just the numbers.

So going off of those counts -- and those counts are included within the traffic impact study. It's on appendix sheet 60. It's figure 2, if you want to see the traffic counts of what we collected as part of the data collection.

In order to project how much traffic would be on these roadways two years into the future, in 2023, even if nothing happens on this development site, we utilized the Department of Transportation growth rate factor table. Basically, the Department of Transportation publishes what they expect as future traffic growth, based on the county and based on the type of roadway,

into the future, approximately up to three years.

For this area, that growth rate is 1 percent compounded annually, to get from 2021 to 2023. That accounts for minor vacancies that need to get refilled, small developments nearby, potentially in adjacent towns, that may add some traffic to the roadway. That's what this growth rate factor is for.

Then our next task was to take that 2023 number without the development and then layer in the development traffic. To do so, we utilized the Institute of Transportation Engineers Trip Generation Manual, 11th edition, which is what traffic engineers like myself, my colleagues at the county, my colleagues at the State, accept as the projection tool to calculate what future sites may generate. It's based on data that engineers like myself have collected at site driveways, sitting there counting the number of cars that come in and out of residential buildings, flex industrial

buildings. If we were working on a coffee shop, we would utilize the coffee shop values. So it's basically the definitive source used by the industry to project traffic volumes.

MR. DRILL: And which of the ITE publications is it? What's the title?

MR. SECKLER: This is Institute of Transportation Engineers Trip Generation Manual, 11th edition.

(Reporter interruption.)

MR. SECKLER: Institute of Transportation Engineers Trip Generation Manual, 11th edition.

So we have these formulas, and we're able to project what a future site might generate. What we also could do is we could see what a previous site could have generated if it was fully occupied. So one of the things we did with this site -- this was not, you know, farmland that wasn't generating any traffic. We went back and we looked at what would an office building of 315,000 square feet generate if it was fully occupied. And we

used that as a comparison tool to what the proposed development would generate.

And just to remind the board, that is 250 units of multi-family and 241,200 square feet of flex industrial space. And we performed that comparison.

And I'll walk through both what we're generating -- because, obviously, that would be added to the volumes that we counted, but also that comparison tool, to what could have been reoccupied in that space prior to it being knocked down, and likely was generated back when that site was fully operational.

So the total number of trips that would be generated by the proposed development solely in the morning peak hour is about 175 trips, in the morning peak hour. Now, a trip can either be a vehicle coming in or a vehicle coming out. So if you are dropping your child off at school, you're taking your car, you're leaving -- that's one trip -- and you come back home. And let's say you're working from home. Your car generated two trips

in that morning peak hour. So a trip is either in or out, and it could be one car doing multiple trips in an hour, or one car making one trip in an hour. That's the amount of traffic that would be generated in the morning peak hour.

In comparison, an office building, per the ITE, of about 315,000 square feet would generate 479 trips in the morning peak hour. So for comparison purposes, we're looking at a decrease in traffic, compared to what was there, of approximately 304 trips.

Now, the direction of trips are different. Office building. People are coming in. The generator of the multi-family -- people are generally leaving in the morning. We do have the flex industrial. That operates a little bit more similarly to an office building, where you'd have in-traffic in the morning and likely out-traffic in the evening.

MR. LEBER: Just for clarification, the trips that you described, that's just for the residential

component, or for both?

MR. SECKLER: That was the total build. So that's the residential, plus the flex.

MR. NORDELO: And that -- and these projections -- just to follow on that question, so the total, I guess, decrease in the typical -- what you described -- 310,000 square feet -- so that decrease is -- you're talking about the nature of the space as it exists as both parcels, right?

MR. SECKLER: Correct.

MR. NORDELO: Okay.

MR. SECKLER: Correct. Yes.

When I gave those values, yes, it was both -- it was the total development size, not just the multi-family.

In the evening peak hour, the total development, including the residential and the industrial, flex industrial, would generate 180 trips in the evening peak hour. Comparatively, the office building would be at 454 trips, for a difference of 274 trips.

I'm just giving these pieces of information for reference. The analysis in our report is based on the counts that were performed in 2021, so there was, obviously, no traffic of any significant level leaving the site. So when we layer in -- and I'll get to how we layer in this traffic -- it's based on how the roads operate, operating in November of 2021, not accounting for the traffic that could have been generated by the office building.

MR. NORDELO: So if you could just help clarify for me.

MR. SECKLER: Yeah.

MR. NORDELO: So why is it that the decrease happened? Is it the nature of the trips? I'm just having a little trouble.

MR. SECKLER: It's the quantity of the trips. An office building, on a per-square-foot basis, generates a certain level -- a certain number of trips. So we basically take 315,000 square feet, multiply it by a formula of -- and I'd

have to run through my notes to get you -- you know, it could be, let's say, half a trip every thousand square feet or something like that. I get that value for what an office building of that size would generate.

Multi-family obviously doesn't generate traffic on a per-square-foot basic at that same level. And same thing with flex industrial. If you think of a flex industrial space, a large amount of that space is potentially warehouse, storage, logistical space, as opposed to your typical office building, where you could have cubicle, cubicle, cubicle. So an office building on a per-square-foot basis generates a lot more traffic than a flex industrial building.

MR. NORDELO: So we're comparing it to a full office space and then to the flex space and the residential, and the reason is, the nature of the trips are different for both as compared to a larger office space, correct?

MR. SECKLER: Correct. Correct.

Yes.

MR. NORDELO: Thank you.

MR. LEBER: So I have a question.

Without knowing who is going to occupy the flex, isn't it kind of a shot in the dark? I mean, you could have, potentially, full office spaces. I mean, you don't know who the tenants are going to be. If you have light warehousing, you're going to have traffic in and out. And I guess this also doesn't speak to -- I don't know if you take into account, you know, the kind of traffic. You know, residents are going to put cars out. If you're going to have light warehousing, you're going to have trucks. So I don't know if that's taken into account. So I'm just --

MR. SECKLER: Yup.

MR. LEBER: -- you know, trying to make sure we compare apples and apples.

MR. SECKLER: So two answers to that question. One, we do have formulas that project truck traffic versus car traffic. So for flex industrial, about

12 percent of the traffic, during that hour, would potentially be truck traffic. It could be box truck; it could be tractor-trailer.

And in our formulas, we account for that truck increase. Trucks obviously take up more room when they're waiting on a traffic light, and they are slower in terms of acceleration and deceleration. So the formulas basically take that into account, and we plug in that amount of trucks that will be added to the roadway. So you're right. You know, one office trip and one flex industrial trip don't necessarily equal each other, but I'm just giving you, you know, a number of comparison.

The second question you asked is, how do we know what the tenant is, to judge the traffic? So the Institute of Transportation Engineers Trip Generation Manual is -- that comes up with these formulas, is based on counting sites. So there may be sites that they count that are extremely office-based flex

industrial, and there are sites that may be very, let's say, warehouse-based flex industrial and could be sleepy-quiet and maybe some trucks.

They gather all that data and they put in one data point, so you basically get an average. So you get what we'd say is a typical unknown spec. But, obviously, there could be some variation based on the end user. But with our industry, it's, you know -- you kind of -- because you have -- I think it's over 35 data points for that type of use, you kind of -- the extremes kind of eventually come to the middle.

So as I mentioned, we took that Trip Generation for the flex industrial and residential, and we added it to that roadway volume data collection application that we performed.

To remind everybody, I think I'll switch, finally, to another slide. I think it's A-3.

(Exhibit A-3 was presented as of this date.)

MR. SECKLER: So A-3, which is now on the board beside me, along with on your screen, shows the access management plan of the proposed project. It includes a right-out-only driveway, all the way to the south on the site, generally in the same location as the south driveway is today, but angled differently. There is a driveway located across from Behnert that would also serve the residential development. And then on the northern side, there is the flex industrial driveway across from Lexington.

I'll get into the movements, our discussions with the county, as we go on. But what we essentially did is we took the trips that were generated by the flex industrial and put them in and out at the flex industrial driveway across from Lexington. For the residential trips, we took them and we filtered them in and out along the two driveways that service the residential portion.

To determine where cars would go or where they would be coming from, we

utilized the U.S. census data from 2010, their journey-to-work -- the journey-to-work collection, which is the census's publication that looks at residents in Cranford and where they work, what locations they commute to. And we applied that to the residential development.

So if 20 percent of the residents of Cranford happened to commute to New Brunswick, we took 20 percent of our trip generation and routed them what ways they would go to get to New Brunswick. We did that for the residential development. For the flex industrial, we took the reverse, where do people that work in Cranford -- where are they coming from, and basically routed that as well.

Now, obviously, there are multiple ways you can -- the parkway. You can get off at any one of probably three exits, four exits, to get to various points in Cranford, specifically this area.

So what we tried to do is we

tried to distribute evenly over the best route, utilizing tools like Google Maps. You can put in a destination, a beginning location, and using Google Maps, it will tell you the best route that you could use.

MS. SEN: Why didn't you use 2020 census data? Why 2010?

MR. SECKLER: So the 2020 data for journey to work has not been published.

MS. SEN: Okay. What about ACS data?

MR. SECKLER: I believe the -- ACS data, I don't think, has included the journey to work for the per-municipality. I know it has type of commute by mode -- you know, bus, train -- but I don't believe they have the journey to work for municipality to municipality done yet.

MS. SEN: Okay. Do we know when that's expected?

MR. SECKLER: I don't know.

MS. SEN: Are there other studies that are as respected that may be more

recent that incorporate 2020 census data, given that we're in 2022?

MR. SECKLER: I don't know of any other publication that has a municipality-to-municipality commuting pattern that can be utilized. If there was, I'd be happy to know, because it's likely much easier than utilizing the journey-to-work census data.

MR. NORDELO: You had mentioned in other calculations -- and if it's -- if the question is not relevant, you can let me know -- but where you had had formulas to make projections. So for this particular data set, to bring it into, I guess, this year, is there any adjustments that you made to the report or that data, or it's not necessary for what you used it for? Does that make sense?

MR. SECKLER: Yeah.

MR. NORDELO: Okay.

MR. SECKLER: I don't know of any publication that has been specific enough to allow for me to understand that commuting destinations have changed, for

even Union County residents. You know, I don't know -- I know -- obviously, there's talk of shifts coming in the office place in terms of, you know, maybe less offices in New York and more coming back to New Jersey, so people don't have to use mass transit. But I can't opine that anything has shifted from 2010 to 2020, other than, obviously, the pandemic.

MR. NORDELO: So this is the best available data you'd have for this?

MR. SECKLER: Correct.

MR. NORDELO: Okay.

MR. SECKLER: And it is fairly recognized -- the Department of Transportation -- if we were doing a residential development on a state highway to distribute the traffic, we would be doing a journey-to-work model to do that.

So we took the volumes from the ITE publication, distributed them through those 12 intersections that we counted based on that journey-to-work model, and we looked at what were the impacts at those 12 intersections.

To give a rough idea of the amount of traffic that could be added to those intersections, I'm just going to cull out a couple of key intersections so you guys have a reference of how much traffic would be added from this development.

MR. DRILL: A little slower.

MR. SECKLER: I'm trying, John. I'm -- this is -- I feel like I'm pulled down here.

At the intersection of Central and Raritan, during the peak hours, it's estimated -- and I'm using approximations -- between 50 and 60 more trips going through that intersection. Over an hour, that's about one new trip a minute. So when you think about your time going through that intersection, that intersection has a 120-second cycle. So if you get there and you wait until everyone had their chance at green, and they come all the way back around, it's about two minutes. So in that time, about two cars, either coming from this

development or going to this development, would have appeared at that intersection.

So when you think about it, if you're making the left turn from Raritan onto Central, you may be -- instead of the fourth car waiting at the light, you may be the fifth car waiting at the light. And by 50 to 60, that's at all approaches. It doesn't mean 50 people are coming to make that left turn. It could be 15 people are making the right from Central; 30 people could be making the left; some people could be going through on Raritan. So I'm just giving you a global look at what type of traffic we're looking at increases at these intersections.

Walnut and Raritan, probably the closest, most major intersection to the site, you're looking at increases of about a hundred trips in the busiest hour. The reason why that has more traffic than Central and Raritan is because cars that make a left or go through from Walnut onto Raritan, those are being removed from the network or going elsewhere, and they're

not necessarily going toward Central Avenue.

MR. DRILL: Can you put A-1 back on the screen?

MR. SECKLER: Yes.

At the intersection of Chester Lang, increase of about 60 vehicles in the peak hours. That's not on Chester Lang, necessarily; just going through that intersection, about 60 vehicles, in my mind one car per minute. So you're there. We say, There's a new car. Then we could sit silent for 60 seconds and say, There's another new car.

The intersection of New York and Raritan, you're looking at 30 to 40 new cars in the peak hours. So, again, I'm just trying to move people east, west, north, south, what the level of increased traffic would be at those intersections.

MS. PEDDE: Excuse me. Where's New York?

MR. SECKLER: New York is just to the east of the Walnut/Raritan intersection. It is also --

MS. PEDDE: Is that Clark?
MR. SECKLER: What?
MS. PEDDE: Clark.
MR. SECKLER: Well, the -- it's the New York and Colin Kelly intersection. So Colin Kelly, I think, comes around, and New York would be, I believe, the road on the south side. So New York is on the Clark side; Colin Kelly, I believe, is on the Cranford side.
(Reporter interruption.)
MR. SECKLER: Colin Kelly.
So taking this added volume, we analyzed all 12 intersections to look at how much increased delay there is, because, obviously, one new car a minute can increase someone's delay to work, but not every movement at the intersection would be equally affected.
On average, the signalized intersections through the corridor -- and that would be Lincoln and Walnut, which is off the page to the north; Raritan and Walnut; Shoprite and Raritan; Central and Raritan -- those intersections see

approximately, at most, a three-to-four-second increase in overall delay. So that increase in traffic would, on average, increase the delay at that intersection three to four seconds.

You're most likely getting through on the same green light that you got through. If you're lucky, that three to four seconds -- so that one new car may have gotten through on the yellow, and you get stuck with the red. But you're not missing successive green time, where you have to sit through multiple red lights, now added with this additional traffic.

We also analyzed the stop-controlled intersections along this corridor. And one intersection in particular, we took a deep -- well, we looked at all the intersections deeply, but one of them was the intersection of Behnert and our site driveway and Walnut, which would be --

(Reporter interruption.)

MR. SECKLER: Behnert, B-E-H -- Behnert.

I'm going to go back to -- if I could figure this -- A-3. There it is.

At that driveway, we looked at whether a traffic signal would be warranted at that intersection. It is, obviously, the main drive aisle, or main driveway, for the residential development, and would be operating under stop control if not for a traffic signal.

The implementation of a traffic signal requires what is called a warrant analysis. Essentially, you can't go and install traffic signals at will, or just because you think one is good for this location. There's a set of formulas that are utilized that are based on the volume on the road, the speed of the road, pedestrian crossings -- not applicable here, but rail crossings is one of the criteria you look at -- accident history, to determine whether a traffic signal is warranted. The three main signal warrants are -- what's called warrant one, warrant two, and warrant three -- are typically volume and speed based.

In this case, this intersection, in the proposed condition, with our added traffic, plus the background traffic, does not meet any of the warrants, one, two, or three, which is the main three warrants that are applicable when you install new traffic signals. So, therefore, as part of our study, we concluded that that intersection would likely not receive any type of approval from the county for a traffic signal, because one is not warranted with this development traffic.

I'll get to, later, the movements that -- the movement restrictions that we're going to implement on that driveway, and I'll get to the pedestrian crossings and those items later on. But I just wanted to hit -- because in our report, we were asked to perform a signal warrant analysis, so I wanted to provide those conclusions.

MR. DRILL: Okay. So if there's no signal warranted, it would be a stop sign, a blinker, or what?

MR. SECKLER: It would be a stop

sign on the minor leg. So Walnut -- just like today, travel through, coming from our site driveway, or as you would in the current condition on Behnert, you would have a stop sign.

MR. PISTOL: What was the traffic count at the peak time on Behnert? I missed it, I think.

(Reporter interruption.)

MR. DRILL: You have to talk louder.

MR. PISTOL: Okay.

I wanted to know what the traffic count was at the peak rush-hour period at the intersection of Behnert and Walnut Avenue.

MR. SECKLER: And you're asking about in the existing condition? What we're projecting?

MR. PISTOL: No. The projected.

MR. SECKLER: Okay. Let me get you that. One second.

That is on --

MR. PISTOL: How many additional cars?

MR. SECKLER: Yup. How many additional cars are going to be there?

MR. PISTOL: Yeah. Like, you said 60 at Chester Lang.

MR. SECKLER: Yup. So at Behnert, in the morning peak hour --

MR. DRILL: What page? What page in your --

MR. SECKLER: This is A-63, figure 5.

(Exhibit A-63 was presented as of this date.)

MR. SECKLER: Do you want me to wait for --

MR. DRILL: We got it. Go.

MR. SECKLER: Okay.

In the morning peak hour, there would be 46 vehicles leaving that driveway and 21 vehicles entering that driveway.

(Exhibit A-64 was presented as of this date.)

MR. SECKLER: In addition, if you look at the next sheet, which is A-64, that will show you the through-traffic that would be traveling along Walnut to

get to the industrial -- the flex industrial piece. So that would also have an increase of about 50 vehicles in the morning, going through to the north -- the area above.

So I gave you, at first, the traffic going in and out of that specific driveway.

MR. PISTOL: Uh-huh.

MR. SECKLER: And then the 50 is the cars or trucks that would be passing that driveway to go to the flex industrial building.

MR. PISTOL: Okay. So it's like 117 extra vehicles?

(Reporter interruption.)

MR. PISTOL: That was 117 extra vehicles driving through that intersection at the peak morning rush hour? And so that's not sufficient to warrant a traffic light under the standards that --

MR. DRILL: You're falling off at the end. Pull your microphone forward.

MR. PISTOL: So that is not a sufficient amount --

MR. DRILL: Okay. Watch this. This thing moves.

MR. PISTOL: Oh, okay.

So that's not a sufficient amount of traffic to warrant a traffic signal under the standards that are existing?

MR. SECKLER: So the standards -- and I'll walk you through very quickly. The warrants -- warrant one, which is the main warrant that you would want to hit if you want a traffic signal, looks at the busiest eight hours on the road.

MR. PISTOL: Okay.

MR. SECKLER: The second warrant, warrant two, looks at the busiest four hours on the road.

Warrant three looks at the busiest hour. But the signals that are typically installed based on warrant three, which is the peak hour, is more like a factory-type warrant signal, where you have a huge surge of traffic that would be leaving during an hour that would just -- can't be handled on the roadway through a normal stop-controlled

mechanism.

So most of the time, when we install traffic signals, it's not just to assist that sole morning rush hour; it's to look at four hours or eight hours worth of time.

MR. PISTOL: Okay. Are there any cases where traffic lights only operate certain hours of the day? I know, in the olden days, you used to see a lot of blinking lights at night, in the middle of the night. But are there any places where they have traffic lights that would operate, like, during school hours and rush hours, and, you know, they would be blinking lights at the other times? Do they have such things?

MR. SECKLER: The only ones I can think of are what you refer to as the overnight lights. Down the Shore, you're an LBI; they just go all winter long. It's flashing.

MR. PISTOL: Right, right.

MR. SECKLER: But I don't know of any lights that are so specific that only

during, let's say, a couple of hours they're on. Most of the time, it's maybe the five hours overnight. And those are usually older traffic signals that don't have detection and can't adjust if a car shows up at 2:00 in the morning --

MR. PISTOL: Right, right.

MR. SECKLER: -- to give a green light.

MR. PISTOL: Right.

MR. SECKLER: You would sit there and get frustrated.

MR. PISTOL: Okay. The reason I'm asking that question about how many additional vehicles there would be at the peak periods, it seems to me that, at the signalized intersections that you mentioned, you know, there would be a minimal amount of additional traffic, you know, whatever it is. If it's 50 cars an hour, it really wouldn't matter, where -- you know, 50 additional cars. But, like, at Chester Lang and Walnut, you mentioned 60 additional cars. So one car a minute. That seems to me that could be

problematic, because it's a tough intersection as it is now, if a person wants to turn left onto Walnut, say. And having an extra car a minute, in a situation like that, where -- I mean, you're just happy that you come to a -- you know, you're sitting there and you're happy that there's some space for you to go. And now if you're going to add one car a minute, you know, for an hour at that point, it makes -- it could make a big difference.

MR. SECKLER: So one of the things that we looked at in this study was doing a gap study specifically at Chester Lang.

MR. PISTOL: Uh-huh.

MR. SECKLER: And, honestly, it was almost because of the right turn. The right-turn volume is so high that the formulas look at it -- and the formulas assume, basically -- generally, even the distributed vehicles. So, you know, it takes the volume on the road and says, you know, if there's a car every -- and I

don't -- I'd have to do the math here -- every four seconds, how do you have cars that could ever get out of Chester Lang if that's all the gap they have?

MR. PISTOL: Right.

MR. SECKLER: So what we do specifically at that intersection is we did what was called a gap study. So, basically, what we do is we look --

(Board interruption.)

MR. SECKLER: Sorry. Gap.

I sped up. I'm sorry.

A gap study. What that is, is we typically do it via video and bring it back to the office. We look at the gaps that exist between cars on Walnut. And based on formulas, we can determine whether it's not long enough for a car to turn or it's long enough for a car to turn, and maybe sequential cars. Because if you ever wait behind -- let's say you're the third car waiting at a stop sign, and perhaps the traffic light up the road turns red. The platoon of cars end. The first car goes. You roll up to the

stop sign. You typically don't wait as long to judge if cars are coming than the first car did. Basically, the first car usually almost looks for a gap twice as long as sequential cars in the same gap.

I know that was a little deep into traffic engineering, but basically, when you have a platoon of cars and then long gaps, it's more efficient to move cars out of the side streets. So at Chester Lang, we did this gap study for that sole purpose, and found that there were sufficient gaps for both the right turns and the left turns coming out of Chester Lang.

MR. PISTOL: Okay. Okay.

MR. SECKLER: And it's about ten times more people make a right there than make a left.

MR. PISTOL: Okay.

MR. SECKLER: Again, because most people heading north, I imagine, are hooking onto Walnut north of Chester Lang, versus coming all the way to the southern most point in that development, to make a

left.

MR. PISTOL: Uh-huh. Okay.

Thank you.

MS. PEDDE: I have a question.

That study on Chester Lang, what time did you do that in the day?

MR. SECKLER: Let me get -- let me get that for you.

We did that during the evening peak hour. So that was from 4:45 to 5:45.

MS. PEDDE: Nothing in the morning?

MR. SECKLER: I don't believe we performed it in the morning. Obviously, if that is something that is deemed necessary --

MS. PEDDE: Yes.

MR. SECKLER: -- we could. I believe the reason why we picked that -- and let me just verify the volumes.

MR. DRILL: Check page 16 of your report, the top paragraph.

MR. SECKLER: Yes.

And the reason why --

(Reporter interruption.)

MR. DRILL: I said check page 16 of your report, the top paragraph.

MR. NORDELO: I'm looking at the gap study analysis.

MR. SECKLER: Yes.

MR. NORDELO: It seems to me that you did do it in the morning, but I could be wrong, if I'm reading it wrong. It says -- did you do -- can you just review it, page 16 of your report.

MR. SECKLER: Yeah. We actually performed it specifically during the evening. And the reason why is because the evening rush hour has higher volumes than the morning. So our assumption was -- and for comparison purposes, Chester Lang, in the evening peak hour, coming out, has 380 vehicles in the evening; in the morning, it has 261 during the rush hour. So we picked the one that had the highest volume to perform that analysis.

MAYOR PRUNTY: So you did study it in the morning?

MR. SECKLER: We studied the

intersection. We didn't do the gap study in the morning. We did it during the evening, because that was where the most volume was on Chester Lang.

MR. NORDELO: But the gap study relates to the morning somehow? Can you explain that?

MR. SECKLER: We did it during -- the gap study was performed during the evening --

MR. NORDELO: Okay.

MR. SECKLER: -- because that was when the highest volume of traffic uses Chester Lang.

We made the assumption that the fact that the morning has 261 cars versus 380 -- that there would be easier movement out of Chester Lang because the volume was less.

MR. PISTOL: There's a school -- Walnut Avenue school is right there --

MR. SECKLER: Yup.

MR. PISTOL: -- and that would be impacted by the morning commute.

(Reporter interruption.)

MR. PISTOL: Okay. There's a school. The Walnut Avenue school is right near there.

MR. SECKLER: Yup.

MR. PISTOL: And that would be impacted by the morning commute traffic.

MR. SECKLER: Correct. But the volume, again based on the counts we performed, which was when school was in session in November, had higher volumes on Chester Lang in the evening rush hour than the morning rush hour.

MS. PEDDE: Do you think you would revisit that, to do a study for the morning also?

MR. SECKLER: I mean, I'd be happy -- if that's what the board and the board's traffic engineer feels is necessary.

MS. PEDDE: There's so much traffic.

MR. SECKLER: Obviously, it's August, so I can't -- I can't do it now.

MS. PEDDE: No. But I'm just saying there's just so much traffic on

Chester Lang and Walnut, all the time.

MR. KENT-SMITH: Let me just amplify on that, then.

Mr. Seckler, based on your experience and your analysis, given that there are these existing conditions that have been referenced by the board relative to the A.M. peak hour, based on the counts that you have, do you believe there's any necessity to provide any additional analysis?

MR. SECKLER: I believe that the gap study would be -- show there were more gaps and less necessary during the morning peak hour, because we looked at the worst hour, worst hour in terms of volume along Walnut.

And, again, we look at the full hour. I understand -- I live near a school. I know what the 15, 20 minutes could be when school is getting in or out, but we're looking at the volume over the entire hour. And the volume of traffic, even on Walnut and --

MR. KENT-SMITH: So the issue

here, just to clarify for the board, would be related to your warrant -- or a warrant analysis, if you were to do an analysis at Lang and Walnut, relative to the necessity to control in greater -- through signalization, the ingress and egress movements from Lang onto Walnut?

MR. SECKLER: We were just looking at it from a gap analysis. We didn't perform a signal warrant at that intersection.

MR. DRILL: This doesn't have anything to do with a signal warrant, but as you said before, if the board wants you to look at the morning peak, you said you would do it, correct?

MR. SECKLER: Yeah. And, again, just -- also volume of traffic on Walnut, just so you can hear the difference of --

MR. DRILL: Yeah.

MR. SECKLER: -- evening and morning. And this is existing. This is not based on any traffic that we're generating through the area.

And, again, I would note that,

again, the A.M. volumes were down a little bit in 2021, so in your -- you could do the math of the 6 percent increase.

Going northbound on Walnut in the morning is 657 vehicles in an hour. In the evening, it's 654. So nearly the same. Going southbound, it's 362 in the morning and 710 in the evening. So it's that much heavier southbound P.M. traffic on Walnut, in the P.M., that -- when I look at these numbers, that let's me know that that's the critical period. That's when it's going to be the hardest to find gaps in traffic. So that's why we studied the P.M., to make sure there were gaps.

MS. PEDDE: But it's not just the traffic on Walnut Avenue. It's coming from Lexington and it's coming from Raritan, from the other way too.

MR. SECKLER: Right. But that is -- that was the cars going north at the intersection of Chester Lang. So if someone came from Lexington, made a right, and they continued straight on Walnut through Chester Lang, that's part of the

number that I just mentioned.

MR. KENT-SMITH: So, then, in terms of the analysis that you conducted, based on your -- the intersections, what is your opinion relative to the traffic impact associated with this project relative to the function of Walnut Avenue and the streets that you studied?

MR. SECKLER: So two pieces to that. One, obviously, the office building compared to this, because that generated more traffic -- if I were to do the same delay analysis, that would be worse. I'm not saying measurably worse, but there clearly -- if you generate more traffic, you're going to have more delay at these intersections.

Irrespective of that, when we studied the intersections, we did identify one intersection that we felt would be appropriate to mitigate and to, I would say, adjust. And that was the intersection of Walnut Avenue and Raritan.

That intersection -- I'll go back to A-1. The intersection of Walnut and

Raritan -- we found that that intersection could use two improvements. One, it could use updated vehicle-detection hardware and software. What that is, is traffic signals are getting smarter and smarter. They're able to detect whether cars are waiting, how long they're waiting, to basically be able to adjust the traffic signal timing, so that if you're in the left-turn lane, and no one's in the through lanes, after a certain amount of time, it'll bring the left-turn arrow over to you, and vice versa. So that is something that we are suggesting as mitigation, and we'll get, later on in this discussion, some the applicant will be performing.

MR. KENT-SMITH: Do you want to go through this?

MR. SECKLER: It's out of order, but we could.

MR. DRILL: Okay. The second one?

MR. SECKLER: We actually have an exhibit that calls these out, and Henry

reminded me, so let me call it up.

MR. KENT-SMITH: And the exhibit that we're showing, could you just identify this for the record.

MR. SECKLER: Certainly.

MR. DRILL: This is a new exhibit?

MR. SECKLER: This is a new exhibit.

(Exhibit A-8 was presented as of this date.)

MR. KENT-SMITH: This will be Exhibit A-8, I believe. That's what I had in my notes.

MS. LENAHAN: Yes, that's correct.

MR. KENT-SMITH: A-8?

MS. LENAHAN: Yes.

MR. DRILL: Yes, A-8.

MR. KENT-SMITH: Just identify this for the record, please.

MR. SECKLER: This is called Signal Improvement Exhibit, sheet 1 of 1, prepared by Stonefield --

(Reporter interruption.)

MR. SECKLER: Signal Improvement Exhibit, sheet 1 of 1, prepared by Stonefield Engineering & Design; date prepared, August 15, 2022.

MR. KENT-SMITH: So referring to this exhibit, then, just identify what the improvements are for the board.

MR. SECKLER: Correct.

So this is a very zoomed in and much clearer image than what you just saw of A-1, of the intersection. It calls out that there'll be new vehicle-detection equipment installed on all approaches.

And the second is improved signal timing. We've looked at the timing at this intersection, whether it's based on change in traffic patterns, based on how long the previous signal timing has been put in place, or because of the new development and maybe traffic pattern changes. Again, our site is going to generate more leaving traffic than what an office building would have and -- in the morning, and more coming-back traffic in the evening, that we felt that -- in

working with -- reviewing with your -- your traffic engineer, that a new signal-timing plan could be put in place here, basically taking a couple seconds from one direction that doesn't need it, adding it to a different direction that would be most optimized in getting additional green time.

MR. KENT-SMITH: Now, Mr. Seckler, did you discuss this with the county?

MR. SECKLER: Yes, we did.

MR. KENT-SMITH: And what did they say?

MR. SECKLER: The county has no issue with the signal-timing changes. The county actually does not maintain the traffic signals within the township, although it is their roadway.

This is an intersection that is split between Clark and Cranford in terms of --

(Reporter interruption.)

MR. SECKLER: This is split in terms of its location between Clark and

Cranford. It is our understanding that Cranford is the one responsible for maintaining the signal. I'm just saying what we heard. And the county said, as long as that -- the township believes that this is an improvement to the intersection and won't deteriorate traffic patterns on the county roadway, they would have no issue with any change of traffic timing.

MR. KENT-SMITH: So, then, Mr. Seckler, would it be your proposal that we coordinate this primarily, then, through the township's traffic consultant, with the county then, after that review, stamping it okay?

MR. SECKLER: Correct. And based on our discussions with the county and your traffic engineer, who you heard from earlier, Maurice, was on those calls, he'd be able to confirm that this was the discussion that was had.

MR. DRILL: And I assume that -- assuming that Mr. Rached agrees with that, this would be done at the applicant's cost and expense?

MR. SECKLER: Correct.

MR. KENT-SMITH: So please continue in terms of your review. Have you completed the review of your report?

MR. SECKLER: I completed the review of the traffic signals and off-site roadway analysis. Obviously, very briefly, parking on-site -- you heard from our site engineer -- we are compliant with the parking as required by the redevelopment plan. That includes having 1.8 parking spaces per unit for the residential. That's 450 spaces. And the parking for the flex industrial, we actually are a little over-parked. We're at 157, where 153 is required. That is based on a formula that looks at the office space component, or potential office space component, of the flex industrial, and then the flex industrial, more warehouse, back-room square footage.

MR. KENT-SMITH: And have you worked with Mr. Chaplin in terms of the analysis of the turning movements, circulation patterns, and adequacy of the

radii?

MR. SECKLER: Correct. The site has been designed to accommodate the necessary design vehicles. Obviously, the flex industrial site has been designed to accommodate tractor-trailer circulation, backing movements. Both sites have been designed to accommodate fire vehicles. And I think there have been some questions or comments that Mr. Chaplin referenced about the fire truck circulations that the fire department would like to see. And all parking spaces meet industry-standard dimensions.

MR. KENT-SMITH: Now, with regard to the on-site issues, did you also work with Mr. Chaplin to address the concerns that this board and the public have had relative to improvements to Walnut Avenue, and in particular the sidewalk and pedestrian access on Walnut?

MR. SECKLER: Correct. We did review the sidewalk up and down Walnut Avenue. And we do have an exhibit set.

MR. LEBER: Excuse me. Before we

get on to that --

MR. SECKLER: Yup.

MR. LEBER: -- you mentioned something about tractor-trailers, and it jogged my mind.

(Reporter interruption.)

MR. LEBER: About tractor-trailers.

You did an analysis of where commuters were coming and going from. Where are trucks going to be coming from?

MR. SECKLER: So we routed the trucks -- and, again, that's 12 percent of the peak-hour traffic coming to and from the flex industrial space. So in terms of raw numbers, it's about -- it's less than ten an hour, roughly, coming to or from the site. And that's all different types of trucks. That could be, again, a box truck, a work van. You could have a company in there that does glass, so they may have a glass-type truck. Obviously, a significant -- trucks can't take the Garden State Parkway.

MR. LEBER: Right.

(Reporter interruption.)
MR. SECKLER: Obviously, trucks can't take the Garden State Parkway. A number of the trucks are routed towards 22, going up Walnut, working their way to Lincoln and towards -- or through Kenilworth, via Raritan. So those are basically the main routes to 22. Obviously, from that location, you can work yourself eventually to 78, vice versa, through the various roadways through Union.
MR. LEBER: So my concern -- and I don't know that we can address it, though, but --
(Board interruption.)
MR. DRILL: Talk in your microphone.
MR. LEBER: Thank you.
My concern is the level of traffic -- of truck traffic, whatever kind there's going to be, going down residential streets, Walnut Avenue, in front of schools. And I don't know what we can do to address that, but I think it

would be remiss if I didn't flag that as a concern that I have.

MR. DRILL: Okay. Ask him to address it.

MR. LEBER: Could you address that?

MR. SECKLER: A very open question.

Again, I could only assume that trucks will travel on roadways in which they're permitted to. Being a county roadway, Walnut is permissible to have tractor-trailer traffic. I don't know of any weight or height restriction. Obviously, under the bridge, there's a restriction, but the normal vehicles, tractor-trailer, can fit underneath that. So I don't know any specific deterrent in that, to head in that direction.

Obviously, the other alternative would be tractor-trailers heading towards Raritan, and utilizing that to get to various routes.

MR. KENT-SMITH: Then based on the analysis that you did, did you work

with Mr. Chaplin on preparing a series of exhibits to address the issue of pedestrian access along the Walnut Avenue frontage, and in particular the redevelopment plan recommendation for an 8-foot sidewalk along Walnut Avenue? Did you do that analysis?

MR. SECKLER: Yes. And we do have an exhibit.

MR. DRILL: It will be A-9.

(Exhibit A-9 was presented as of this date.)

MR. SECKLER: A-9. And it will be three sheets.

MR. KENT-SMITH: So, Mr. Drill, there are three sheets that constitute A-9. Do you want to mark them A-9a, or do you want to mark them separately?

MR. DRILL: A-9a, A-9b, and A-9c.

MR. KENT-SMITH: We'll do so.

MR. SECKLER: So A-9a, for the record, is titled Walnut Avenue Roadside Features, sheet 1 of 3.

MR. DRILL: For the board, you have an 8-1/2-by-11 printed copy of A-9a

A-9b, and A-9c.

MR. KENT-SMITH: That is correct.

MR. SECKLER: And the date is August 17, 2022.

A-9b is titled General Photos of Walnut Avenue Frontage, sheet 2 of 3. The prepared date and company is the same as the previous.

And A-9c is titled General Photos of Walnut Avenue Frontage, 3 of 3. Again, same firm and date.

And I'll zoom in on these when we want to look at these photos.

MR. KENT-SMITH: So let's start, then, with the overall analysis that you undertook relative to the pedestrian sidewalk along Walnut Avenue.

MR. SECKLER: Yeah. To orientate the board, we have two aerial photographs. On the top, at the left side of the page, is the intersection of Raritan and Walnut. As you go to the right, you go north on Walnut. And then it resumes -- there's a match line -- well, there's a match line that gives you reference, generally at the

northerly existing driveway, that then concludes the frontage. You see the railroad bridge over -- over Walnut on the bottom right-hand corner.

What this is showing is the streetscape -- and I'll use the term lightly -- furniture, or utility, along the site frontage. And we'll go to the photos later, looking at these sites specifically. But to note, the various lines that are drawn on the image are indicating some form of streetscape. The yellow lines are the utility pole locations. The red -- the blue lines are street signs. You know, it could be speed limit, no parking, a lane control, those various signs. And the green lines are street trees.

We also indicated, in magenta, areas in which there are slopes 40 percent or higher on-site. As you can remember or recall -- and you'll see in the photos, there's obviously the berm. Those are areas where the berm is approximately 40 percent or higher behind the county

right-of-way. And the orange line is where the proposed driveways would be, just so -- again, you see the existing driveways in the aerial, just to provide reference.

I'll get into a lot more detail with the photographs, but I just wanted to show that the areas between Raritan and the first driveway has the berm. The area generally across from Lexington, to the railroad, also has a mix of a berm and also just the hill. As Walnut dives down under the railroad bridge, there's some significant grade on the site.

And then, again, you'll see the yellow, green, and blue, the various items that are planted in the grass buffer strip between the sidewalk and the curbline.

Just for reference, I went out and I personally measured, with a wheel, the area -- the width of the sidewalk and the amount of grass buffer space through this area. The sidewalk, nearly 99 percent of it is 4 feet wide.

MR. DRILL: That's the existing

sidewalk?

MR. SECKLER: The existing sidewalk, yes.

The existing sidewalk, 99 percent of it is 4 feet wide. There's, like, two panels that are 5 feet wide along the entire stretch. But 4 feet wide is the width of the sidewalk.

Between Raritan and the first driveway, the grass buffer strip is approximately 6 feet from the front of the curb. So it measures out -- the true grass is about five and three-quarters of a foot, and then, obviously, the curb has a width to itself. But you have that 6 feet between where the curb front is, where the cars would hit the curb, and where the sidewalk is.

Between -- as you pass the first driveway, traveling northbound, between the two driveways you generally have an 8-foot grass buffer strip. As you get past the driveway, the northerly driveway, you have a somewhat meandering grass area, that could be up to 10 feet in certain

areas. In other areas, it's like 6. Even some spots, the sidewalk goes around some inlets. So there's not a true definition.

And then when you get closer to the railroad bridge, the sidewalk moves to the curbline. So the sidewalk itself sits on the curb as you get near the railroad bridge -- and we'll show photos of it -- 4 feet wide. There seems to be a concrete -- like, sidewalk swell of some sort, that looks like it's constructed, just off the side of that 4-feet sidewalk. It has a lot of debris in it. And then you basically have the soil being held back as you get towards the railroad bridge.

So that is our observations. And I'll go to the photos in a second, of generally what's going on in the site frontage.

I'll go to 9b -- or A-9b. Let's see if I can do this right. Okay.

So photo number 1 -- and you can see on the bottom, a big number 1 in gray, with a very tiny, thin black arrow

pointing to where the photo was taken. This is in the area where you are between Raritan and the first existing driveway.

What you see here is the street signs. And let me zoom in on photo 1. You see some street signs. You see some street trees. But most specifically what you see is behind the sidewalk, the well-vegetated berm going into the site.

So this is one of those areas where you have a 4-foot sidewalk, a 6-foot grass strip, and as you look down the road -- down the strip, you see some signs, and then you see a utility pole off in the distance. My guess is about 80 feet down the line there. And, again, the berm -- well-vegetated berm as you go towards -- into the site.

MR. DRILL: When were these photos taken?

MR. SECKLER: Within the last two weeks.

MR. DRILL: Okay. Did you take them?

MR. SECKLER: I personally did

not take them. But I was at the site today, and I can say that the condition shown is reflective of what was out there today.

(Reporter interruption.)

MR. SECKLER: Are accurate.

MR. DRILL: The conditions shown are accurately reflected in the photos? That's what you said?

MR. SECKLER: Yes.

MR. NORDELO: But you personally took the measurement?

MR. SECKLER: I personally took the measurement, correct.

MR. NORDELO: Okay.

MR. SECKLER: I carry a wheel in my car.

The second photo -- oh, I skipped a page here. Let me get back. Touchscreen is a little sensitive.

All right. The second photo -- and I'm just trying not to get too close here -- was taken just north of the existing driveway. And when we zoom in, you'll actually see the flare of the

existing driveway in the photograph. I'll now zoom in to photo 2.

As mentioned, you're looking northbound again. What you see here is where the grass buffer starts to expand to an 8-foot offset from the curb. You see, obviously looking down this road, the utility pole and then a number of street trees as you look northbound. Looking to the left of the image, you can see that the berm itself is slightly offset from the edge of the sidewalk, versus photo 1, where the berm is basically at the beginning of the sidewalk here. You have a little bit more flat area before you reach the berm.

MR. DRILL: And is that the fence, also, in the photo?

MR. SECKLER: That fence in the photo, I believe, is the temporary fence to keep people out of the active construction area.

MR. DRILL: So it's not a permanent fence?

MR. SECKLER: Not -- my

understanding is it is not a permanent fence. It's a security fence for the active work.

Photo 3 is located -- this is just to the south of Behnert, looking into the site.

(Reporter interruption.)

MR. SECKLER: Just to the south of Behnert. And I know I'm pronouncing it wrong, probably 50 times.

MR. DRILL: Can you spell it, so we all know --

MR. SECKLER: B-E-H-N-A-R-T?

UNIDENTIFIED SPEAKER: N-E-R-T.

MR. SECKLER: Behnert.

MR. DRILL: Spell it again, please.

MR. SECKLER: It is -- and I'll read it from my report, so I know I spell it right. I'm a terrible speller.

B-E-H-N-E-R-T Place.

Photo 3, again, this is just south. This is generally looking perpendicular to the roadway, just looking into the site. In this area, you see a

very clear, I would say, street frontage. There's no utility poles, no street trees in this photograph, and you have that 8-foot wide buffer area between the curb and the sidewalk.

Photo 4 is now looking just slightly north from where photo 3 was taken. What you see here is the beginnings of some, I would say, street frontage furniture. You have the utility pole. You have a street sign just to the north of that, and then it looks like a series of three street trees.

And you can see that the berm itself, located interior to the site, has a tree and then gets -- slopes up to some heavier vegetation interior to the site.

This is also an area, again, where there's an 8-foot separation between the curb and the sidewalk.

Now to A --

MR. DRILL: That separation, you're calling that the grass buffer strip?

MR. SECKLER: Yes.

Next is A-9c. This is photos 5, 6, 7, and 8. Similarly, number 5 is taken perpendicular to the roadway, just south of the existing northerly driveway.

Let me zoom in. It's sensitive. No. I lost the page.

Again, in this photo, you see no conflicting items in the grass buffer. You do see a tree. And I was out there. The tree roots -- while the tree is not on the sidewalk, the tree roots basically extend towards the sidewalk in this area. The change in -- the change in grade is further into the site.

(Reporter interruption.)

MR. SECKLER: Grade is further into the site.

Photo 6 -- I keep losing the sheet. Photo 6 is now just north of the existing driveway. Okay. This area, as I mentioned, north of that existing driveway, the grass buffer and sidewalk starts to meander a bit. You can see on the far right-hand side of the image the sidewalk takes a -- kind of an elliptical

shape around an inlet. You see the utility poles, the street trees, and you start seeing, I would say, some heavier vegetation starting to get closer to the back of the sidewalk.

Number 7. Okay. I might as well point out 7 and 8 together, since I don't know when I'll be able to get this image back.

7 and 8 is now past Lexington, so north of Lexington, where the sidewalk changes from having a buffer strip to being right on the curb. The grade and the vegetation starts to build behind the sidewalk. You see the locations of where 7 and 8 were taken.

Now I will zoom in to the photographs. And as I mentioned earlier, a sidewalk right up on the curb. It's very difficult to see here, but there is that concrete swell that's been somewhat vegetated, and then the vegetation climbing the hill.

And then photo 8, in a similar manner, you can see, I guess per scale,

the size of the slope in relation to what looks like an adult of some kind.

MR. KENT-SMITH: So, Mr. Seckler, based on the analysis that you've just reviewed with the board, you understand the redevelopment plan has a recommendation that this be an 8-foot-wide sidewalk. Do you think it a practical matter or a hardship relative to being able to produce an 8-foot uniform sidewalk along the Walnut Avenue frontage?

MR. SECKLER: I don't see a way to construct an 8-foot-wide consistent sidewalk without a hardship that would require, you know, elimination of a berm, significant grade changes, retaining walls, relocation of or tear -- obviously taking down a significant number of street trees, and determining what to do with the utility pole conflicts.

MR. DRILL: Okay. So wait a minute.

The things you just said, those all can be done, so there's not a hardship. What you're saying is, it's

not -- it wouldn't be good planning, in your opinion, to do that. I know that Mr. Kent-Smith asked you if it was a hardship, and you said yes and you went into these things, but financial hardship, under the case law, is not a hardship.

MR. SECKLER: I guess the practicality of --

MR. KENT-SMITH: Right.

MR. SECKLER: -- reconstructing the grade as you get towards the railroad, and the fact that the sidewalk currently is right on the sidewalk -- right on the curb in that location, makes it, to me, an impracticality.

MR. DRILL: So there's some areas where it's impossible to do it, is what you're saying, but other areas, it can be done. So do you have a plan showing, to the best of the applicant's ability, how much of it can be 8 feet and then how much of it can't?

MR. KENT-SMITH: Well, what I could do, Mr. Drill --

My next question is, based on

what Mr. Drill reviewed with you about the actual hardship, based on your analysis, Mr. Seckler, is this purple line that you show in this area on A-9a, at the bottom -- is this where you're saying that it's really a hardship, based on the slope and the size of the sidewalk?

MR. SECKLER: Yes.

MR. KENT-SMITH: Okay.

Now, moving south along Walnut, are there any other areas where you would say it's your opinion that it really constitutes a physical hardship? Are there any other areas?

MR. SECKLER: I would say no, with the exception of, obviously, what's good planning or not good planning.

MR. KENT-SMITH: Well, let's move to C-2.

MS. SEN: And respectfully, I'm just curious about your ability to give this expert opinion, because I thought you were a traffic expert and this seems to be far broader than that.

MR. KENT-SMITH: We will also

have a planning -- a professional planner.

This relates to traffic safety design relative to sidewalks, which I believe would be within your area of competence?

MR. SECKLER: I am also a licensed planner, but not specific on this application, so I don't know if that --

MR. DRILL: You're a licensed planner, but you haven't been qualified --

MR. SECKLER: Correct. Correct.

MR. DRILL: -- as a planning expert here, and you're going to --

(Reporter interruption.)

MR. DRILL: He's a licensed planner, but he hasn't been qualified as a planning expert in this case, and he defers to the applicant's planning expert.

Is that correct?

MR. SECKLER: Correct. Yes.

MR. DRILL: Okay. So what your testimony is about, certain areas, you said, around, I believe -- the area shown or reflected in around picture 7 to 8, are not possible in some areas -- not

physically possible; and the other areas, though, that look like they're around photos 1 -- (unintelligible) photo 1, you're basically absolutely deferring that to the planner, because you're acknowledging that's not a hardship, but maybe the planner is going to say that there's some planning argument for that; is that correct?

MR. KENT-SMITH: Yes.

MR. DRILL: I'm not asking you.

MR. SECKLER: Yes.

MR. KENT-SMITH: I do have a --

MR. DRILL: I'm asking. He's got to answer my question first.

MR. SECKLER: The answer is yes.

MR. DRILL: Okay.

MR. KENT-SMITH: Now, within your area of competency, as a traffic design expert, you are also familiar with pedestrian safety and design standards associated with sidewalks and associated traffic; is that correct?

MR. SECKLER: That is correct.

MR. KENT-SMITH: So in the areas

from the intersection of Raritan and Walnut, through to the area we've described on the bottom, where it begins the purple line, it's your opinion, then, that there's no impediment, from a traffic design and pedestrian safety standard, that would impair or not make it feasible to provide a sidewalk that would meet the redevelopment plan standards?

MR. DRILL: In other words, he's saying, it's physically feasible to meet the development standard in that area, correct?

MR. SECKLER: It's physically feasible, yes.

MR. DRILL: (Unintelligible) feet.

MR. KENT-SMITH: Now, what -- so the board is aware, I have a professional planner who will talk about --

MR. DRILL: Right.

MR. KENT-SMITH: -- the C-2 --

MR. DRILL: Right. We get it.

MR. KENT-SMITH: -- which is the planning criteria. We're still going to

request that relief. But I wanted to at least get the one aspect, which is the physical hardship, from a pedestrian design and traffic safety standard.

MR. DRILL: Right. But before you have that planner testify about that, can you put together a plan showing your exact proposal?

MR. KENT-SMITH: Yes.

MR. DRILL: Meaning where it's going to be 8 feet, where it's going to be less feet -- less than 8 feet?

MR. KENT-SMITH: Yes.

MR. DRILL: Okay.

MS. SEN: And from a traffic safety or pedestrian safety perspective, what is your view about photos 7 and 8, where there is no curb, it's just a sidewalk that goes straight into the street? I would not want my children to be walking with me on that.

MR. DRILL: She's asking you, is that a safe condition or not?

MR. SECKLER: I would say there's many locations in which that occurs, so I

can't opine whether it's inherently unsafe. But obviously, the best practice is to have a grass buffer between. But many downtowns, you know, in which there's a lot of pedestrian activity, sidewalks go right up to the curb in some manner. There is technically a curb here, like a curb piece. But, yes, there is a -- there is no grass buffer separation between the two.

MR. NORDELO: Mr. Pistol.

MR. PISTOL: Before the question I was going to ask as a follow-up to the other question, with regard to the sidewalk closest to the railroad, where it's right on the curb line -- and you mentioned that in the downtown areas, a lot of downtown areas have --

(Reporter interruption.)

MR. PISTOL: That in a lot of downtown areas, they also have sidewalks that go right up to the curb. But aren't those sidewalks, generally speaking, wider so that people don't have to walk so close to the traffic? You know, when it's a

narrow sidewalk like that, the person actually has to walk right next to the traffic. Do you think that that's a potential safety hazard?

MR. SECKLER: Well, I would say I agree that more downtown sidewalks, because of their activity, typically are wider than 4 feet, which is what this measures out to. This area obviously does have -- and you see in the photograph -- the striped shoulder. The other aspect of this -- so cars aren't necessarily driving right up along it.

(Reporter interruption.)

MR. SECKLER: Have the shoulder, so cars aren't necessarily driving right up on the -- next to the sidewalk.

MR. PISTOL: Right. Okay.

MR. SECKLER: The other aspect is, it's meeting the area that's under the bridge in which the sidewalk exists.

MR. PISTOL: Right.

MR. SECKLER: So, you know, at some point, that sidewalk has to get to the curb, or else it's not going to line

up with the sidewalk under the bridge.

MR. PISTOL: Right. Okay. And so they have the -- that area there that's a lined area, so that the cars are really not supposed to drive right up to the sidewalk.

(Reporter interruption.)

MR. PISTOL: There's an area there that's got lines on it, so that cars are really not supposed to drive right up to the edge of the sidewalk. But okay.

What my real question was, was what is your professional -- your professional opinion of the sidewalk with -- that currently exists there now, which is 4 feet? Do you think that that's the optimum width for a sidewalk in regard to how the -- with the increased pedestrian traffic from the development and the existing pedestrian traffic --

(Reporter interruption.)

MR. PISTOL: And the existing pedestrian traffic.

MR. DRILL: We're not following your question. I don't know about him,

but none of us are following --

MR. PISTOL: Oh, okay.

Well, I'm saying -- I wanted to know what your professional opinion is with regard to the width of the sidewalk --

MR. DRILL: I'd like to give this board member some attorney-client privilege advice.

(Brief pause.)

MR. PISTOL: Okay. I withdraw my question.

MR. NORDELO: You withdrew your question, correct?

MR. PISTOL: Yes.

MR. DRILL: He withdrew his question.

MR. KENT-SMITH: Okay. Then -- so as it relates to this exhibit, then, Mr. Seckler, I have no further direct questions relative to the scope of your testimony. If there are any more questions from the board relative to this issue. There other exhibits I'm about to get to.

MR. NORDELO: So you're closing this issue and then continuing?

MR. KENT-SMITH: Right. Unless anybody has any other questions.

MR. NORDELO: Okay. Seeing none, you can proceed.

MR. DRILL: If any other board members have any questions. We haven't gotten to the public, right?

MR. KENT-SMITH: Understood.

MR. DRILL: Okay.

MR. KENT-SMITH: Mr. Seckler, then, did you also undertake an analysis of off-tract circulation issues that were required to be reviewed under the redevelopment plan?

MR. SECKLER: Yes. There was a number of -- I'll call them off-site issues, which were mentioned within the redevelopment plan, that our office, and with some conjunction with the board engineer as well as the county, have had a number of conversations about.

(Reporter interruption.)

MR. SECKLER: A number of

conversations about.

MR. KENT-SMITH: And could you just walk through what those were and the associated exhibits that demonstrate the items that were discussed?

MR. SECKLER: Absolutely.

And apparently, this is open somewhere, and I need to find it.

There we go. Okay.

So the first exhibit I'm going to pull up is titled Allowable Turn Exhibit, sheet 1 of 1, prepared by Stonefield Engineering & Design; date prepared, August 15, 2022.

MR. DRILL: I assume that's going to be Exhibit A-10.

MR. KENT-SMITH: A-10.

(Exhibit A-10 was presented as of this date.)

MR. SECKLER: This exhibit shows, on the top of the page, the rendered site plan, the colorized site plan, overlaid on an aerial photograph, showing where the proposed driveways will be located with respect to Walnut Avenue.

What we've shown in red are what the allowable movements would be in and out of those driveways, along with the local roads on the opposite side of Walnut Avenue.

The right side of the page is the flex industrial driveway, in which only right or left turns would be permitted. Similarly, across the street on Lexington Avenue, only right and left turns would be permitted, so that through-traffic would not be permitted to travel from the driveway to Lexington Avenue.

MR. KENT-SMITH: Quick question: The existing condition on Lexington is just left or right, because you couldn't do a through-movement?

MR. SECKLER: Correct. Yes.

(Reporter interruption.)

MR. KENT-SMITH: You could not to a through-movement.

So in addition, at -- the northerly residential driveway, which is across from Behnert Place, would have a similar turn restriction.

MR. DRILL: Can I ask -- the public is talking so much. We're having trouble hearing up here, and the board stenographer is having trouble hearing down there. So if you guys could please whisper, whisper. Or if you got to talk, go out in the hall.

MR. SECKLER: Similarly, the northerly residential driveway, which is across from Behnert Place, would have a similar turn restriction, which would be that only right and left turns would be permitted from both the site driveway and Behnert Place, and signage would be installed, indicating no trucks or through-traffic would travel -- would be facing Walnut Avenue for the benefit of Behnert Place and Lexington Avenue.

MR. KENT-SMITH: Thank you.

MR. SECKLER: The second exhibit is called a Stop Sign Exhibit, sheet 1 of 1, prepared by Stonefield Engineering; date prepared, August 15, 2022.

MR. DRILL: This is going to be Exhibit A-11.

MR. KENT-SMITH: A-11.

(Exhibit A-11 was presented as of this date.)

MR. SECKLER: A-11.

Now, I want to be clear, some of these off-site or driveway strategies is in control, and the applicant has agreed to perform themselves. Some of them, this being one of them, the applicant is agreeing to providing escrow for the installation, but whether this gets installed, where it gets installed, when it gets installed, that, from our position, is all between jurisdictional bodies that we are not part of. So either the township or the county, this being a township item -- but some later slides will be county items. We are in agreement to fund the installation, but whether it gets put in place, where this gets instituted, we're not party to.

MR. KENT-SMITH: And, Mr. Drill, as it relates to that specific condition, what we will do is -- obviously, the township traffic engineer will prepare an

escrow analysis, for the sum to be put into escrow, which that will then define the escrow.

MR. SECKLER: So this was a potential mitigation measure, to help decrease existing cut-through traffic, prevent potential cut-through traffic, and just overall help calm traffic through the nearby neighborhood.

MR. DRILL: Well, if you're going to go through these --

MR. SECKLER: Yes.

MR. DRILL: -- please identify --

MR. SECKLER: Yup.

MR. DRILL: -- those improvements that the applicant is willing to fund but can't do the installation.

MR. SECKLER: Absolutely.

So this was brought about -- and, again, based on conversations through the redevelopment process -- again, issues with cut-through traffic, speeding -- this is a conceptual suggestion. I don't have any hurt feelings if no one likes this. This is between the town and their

professional engineer. But one of the suggestions was, was installing a couple of all-way stop signs. And I will indicate where we are suggesting, but by no means is this the final location.

On the left-hand side of A-11 --

Right?

MR. KENT-SMITH: A-11.

MR. SECKLER: -- A-11, is an aerial photograph. Walnut Avenue is on the left side of the image. North is true up.

(Reporter interruption.)

MR. SECKLER: North is true up.

And we are indicating, on Lexington Avenue -- and I'll zoom in, hopefully not too much -- two potential locations for all-way stop signs, one at Behnert Place and Lexington Avenue, and one at Colin Kelly Street and Lexington Avenue.

MR. DRILL: Now, are these locations where you can put the signs, if you want -- if the applicant wants, or are those locations subject to escrow funding?

MR. SECKLER: Subject to escrow funding.

MR. DRILL: And in your understanding or your opinion, what entity or entities have jurisdiction over whether those -- or not -- those stop signs actually get installed?

MR. SECKLER: Township.

MR. LEBER: I have a question.

When you were considering mitigation factors, did you look at possibly shifting the --

(Reporter interruption.)

MR. LEBER: I'm sorry.

When you looked at potential mitigation for cut-through traffic, did you consider moving the entranceways so they're not directly across those cross streets?

MR. SECKLER: Yes.

MR. DRILL: Clapping doesn't do anything, because it's not recorded in the official record, and then we have to do the testimony again because no one heard it.

MR. LEBER: So the question is, when considering mitigation factors, did you consider moving the location of the driveways so they wouldn't be directly across those -- from those cross streets?

MR. SECKLER: And the answer is yes. We also discussed that with the county, because Walnut Avenue being a county roadway, we have a set of design standards that we, as an applicant, would need to follow. And your board's traffic engineer was party to those conversations as well.

It was indicated that the county standards would not allow or do not permit offset intersections, anything within 150 feet of an intersecting street. So you're either lined up or you got to be 150 feet away. And, again, you'll hear from -- I assume you'll hear from the board's traffic engineer what he took away from those conversations, but that is what we took away from that conversation.

MR. DRILL: Is that commonly known as a dog leg?

MR. SECKLER: A dog leg or offset.

MR. DRILL: So what you're saying is the county told you or you saw a county regulation saying that you can't -- you either have to have a direct intersection, or if you're -- if it's going to be offset, it has to be more than 150 --

(Overlapping speakers.)

MR. SECKLER: The county told us, and then they sent us the citation in the standards.

MR. DRILL: Is the citation from the county adopted -- it's not an ordinance; it's a resolution?

MR. SECKLER: I don't want to use the wrong legal term.

MR. DRILL: Can you forward it? Can you forward that into the board's file?

MR. SECKLER: Yes. Yes.

(Reporter interruption.)

MR. DRILL: Can you forward the regulation the county sent to you, into the board, with a letter by somebody? It

can be by Mr. Kent-Smith, or it can be by you, indicating where the regulation is and what it says.

MR. SECKLER: Absolutely.

So getting back to A-11, on the right side of the page, it indicates the potential striping, markings, and signage that would be instituted, if all-way stop conditions is installed.

Again, this is a township issue. I believe an ordinance would need to be passed. You know, there's obviously positives and negatives to changing traffics regulations. This is just -- we were asked to provide this type of suggestion, so we did.

MR. DRILL: And, again, this is another escrow-funded one?

MR. SECKLER: Correct.

I'll go to the next sheet, unless there's any specifics about the all-way stop.

(No response.)

(Exhibit A-12 was presented as of this date.)

MR. SECKLER: Next will be A-12. It is titled Speed Hump Exhibit, 1 of 1, prepared by Stonefield Engineering --

(Reporter interruption.)

MR. SECKLER: Speed Hump Exhibit, sheet 1 of 1, prepared by Stonefield Engineering & Design.

MR. DRILL: And this is A-12, Exhibit A-12.

MR. SECKLER: Date prepared is August 15, 2022.

MR. NORDELO: Do these strategies -- we're going page by page -- exist within one another?

MR. SECKLER: You pick and choose --

MR. NORDELO: Okay.

MR. SECKLER: -- none of them, all of them --

MR. NORDELO: You're just presenting -- understood.

MR. SECKLER: We're presenting options that was -- we're presenting options and the agreement that we would fund these options. We have no skin in

the game.

MR. NORDELO: But it could be a mix of things?

MR. SECKLER: Absolutely.

MR. NORDELO: Okay.

MR. SECKLER: Absolutely.

MR. NORDELO: Thank you.

MR. SECKLER: This -- similar to the previous exhibit, Walnut Avenue is on the left-hand side of the page. North is true up. What we're showing --

(Reporter interruption.)

MR. DRILL: He's saying north is true up.

MR. SECKLER: True up.

MR. DRILL: Can you just -- just say north is up.

MR. SECKLER: North is facing up.

MR. DRILL: North is facing up.

MR. SECKLER: Sorry. That probably doesn't make sense. Sorry.

What we're showing here is some potential speed hump locations, again in the idea to deter speeding and reduce the -- reduce potential cut-throughs or

existing cut-throughs through the neighborhood.

We've indicated three locations along Lexington Avenue, one location along Mohawk Drive.

(Reporter interruption.)

MR. SECKLER: Along Mohawk Drive.

And on the top right, we show a sample speed hump, of what they look like. This is an example of the signage and markings that you'd see. But there's obviously many different design options out there.

Again, we will fund this through escrow, but it is not something that we are requiring in these locations. We're not saying you need to put speed humps in. We're just offering an option to help reduce existing conditions of speeding and cut-through.

MR. DRILL: Okay. Are all of these township roads?

MR. SECKLER: Yes.

MR. DRILL: Okay. And if, after hearing from the board's traffic expert --

let's just say, hypothetically, the board's traffic expert recommended the speed humps and the stop signs. The applicant is willing to fund both?

MR. SECKLER: Correct.

MR. DRILL: Okay. And what's the difference between a speed hump and a speed table? Is there any difference?

MR. SECKLER: Yes. The length that you are at the elevated -- elevated --

MR. DRILL: Which is -- which is -- has a higher elevation from the road? A speed hump or a --

MR. SECKLER: The height may be the same. A speed hump, you go up and down sooner. A speed table, you may stay in the upward position longer. It's almost whether it's a curvature or a straight -- flat.

MR. DRILL: And from a traffic engineering perspective, in your opinion, which is better, or does it depend on where?

MR. SECKLER: It depends on

where. I think for this application either would be appropriate.

MR. DRILL: And just curious: So why was a speed hump proposed and not the speed table?

MR. SECKLER: Honestly, I don't think there was one specific item or the other. Speed hump -- one specific reason, speed --

MR. DRILL: Well, does one make less noise for neighbors than the other? When a car goes over a table, does it make less noise than going over a hump, because it's up there for a longer time?

MR. SECKLER: It depends on, honestly, the texture of the table. If the table has certain --

MR. DRILL: What if it's just black, smooth asphalt?

MR. SECKLER: I think the speed hump may make less noise, but you might want to defer to your board's traffic engineer for his opinion, since it's essentially his call and your call, or the residents' call, not mine.

MR. NORDELO: Go ahead.
MR. PISTOL: Isn't there a speed bump, also, that's more significant than the speed hump?
MR. SECKLER: Speed bumps are being --
MR. DRILL: Phased out.
MR. SECKLER: -- phased out --
MR. PISTOL: Okay.
MR. SECKLER: -- because they are so severe that they cause either more damage or abrupt noise. The speed hump is -- or a lump -- is becoming more in vogue.
MR. PISTOL: Okay. Thank you.
MR. NORDELO: I just wanted to clarify. The locations that are being proposed were selected -- based on data, obviously, but in consultation with --
(Reporter interruption.)
MR. NORDELO: The locations that are being proposed for all of these improvements, the segments that you've identified, were made in consultation and in conversation with our traffic engineer?

MR. SECKLER: The roadways, yes.
MR. NORDELO: Okay.
MR. SECKLER: In front of a specific building, house, they were just put here for pictorial purposes.
MR. NORDELO: Got it.
MR. DRILL: Next.
MR. KENT-SMITH: Mr. Seckler, you have another exhibit?
MR. SECKLER: Yeah, I do. Let me get to it. Which one you got there? Okay.
The next one is called Crosswalk Exhibit.
MR. KENT-SMITH: A-12.
MR. SECKLER: A-12.
MR. DRILL: A-13.
(Exhibit A-13 was presented as of this date.)
MR. SECKLER: A-13, prepared by Stonefield Engineering & Design; date prepared, August 15, 2022.
What this shows is a zoomed-in image of the residential driveway across from Behnert Place. What we are showing

in red is a proposed crosswalk across Walnut Avenue.

Based on our discussions with the county, this crosswalk would be -- I'm going to say generally agreeable. The county doesn't have a plan from us to approve a full design, but they stated that as long as the line of sight is safe and proper lighting is out there, that a crosswalk at this location, they would be agreeable to. Your engineer was on those calls. He could provide his feeling on how this specific issue came up.

MR. DRILL: And this is another escrow-funded, but this one's county, not township?

MR. SECKLER: This one, we will do.

MR. DRILL: Oh, you will do?

MR. SECKLER: We will do.

MR. KENT-SMITH: Yes. This would be part of our county application. So we would be implementing this change for the crosswalk as part of our county application.

(Reporter interruption.)
MR. KENT-SMITH: Crosswalk as part of our county application.
MR. DRILL: In other words, the applicant would pay for and install --
MR. KENT-SMITH: Correct.
MR. DRILL: -- the crosswalk, if the board wants it; is that correct?
MR. SECKLER: Correct.
MR. DRILL: And it will be proposed as part of the application to the county?
MR. SECKLER: Correct.
MAYOR PRUNTY: I have a question.
This, as you know, is a very wide portion of Walnut Avenue, making it difficult for pedestrians. Did you discuss with the county, an island or a landing area for pedestrians?
MR. SECKLER: I would say not specifically. I do know anecdotally from other projects in the county that bump-outs are not deemed acceptable by the county at this moment, but I did not have that specific discussion about this

location, just from doing other projects in the county.

MAYOR PRUNTY: But you would agree it's a very wide area for pedestrians to cross?

(Reporter interruption.)

MAYOR PRUNTY: It is a wide area for pedestrians to cross?

MR. SECKLER: I would say that the vehicle lanes are fairly standard. Having very large shoulders --

MAYOR PRUNTY: Right.

MR. SECKLER: -- makes the crossing distance longer.

MAYOR PRUNTY: Right.

MR. SECKLER: The lanes themselves are no different than any other two-lane road.

The other item on -- A-12? 13? A-13?

MR. DRILL: 13.

MR. SECKLER: -- A-13 is an item that, again, we would provide escrow, but we would not be party to install -- is what is shown on the left-hand side, which

is a potential speed limit reduction, reducing this corridor to 25 miles an hour throughout the entire frontage. Right now, it changes right before you go under the bridge.

MR. KENT-SMITH: And, again, so that everybody understands the rationale, believe you me, if the township makes that recommendation for the lower speed limit, they will listen far more than if we say it, because they've already told us --

Matt, when we made that recommendation, what did they say?

MR. SECKLER: They said it has to come from the township.

I think it goes hand in hand to the question that the mayor mentioned, about crossing distances. Being able to reduce vehicle speeds kind of help to go hand in hand. The county even indicated, when they were looking at the crosswalk, Oh, this makes sense with a 25-mile-per-hour speed limit.

So I would say -- and your -- again, your traffic -- your board's

traffic engineer was on the call. He has been provided the avenue in which to start the process, but that's a township/county issue, that we would fund the escrow, to help put in place; you know, whatever analysis is needed, the putting up signs, whatever that would be, provided by us as the applicant, but we're not involved in the pure discussion.

MS. DIDZBALIS: Okay. I have --

MR. KENT-SMITH: And with that, I just wanted to make sure the board understood. I have no further questions for Mr. Seckler. So at this juncture, I'm going to just sit down.

MR. SECKLER: I got one more slide, actually.

MR. KENT-SMITH: Oh, you do?

MR. NORDELO: Well, before you proceed, I just want to give the opportunity to Ms. Didzbalis.

MS. DIDZBALIS: So back to this pedestrian -- you know, crosswalk, in speaking to the mayor's point of the fact that this is a rather wide area -- and for

those of us that travel this road on a daily basis, and witness children and people trying to cross at various points, I can honestly say that I have pulled my car up to block a car from going around me in a crosswalk so that a child was not hit by the car. It's a bad, bad area.

So would you be willing to do some type of flashing light here? I think it's imperative.

MR. SECKLER: I'm happy you mentioned that. It was discussed with the county about the installation of a rapid-flashing beacon. That's the activated crosswalk light flasher. The county indicated they agree with the application for locations like this. They said they don't provide them; it needs to be installed by others. So you could add that to the escrow list that if --

MR. KENT-SMITH: Well, if it was related to the crosswalk --

MR. SECKLER: Crosswalk. Right. Yes.

MR. KENT-SMITH: -- we would --

MR. SECKLER: We would actually install it.

MR. KENT-SMITH: We would install that --

MR. SECKLER: Yup.

MR. KENT-SMITH: -- because it's part of our crosswalk application, correct?

MS. DIDZBALIS: Okay.

MR. KENT-SMITH: Yes?

MR. SECKLER: Yes.

MR. KENT-SMITH: Okay.

MS. DIDZBALIS: But I think, in this particular area, perhaps it needs to be something that has -- and I don't know, because this is obviously not my area of expertise, but something that has larger flashing lights than what is located closer to town. This is a wider area of road. Cars are -- you have many more cars. I know you're saying we're going to reduce the speed to 25, hopefully. But I think there needs to be some type of larger light used on this.

(Reporter interruption.)

MS. DIDZBALIS: Larger light. Flashing light.

MR. SECKLER: I would say that I could work with your traffic engineer to try to find an appropriate device to meet what your concern or the board's concern is.

MS. DIDZBALIS: Okay.

MR. SECKLER: And I could work with him to try to find the proper -- proper tools at this location.

MS. DIDZBALIS: Okay.

MR. KENT-SMITH: And with -- working with your consultant, with regard to support from the township council and this board to the county, 'We want this,' goes a long way.

MS. DIDZBALIS: Okay. Thank you.

MR. DRILL: Okay. So if you have no further questions, I'm going to ask --

MR. KENT-SMITH: Wait, wait, wait. There is one more slide. I was cautioned that I was moving faster than I should.

MR. SECKLER: I just love being

up here, so I want to keep going.

MR. KENT-SMITH: Mr. Seckler, you do have one more exhibit, don't you?

MR. SECKLER: I do have one more exhibit.

(Exhibit A-14 was presented as of this date.)

MR. KENT-SMITH: This is A-14.

MR. DRILL: Because the next page that the board has is Exhibit A-8, the Signal Improvement Exhibit. The last page --

MR. KENT-SMITH: And there's another --

(Reporter interruption.)

MR. DRILL: The last page the board has, I assume, is Exhibit A-14, the Left-Turn Lane Exhibit; is that correct?

MR. SECKLER: Correct.

This is titled Left-Turn Lane Exhibit, prepared by Stonefield Engineering & Design; date prepared, August 15, 2022.

Mr. Drill, this is in the bucket of escrow. We have no skin in the game.

If this is something that wants to be pursued, it's the county and the township that need to work through this.

This was -- this exhibit shows, along the top of the page, the proposed development plan. North is to page right.

What this is showing, in red -- and I'll zoom in a little bit -- would be the creation of left-turn lanes into Lexington Avenue, the industrial site -- the flex industrial site driveway, the northerly residential driveway, and Behnert Place, essentially creating a striped median/left-turn lane design down the middle of Walnut Avenue. This would require the elimination of parking along Walnut Avenue, where it exists on the east side.

As I said, we were asked to look at what left turns or a central median would look like. This is -- the purpose of this exhibit is what it would look like. We would fund it, if this is what people want, but by no means are we saying we're suggesting this or we want this.

This was just a suggestion of, Can you look at what left-turn lanes or a center median would look like through the corridor? And, again, I would caution that what it does is it takes the two shoulders on either side, pushes the road travelway towards those shoulders, and creates a center area, either for a median or left turns, which means the parking you have on the easterly side would no longer fit within the roadway section.

MS. LENAHAN: So, Mr. Seckler, I'm sorry. Is this A-14 or 15?

MR. DRILL: This is A-14, because the sheet before is A-8.

MR. KENT-SMITH: Yeah, it went out of sequence. So A-8 is the sheet before it.

MS. LENAHAN: Got it.

MR. KENT-SMITH: This is A-14.

MS. LENAHAN: Thank you.

MR. KENT-SMITH: That was the confusion.

MR. PISTOL: In your opinion, would this help to slow traffic down, if

we had this scenario? Because you had that -- all that going on in the center. Would that slow traffic down, keep it to a lower speed?

(Reporter interruption.)

MR. PISTOL: Would that slow traffic down?

MR. SECKLER: I think there are some benefits to this, in slowing traffic down. I think the width of Walnut encourages some speeding, but it also, in this case, creates pockets for left turns, so that they are now eliminated from the through-path, so cars --

(Reporter interruption.)

MR. SECKLER: Eliminated from the travel path, so cars now could still travel, I'd say, at normal speed in the through-lane. So there may be more consistent speed through the area, but not necessarily speeding, with this design.

MR. PISTOL: Okay. Thank you.

(Reporter interruption.)

MR. SECKLER: There may be more consistent speeds. You're not stopped

behind a car that wants to make a left turn, or going around them in the shoulder, but it is -- a solution to a speeding is to reduce the travelway or at least reduce the travel path and kind of shrink the roadway with.

MR. PISTOL: And this would do that, right?

MR. SECKLER: It would go towards that mechanism. I mean, the real way would be bump-outs and narrowing the roadway, which, again, the county roadway doesn't seem like they're in favor of.

MAYOR PRUNTY: Doesn't parking on the street also slow traffic, because it narrows the street?

MR. SECKLER: Correct. You are correct. There is only parking on one side of the street. So, you know, I agree with you; I like parking as a traffic-calming measure. I think, actually, parking is beneficial in that way. And it obviously has other benefits to, potentially, the residents. But I agree.

MS. PEDDE: So how many lanes of traffic will there be?

MR. SECKLER: This would be the same, one lane in each direction, but you would have, in the center, either a turn lane or a striped median, instead of, basically, the shoulders. So you would have -- we call it a three-lane section. Instead of now, which is a two-lane section with two shoulders.

MS. PEDDE: And no parking on that one side of Walnut?

MR. SECKLER: I don't believe you'd be able to fit parking on that east side of the road.

MR. DRILL: You're offering that up to the board; you're not making a recommendation on that?

MR. SECKLER: By no means. I'm not -- I'm not the guy who's taking parking away.

MR. DRILL: Right.

MR. SECKLER: I don't want to be known as that guy.

MS. PEDDE: Okay. Thanks.

MR. NORDELO: So I just wanted to --

MR. KENT-SMITH: I have no further questions of Mr. Seckler.

MR. NORDELO: Well, Mr. Kent-Smith, I just wanted -- so we've gone through a variety of mitigation strategies, a variety of options, some within your purview and some that are not.

(Reporter interruption.)

MR. NORDELO: Within your purview and some that are up to the township. The one that's in the crosswalk is -- you'll install, right? I just wanted -- can you clarify the --

MR. KENT-SMITH: Yes.

MR. NORDELO: -- one last time. I'm sorry.

(Reporter interruption.)

MR. NORDELO: Can you clarify for me what is your responsibility. I understand the other mitigation strategies.

MR. DRILL: He wants to know --

MR. SECKLER: Yes.

MR. DRILL: -- which of the lists of improvements --

MR. NORDELO: There you go.

MR. DRILL: -- would you be installing --

MR. SECKLER: Perfect.

MR. DRILL: -- and not putting money into escrow.

MR. SECKLER: I'll run them right down for you. Ready?

MR. DRILL: Yeah.

MR. SECKLER: What we would do, we would do the Raritan Road/Walnut Avenue signal-timing change and vehicle-detection installation. We would do the turning-movement restrictions at the driveways and the associated signage for truck and cut-through. We would do the crosswalk across Walnut at the residential site driveway and any associated --

MR. DRILL: (Unintelligible).

MR. SECKLER: -- device -- any associated device that is requested.

What we will fund but not do --

MR. DRILL: Are all the rest.

MR. SECKLER: -- are all the rest.

MR. DRILL: Okay. Now, I'm going to make two suggestions. The first is, I'm going to ask the board stenographer, for the next meeting, if you think it will be easier for you to come -- set up at the table here, so you can look at the witnesses, it's up to you, if that's easier. If it's not, we'll get --

THE COURT REPORTER: No. I can hear everybody.

MR. DRILL: Okay.

THE COURT REPORTER: Yeah. If they could just slow down, that would be great.

MR. DRILL: And my second suggestion, for the board, is, normally, the board goes witness by witness. So he's now finished. The board members' questions of this witness have finished. Normally, we'd go to the public. I'm going to -- not suggest -- I'm going to ask you to poll yourselves. It might, in this case, be beneficial if you go to the

board's traffic expert directly next and get his testimony and ask him questions, and then have them both crossed. But that's up to the board.

MAYOR PRUNTY: So if we did it that way -- we heard from Mr. Rached -- then the public would have an opportunity to ask both of them?

MR. DRILL: Right. But -- but they will not have an opportunity to ask --

MAYOR PRUNTY: I'm just asking.

MR. DRILL: But they will not have an opportunity to ask them tonight, because it's 10:00 -- it actually is 10:00 now.

(Brief pause.)

MR. DRILL: So I think you should -- I think you should do a straw poll of yourselves on what you want to do. The normal method would be to have the public cross-examine this witness, because he finished; and what I'm suggesting you consider is Rached, and then cross them both.

MR. KENT-SMITH: Well, that would be my preference.

MR. DRILL: But I'm not asking you. I'm asking the board.

MR. KENT-SMITH: I guess I don't have a say.

(Brief pause.)

MR. NORDELO: So we've decided we'll go the normal way. So we'll have members of the public -- give the opportunity to question this witness.

So remember the procedure. When you come up to the microphone, please clearly articulate your name, where you live. And then remember that the questions must be relevant to the presentation that Mr. Seckler has just delivered.

Jonathan will keep us on task on that.

MR. DRILL: And they must be questions.

So the members of the public are going to use the handheld mike to ask their questions, so Mr. Seckler can answer

them at the microphone at the podium.

MR. NORDELO: And for the members of the public, just as a reminder, we'll adjourn the meeting at 10:30 p.m. tonight. There will be another opportunity to ask these questions, but I just wanted to set that expectation for you all.

So go ahead.

MR. DRILL: And actually, why don't we -- even though we said it last time, this hearing is also going to continue on September 7th.

MS. LENAHAN: Correct.

MR. DRILL: And I was advised by the board secretary today that the other redevelopment application, that we thought --

MS. LENAHAN: Is not ready.

MR. DRILL: -- was going to be set to be heard on September 24th, is not going to be heard.

Is that correct, Kathy?

MS. LENAHAN: That is correct, but I want to check the date. I thought it was September 21st.

MR. DRILL: 21st. I'm sorry.

Therefore, if this application doesn't finish on September 7th, I'm suggesting that it be further continued on September 21st.

MS. LENAHAN: No. I'm sorry. It is -- yes, September 21st. You're right.

MR. DRILL: Okay.

So now...

MR. NORDELO: Go ahead, ma'am.

QUESTIONS FROM MEMBERS OF THE PUBLIC

MS. ESPOSITO: Is this -- I guess it's working.

Christine Esposito, 11 Behnert Place.

MR. DRILL: Just so you know, the court reporter can hear you; we really can't.

MS. LENAHAN: As long as it's up, it's working.

MS. ESPOSITO: I'll talk better.

Again, Christine Esposito, 11 Behnert Place.

(Reporter interruption.)

MS. ESPOSITO: Behnert.

MR. DRILL: Christine, why don't you come around this side, right next to the court reporter. Come right next to the court reporter. That's right. And face the witness, because that way, you have to go through the court reporter. There you go.

MS. ESPOSITO: I'm just going to lean like this. Okay.

So my questions -- a lot of it relates to your purview of traffic in the driveway locations. When you looked at the proposed site plan that was presented to you and you were doing the traffic generation, and in your expert opinion, what would be the reasons for moving the driveways to align with the current roadways that are across the street?

MR. SECKLER: Again, they are -- this is a county roadway, and we will need to get county planning board approval. Their standard is to align with opposing roadways. And that is not unique to this

county. So as a traffic engineer who works on land development projects everywhere in the state --

(Reporter interruption.)

MR. SECKLER: Land development projects everywhere in the state, one of the first measures we look at when designing a site is where driveways should be located. And the best management practice is to have them aligned.

MS. ESPOSITO: Okay. But it is my understanding that our county also mandates that if they are not directly aligned, they should be 150 feet offset.

MR. SECKLER: Correct.

MS. ESPOSITO: Which I believe is the current distance between the existing driveways, as they are right now in the original site and the current streets across. So Behnert and the current residential -- the current north driveway are 150 feet apart, and the lower driveway, to 750 and Mitchell, are also 150 feet set apart. So I guess I don't understand what the benefit or the reason

is behind moving the driveways, if they already are in conformance with one of our county's mandates for offset roads.

MR. SECKLER: Again, the existing driveways serve a different use and a singular use. The proposed development obviously has two uses on it. It has the flex industrial and the residential. So the way the site lays out, I don't believe we'd be able to reutilize both driveways for the separate uses. In addition, the driving location closest to the Raritan intersection, if that was the sole driveway for the residential development, I would have some concerns about all of the traffic making left turns in such proximity to the signalized intersection at Raritan and Walnut.

MS. ESPOSITO: I thought the driveway that is being installed to align with Behnert is only residential. Or are you saying that it's residential and commercial?

MR. SECKLER: No. That one is only residential. But if we were to

have -- just maintain the two driveways on the site, in my mind, it would be -- one driveway would have -- would be the flex industrial; the other one would be residential.

MS. ESPOSITO: Okay. My question wasn't including the additional driveway, which I believe is in the site plan for that commercial space. Is that correct? There is a third driveway that is going to be installed, that would be handling the flex space?

MR. SECKLER: Correct. Yes.

MS. ESPOSITO: Okay. So, then, if the existing driveways on the current site, with the addition of that third driveway being installed, they would all be 150 feet offset from current roadways. So, again, I go back to, why is Hartz moving the current driveways which already conform to the county's standards? In your opinion, what would be the reasoning behind that, traffic-wise?

MR. SECKLER: Again, my -- I prefer to design sites that have aligned

driveways. I know the county standard is 150 feet off.

(Reporter interruption.)

MR. SECKLER: I know the county standard is 150 feet off. I prefer to have aligned driveways, so you don't have hooking left turns, you know, one left turn being made from one road, one left turn being made from the other, and they kind of hook in the middle, versus being head-on across each other. And I would also say that the -- I think the location of the driveway better aligns with the way the site plan has been designed, which is -- which allows for a deeper driveway throat. And I'll pull it up here, if I can figure out which --

MS. ESPOSITO: I think it's, like, A-10. A-10.

MR. SECKLER: I'm showing, actually, A-3.

Being able to have a larger driveway throat -- meaning that if cars are coming into the site, you can stack -- if two cars are waiting to make a left

turn, three cars are waiting to make a left turn out of the site, you're not basically spilling back into the general traffic -- the general parking field of the site. If we were -- because the property is narrower on the south end, the more the driveway moves to the north, the longer driveway throat you can get.

MS. ESPOSITO: Okay. So does that driveway, though, in the site need to be built as a straight line into Behnert Place, or can it meander through that existing site, to accommodate those additional cars that you say are going to stack in the 750 site?

MR. SECKLER: Again, best management practice for access design is to have as close to a straight shot. Obviously, you know, if there's physical limitations, you may have more of a meandering road.

MS. ESPOSITO: So in the proposal that you put in place, you had mentioned that there would be signage that Hartz would fund and install that had left and

right turns only out of the residential driveway, the main residential driveway that you want to align with Behnert Place. So these cars can't go across anyway. What would be the reason, then, to align them, if there is no direct traffic that can go back and forth?

MR. SECKLER: It would be the left turns. It would be opposing left turns.

MS. ESPOSITO: Can you explain that to me. What do you mean by opposing turns?

MR. SECKLER: It would be so that -- where if someone is making a left turn from Behnert and a left turn from our site, they oppose each other, basically. They face each other, instead of being offset. It's better visibility for both cars being able to make the left turn.

And then on the flip side, left turns into those streets are better aligned. I don't know if you've been at -- I'm trying to think of intersections that are closely spaced. Sometimes, if

you're waiting to make your left turn into a -- and someone else is waiting to make a left turn at, let's say, the next street, they kind of could --

MS. ESPOSITO: Right.

MR. SECKLER: -- back up and conflict with each other. That's -- that's --

MS. ESPOSITO: I completely agree with that statement. I guess -- then I question -- when you mentioned that the traffic -- there would be no increase in traffic in comparison to the original site build-out, if it was at full capacity, then I can't understand why that would be an issue for the new site, if it wasn't an issue for the old site and there's no difference in the traffic.

MR. SECKLER: And I would -- the one thing I would say is that I don't -- I don't have the year that that site was opened and in operation, to know what the traffic volumes were on Walnut Avenue at that time. And I was obviously not party to the analysis of that project when it

went for approval. So it's possible, if someone went in and said, 'Hey, I want to build an office building here,' and they would look at the level of service and say, 'No, it doesn't work,' even though it was previously built, you know, 40 years ago, or 50 years ago, whenever it got approval.

MS. ESPOSITO: Okay. I just want to, before I hand the microphone to somebody else, go back to -- so you believe that the relocation of the driveways, in your opinion, benefits the traffic flow within the site itself; is that accurate?

MR. SECKLER: It is. And, again, the -- from the public roadway, that left-turns. Either it left-turns turning from our site and your roadway onto Walnut, but also from Walnut onto your roadways. Again, having opposing left turns facing one another is better than having them either, like, stacked back into each other or hook each other.

MS. ESPOSITO: Okay. But then --

okay. And then do you see a benefit, outside of that, to align the driveways for the current residents in any way? Is there any kind of benefit, outside of that, other than a future traffic light at that intersection?

MR. SECKLER: I would say one other benefit -- and, again, this probably goes into traffic, potentially into planning -- is headlight. When you have -- when you're aligned with a house, or a private property, your driveway, every car who's looking to leave at night is facing a house. Having it align with a street is usually better from that standpoint. And I know that it's probably a mix of traffic and planning in there, but that is a benefit in terms of -- you know, I've worked on many projects that have been aligned with a house and it makes it difficult for that individual.

MS. ESPOSITO: I can appreciate that, and I understand my neighbors would be concerned with that. They also have been living across the street from a site

where that has been happening --

MR. SECKLER: Understood.

MS. ESPOSITO: -- since their house was -- since that site was developed in the '60s.

Again, I would hope that based on your opinion here that the board would consider the relocation of those driveways as a negative impact on our neighborhood, and that there is no real benefit to moving those driveways, when they already conform to county standards. And I hope the board takes that into consideration.

MR. NORDELO: Next member of the public.

MR. SEZER: I should stand in the same place?

MR. DRILL: Same place, yeah. We find that this works the best.

MS. LENAHAN: You have to give your name and address, please.

MR. SEZER: Bennigan Sezer, 8 Roger Avenue.

MR. DRILL: We didn't hear that.

MR. SEZER: Bennigan Sezer, 8

Roger Avenue.

MR. DRILL: Please spell your last name.

MR. SEZER: S-E-Z-E-R.

MR. DRILL: The address for us again?

MS. LENAHAN: 8 Roger?

MR. SEZER: Yeah. R-O-G-E-R.

MS. LENAHAN: Got it. Avenue?

MR. SEZER: Yes.

So you talked extensively about your counts of the motor vehicle traffic volumes in the area. Did you conduct any counts of pedestrians, people on bikes, or people getting on and off the 112 bus in that area?

MR. SECKLER: Yes, we did. The counts also included pedestrian and bicycle counts. I would stay during the peak hour. I believe the pedestrian counts -- and, again, we counted 12 intersections, but specifically along the site frontage, I was -- I looked at those numbers most recently. I believe during the peak hours, the pedestrian volumes

were generally in the range of about five pedestrians in the peak hour. There was a bike or two that we saw in this area during the peak hours. Obviously, there could be people that bike in -- you know, not during rush hour, people that could be biking Saturday mornings. We may not have picked them up, unless they were between 11:00 and 2:00 on a Saturday. And, again, that was specific to the site. But every intersection we counted, we have bike and pedestrian counts for, and we also applied that into the analysis. So if someone is crossing a street, that counts, let's say, against the delay of the intersection. So, you know, if you're making a right turn and the software knows that, you know, you counted a certain --

(Reporter interruption.)

MR. SECKLER: Making a right and the software will -- and there's a pedestrian, the software basically adds delay for that pedestrian that is crossing.

MR. SEZER: And how about the 112

buses? Any count conducted about that?

(Reporter interruption.)

MR. DRILL: You need to slow it down, especially at the beginning.

MR. SEZER: Sorry.

The 112 bus, was any count conducted about the 112 bus?

MR. SECKLER: So the bus itself was counted when it drove through the network. The pedestrians were counted when they walked along the network. But we didn't do a count of boardings specific or, I guess, de-boarding -- that might be the wrong word. And we didn't, obviously, inspect the bus for its occupancy. But --

MR. SEZER: Right.

MR. SECKLER: -- again, as it drove through, and as the people walked through the network, they were counted.

MR. SEZER: Okay. And then -- so you talked before the crossing of Walnut and the speed limit reduction to go with the crossing of Walnut. Is -- would any changes, beyond the potential for a left-turn lane, be made to the roadway to

enforce that speed limit? Because it's not a 25-mile-an-hour road by design.

MR. SECKLER: Yeah. So, obviously, in order to get a speed -- oh, I got to find the exhibit here. In order to get a speed limit implemented, an ordinance needs to be passed to make it enforceable. At that point, signage could be installed, tickets could be issued. The roadway itself -- I think the nature of the roadway, should this development get approved, actually will change significantly, because it will be serving residential on two sides, which makes this corridor and this stretch more of a residential corridor, versus, historically, it was half residential, half -- we'll say commercial, which has a different feel. And I think that with the activity and the type of activity -- I think will help change the way that the roadway feels for drivers. But I understand that your point is, you know -- it's potentially just putting up a sign that needs to be enforced. There's not a

physical narrowing of the road that's being proposed at this point.

MR. SEZER: Yes. Okay.

For the intersection of Walnut and Raritan -- and you said you were proposing signal-light timing changes and improved detection. Would that include detection for maybe an increase in pedestrian traffic, sidewalk traffic, as well as the car traffic?

(Reporter interruption.)

MR. NORDELO: So it's detection -- yeah, slow down.

MR. SEZER: Sorry.

Include pedestrian and cycling traffic increases, as well as the car traffic increases you already discussed.

MR. SECKLER: So when we do the signal-timing plan changes, we would look at the pedestrian timing that's in place, and ensure that it meets the federal standards, which, you know, implements how long it says "walk," how long it says "don't walk," making sure the push button, the location, is properly located, you

know, for ADA accessibility. All that is -- would be part of that aspect.

In terms of frequency, again, you know, as people press the button, the light will eventually give you the "walk" sign and let you cross.

MR. SEZER: Okay.

MR. NORDELO: I just wanted to -- I'm sorry.

So the signal detection will capture pedestrians and bicyclists, is essentially what we're saying, right?

MR. SECKLER: Yeah. Right now, there are push buttons.

MR. NORDELO: Yup.

MR. SECKLER: We will ensure that the push button works and the timing plan meets the federal standards.

MR. NORDELO: All right. Thank you.

MR. SEZER: So there were a lot of concerns about trucks on Walnut Avenue. Would there be any ability to have a local siding on the Conrail, like the ones that already exist at warehouses along the same

line in, say, South Plainfield or Piscataway, or is that completely off the table?

MR. SECKLER: Are you -- can you repeat that question? Are you asking for directional signage so that people go -- trucks go a certain way out of the site to reach a destination?

MR. SEZER: No. I'm asking if there's a way to have access for the commercial property by rail instead of by truck, such as certain other places along the same line; or is that unreasonable?

MR. SECKLER: I don't know -- it's a little outside of my purview regarding the siding regulations for the railroad. I'd have to -- either another witness or have someone else get back to you on that.

MR. SEZER: Right. That was a bit of a long shot.

Would it be possible to -- this was already addressed.

On Lexington Avenue, would it be possible to have raised crosswalks in

addition to or instead of speed humps so that, as well as slowing the traffic down, you're also making it easier for people who are not in a car?

MR. SECKLER: So you're referring to, let's say, instead of speed humps, which are located specifically not at intersections -- instead, do the raised function at the -- at an intersection so that it could be a crosswalk --

MR. SEZER: Uh-huh.

MR. SECKLER: -- and basically replacing them?

Again, I think that, you know -- I believe exchanging speed humps for a raised crosswalk feels like that would be able to be done within the escrow that would be put aside for that type of improvement. So that would be township, traffic engineer, board, and whoever else would weigh in. But it would be basically replacing one vertical speed-reduction item for a different vertical speed-reduction item.

MR. SEZER: Okay. Thank you.

MR. NORDELO: Next member of the public.

MR. KRAME: Good afternoon. My name is Bill Krame, K-R-A-M-E, 1255 Raritan Road in Clark. I think it's a great plan, what I've seen so far. I just want to say that I do have a question, though. I'm particularly concerned about three intersections: Raritan and Walnut, Shoprite Way and Raritan, and Raritan and Central.

And when you did your traffic analysis, was there any degradation in service --

(Board interruption.)

MR. KRAME: When you did your traffic analysis, was there any degradation in level of service for any of those three intersections?

MR. SECKLER: So as I stated in my testimony -- and I -- instead of walking through every -- you know, the hundreds and hundreds of different approaches, I gave a general statement that still is true for those three

intersections, that overall, those three intersections, the worst degradation overall is within three seconds of what's experienced right now.

MR. KRAME: Level of service.

MR. SECKLER: Right.

MR. KRAME: Is the degradation level of service at any of those intersections -- I thought the traffic report indicated that the level of service at Central and Raritan would go down.

MR. SECKLER: So the -- and can you, for your question, for my knowledge --

MR. KRAME: Yeah.

MR. SECKLER: -- when you say level of service go down, are you referring to the letter grade going up?

MR. KRAME: Exactly.

MR. SECKLER: Okay.

MR. KRAME: From a B to a C or vice versa.

MR. SECKLER: Okay. Yeah. So -- and that specific intersection --

MR. DRILL: For the record, that

intersection is which one?

MR. KRAME: Raritan and Central.

MR. DRILL: Okay.

MR. SECKLER: So in the southbound direction in the morning, the left turn goes from a D to an E, but the -- it's because, right now, it's sitting on a D -- right on the line between a D and an E.

(Reporter interruption.)

MR. SECKLER: Sitting on a line between a level of service D to E.

MR. DRILL: Right now, the level of service is sitting on a line between a D and E?

MR. SECKLER: So -- and let me give -- and let me give the delay difference. It goes from 53.8 seconds to 55.4 seconds. So it's within the three seconds that I mentioned earlier. But at 55 seconds, it clicks from D to E. So we're at 55.4. You know, the change in the level of service is not necessarily indicative of a massive adjustment. It's less than three seconds of delay, which,

again, you're still generally getting through in the same green light. There may just be one more car in front of you that may steal that green light once a week as you go through.

MR. DRILL: I think he asked if there are any other level of services that went down, meaning the letters went up, not just that intersection. Any others?

MR. SECKLER: Well, I would say at that intersection, we are, without mitigation, without the retiming, in the -- in the P.M. peak hour --

MR. DRILL: Whoa, whoa, whoa.

MR. SECKLER: Yup.

MR. DRILL: How about the one you -- the southbound A.M. left turn, D to E, is that with or without mitigation?

MR. SECKLER: That is without mitigation. We're not mitigating -- we're not changing the time in the morning.

MR. DRILL: Okay. So why don't you, then, give both. If there's --

MR. SECKLER: Yes.

MR. DRILL: -- some other

movement, and you have with and without mitigation, and there's a different level of service, then let's put it on the record.

MR. SECKLER: The overall at that intersection goes from a D, 53.9, to an E, 55.3, without mitigation. With the retiming, it goes to D, 54.4. So with the mitigation, we're able to bring it back to a D. Even if we didn't retime it, again, we're talking about less than three seconds. It's moving just below level of service E to just above level of service --

MR. KRAME: You're talking about Walnut and Raritan?

MR. SECKLER: That's -- that's -- sorry. That's Central and Raritan. Sorry.

MR. KRAME: So you're not doing any mitigation at Central and Raritan.

(Reporter interruption.)

MR. KRAME: You're not doing any mitigation, timing or anything.

My only concern is as follows --

MR. DRILL: Let him --

MR. SECKLER: I was calling the wrong one out. Sorry. That was Walnut. Sorry. I apologize.

MR. DRILL: Okay. Go back to Raritan and Central. Any other movements, other than southbound A.M. left turn that went D to E? What's the --

(Reporter interruption.)

MR. DRILL: Other than southbound A.M. left turn, which goes from D to E --

MR. SECKLER: No.

MR. DRILL: -- are there any other degradations in the level of service at that intersection?

MR. SECKLER: No.

MR. DRILL: Okay. So what was the intersection that you talked about the overall going from a D to an E without mitigation but remaining at a D with mitigation?

MR. SECKLER: That was Walnut and Raritan.

MR. KRAME: And Shoprite Way and Raritan remains the same?

MR. SECKLER: Let me -- correct. All of the letters are the same. The increase in delay, again, within that letter, is less than three seconds.

MR. KRAME: Is there, in your opinion, any mitigation that can be done, reasonably done, to change the timing or other things, other than what you're doing at Walnut and Raritan, to improve conditions at Central and Raritan or Shoprite Way and Raritan?

MR. SECKLER: I don't see any specific improvements. Obviously, we'll be providing this traffic study to the county. These are county roadways. If they opine on the need for updated timing -- obviously, that Raritan and Central intersection is a very complicated intersection. The way the timing pattern works, with the left turns, the north/south direction running together during certain times, running with the northbound all at once, southbound all at once, it's a very, I would say, finely tuned intersection.

MR. KRAME: It is. It actually operates better today than it did --

MR. SECKLER: Oh, much --

MR. KRAME: -- five years ago.

MR. SECKLER: -- much better. Much better.

MR. KRAME: As a point of reference, I own the Clark Commons shopping center. We spent millions of dollars more than we had to to make sure things operated better (unintelligible) done them before. I know this applicant, developer is very competent and very capable, but I just would like to ensure that when this project is built, things are no worse than before. So my concern is, of course -- we spent a lot of money, more than we had to, more than our fair share, and I would like to just make sure that there's no degradation in service to that general area.

MR. SECKLER: Right. And those intersections will continue to operate. And I guess thanks to you, those intersections have the capacity to support

the one car a minute that we will be putting through those intersections.

MR. KRAME: All right. Thank you.

MR. NORDELO: So before the next member of the public comes up, I just want to remind everyone -- so it's 10:26.

(Reporter interruption.)

MR. NORDELO: I'm sorry.

For the next member of the public, it's 10:26. So we'll take this question.

MR. DRILL: It's the last question.

MR. NORDELO: And then this is the last question for the night. And then I'll explain -- we'll have a -- we're going to have an additional meeting, members of the public.

Go ahead.

MR. SMITH: Just two short questions.

MR. DRILL: Tell us your name and address.

MR. SMITH: I'm sorry.

Don Smith, 21 Oneida Place, O-N-E-I-D-A.

Question for you, sir. I understand -- correct me if I'm wrong, but I understand that Hartz Mountain will pay for the crosswalks from Behnert, across to the entranceway to the new residential facility, and that they will pay for the speed humps or tables in up to four locations, possibly, as you had suggested, and the four-way stop signs. Is that correct?

MR. SECKLER: They will pay for all of that. We will not be the ones picking the locations or if speed humps and the all-way stops are to be put in.

MR. SMITH: Okay. I understand that.

Now, my question is that because the crosswalk is on a county road, the speed bumps and traffic things are on the county roads. Do I understand --

MS. LENAHAN: They're saying your mike isn't on. Can you just flip it and see if it's on? Is the light on?

MR. SMITH: Okay. I'm sorry.

Do I understand correctly, then, that the county will maintain that crosswalk on Walnut and that the township will maintain the four-way stop signs and any speed humps or tables that are put into the neighborhood?

MR. SECKLER: The municipal roadway items would be maintained by the municipality. The county items -- I do know, if there's a flashing device, that falls -- the county will not maintain that. They require a maintenance agreement with --

MR. SMITH: The township.

MR. SECKLER: -- the township.

MR. SMITH: Okay.

MR. SECKLER: It could be a developer, but they prefer to work with the township because they could call someone up and say --

MR. SMITH: Okay. I just think that's important for people to know, so that when the time comes and they see a degradation going on, who do they report

it to? The township obviously should be the ones that coordinate that.

The second question I have is really for Mr. Kline-Smith (sic), if I could.

Mr. Kline-Smith --

MR. DRILL: You're asking an attorney a question?

MR. SMITH: Yes. Well, only because he briefed earlier, in his opening comments -- he briefed about everything he's going to talk about tonight.

MR. DRILL: That's true.

MR. SMITH: He missed one.

MR. DRILL: Okay. Ask him.

MR. SMITH: The one you missed was, what's Hartz' status and position on the basketball court?

MR. KENT-SMITH: I wish I had more time, Mr. Smith. If you want, and the board wants, we can go --

MR. SMITH: Do I have to come back for the next meeting to hear the answer?

MR. KENT-SMITH: Unfortunately,

that seems to be the case.

MR. SMITH: Thank you.

MR. KENT-SMITH: I am sorry we ran out of time, believe you me.

MR. SMITH: I'll be here to hear the answer.

MR. DRILL: Okay. So we've run out of time for tonight. So this hearing is going to be adjourned.

MR. NORDELO: Could we please -- we're -- we're closing this meeting. Could we just please have some quiet. Thank you.

MR. DRILL: The hearing on this application is going to be adjourned, without the need for further notice, to both September 7th and September 21st.

Now, Kathy, what date did they extend for the board to have to decide the application by? What is the date?

MS. LENAHAN: I do not know the date.

MR. KENT-SMITH: What I will do is I will send a letter in, extending the statutory (unintelligible) decision

through September 30th, and if we need to go further, we'll deal with it then.

MR. DRILL: In fact, extend it to October 31st, just to make sure.

MR. KENT-SMITH: All right. Okay.

MR. DRILL: So you're going to extend the time for the board to decide until October 31st. We don't even know if we need that extension, but they're going to give us the extension --

(Reporter interruption.)

MR. DRILL: The applicant is extending the time for the board to decide the application to October 31st, Halloween, even though we don't know if the board needs that extension, but just to play it safe.

And, again, the hearing is adjourned without need for further notice. So you're not going to get further notice, but everyone should plan -- if you want to ask questions or make comments, you should plan to be here September 7th and September 21st.

Someone want to make a motion to adjourn?

MR. NORDELO: Someone make a motion to adjourn.

MS. PEDDE: Motion to adjourn.

MR. NORDELO: The meeting is adjourned. Thank you.

(TIME NOTED: 10:30 P.M.)

CERTIFICATION

I, AYELET RUSSO, a Notary Public for and within the State of New Jersey, do hereby certify:

That the witness, whose testimony as herein set forth, was duly sworn by me, and that the within transcript is a true record of the testimony given by said witness.

I further certify that I am not related to any of the parties to this action by blood or marriage, and that I am in no way interested in the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto set my hand this 29th day of August, 2022.

AYELET RUSSO

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