

CITY OF HOBOKEN  
PLANNING BOARD

- - - - - X  
 RE: Maxwell Place : May 5, 2015  
 Continued from 11-6-14 : Tuesday  
 Blocks 261.01, Lot 1; Block 261.02, : 7:50 p.,m.  
 Lot 1; Block 261.03, Lot 1; Block :  
 261.04, Lot 1 :  
 Applicant: P.T. Maxwell, LLC :  
 Amended Final Site Plan Approval :  
 - - - - - X

Held At: 94 Washington Street  
Hoboken, New Jersey

B E F O R E:

- Chairman Gary Holtzman
- Vice Chair Frank Magaletta
- Commissioner Brandy Forbes
- Commissioner Jim Doyle
- Commissioner Ann Graham
- Commissioner Caleb McKenzie
- Commissioner Rami Pinchevsky
- Commissioner Caleb D. Stratton
- Commisioner Ryan Peene

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- David Glynn Roberts, AICP/PP, LLA, RLA  
Board Planner
- Andrew R. Hipolit, PE, PP, CME  
Board Engineer
- Patricia Carcone, Board Secretary

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1                   CHAIRMAN HOLTZMAN: All right.

2                   The next item on the agenda is Maxwell  
3 Place. That's what we have next.

4                   Mr. Pantel, is that you?

5                   MR. PANTEL: Yes.

6                   CHAIRMAN HOLTZMAN: So get yourself set  
7 up. Then we are going to do a couple of things, and  
8 then we're going to come back to you.

9                   MR. PANTEL: Perfect.

10                  (Pause in proceedings)

11                  CHAIRMAN HOLTZMAN: So we are going to  
12 get started here. I'm sorry for the slight delay.

13                  I did want to read into the record, the  
14 Board received some communication from the mayor a  
15 little earlier today, and it says -- and we did get  
16 this distributed out to all of the Planning Board  
17 Commissioners:

18                  "As you know, and as the members of the  
19 Planning Board consider the Maxwell Place  
20 application for an amended final site plan approval,  
21 I recognize that the traffic circulation changes  
22 could impact other areas of Hoboken as well.

23                  "In particular, I want to make you  
24 aware that my administration is looking to make  
25 traffic calming improvements along the 15th Street

1 corridor to address some serious ongoing pedestrian  
2 safety concerns.

3 "Below is an email sent to Hudson Tea  
4 residents regarding a draft concept plan for those  
5 amendments along with the corresponding attachments.

6 "I stress that this is only a draft  
7 plan, which will require City Council approval to  
8 authorize funding for the project, and we intend to  
9 work with the community to develop a final design  
10 concept.

11 "Thank you for your consideration.

12 "Sincerely, Mayor Dawn Zimmer."

13 So we are sort of acknowledging here  
14 that the hip bone is connected to the knee bone, and  
15 things that might impact or changes made in the  
16 Maxwell House -- Maxwell Place application before us  
17 do have impacts in other places in town, and the  
18 administration is already proactively looking into  
19 it, so that is what that story is about.

20 Andy, and, John, you guys are up next.

21 What we did after the previous -- the  
22 past -- the initial meeting was we had our  
23 engineering team and John Jahr, our traffic  
24 specialist from Maser, put together a traffic model,  
25 and that is what you see projected behind us here,

1 and John will be able to take us through some  
2 different scenarios as to how the traffic flow  
3 reacts based upon different streets, one-way,  
4 two-way and different aspects of turning, stop  
5 signs, et cetera.

6 So with that, I will turn it over to  
7 you guys to take us through the different models.

8 Can people see this, or do we need to  
9 turn off the lights, or is it too crazy to turn  
10 off -- Joe, they are kind of right over your head  
11 and see what we got here.

12 MR. HIPOLIT: Turn one off. There you  
13 go.

14 John can zoom in and zoom out.

15 CHAIRMAN HOLTZMAN: Two is probably a  
16 little -- we got one or either. That's our only  
17 option. Okay.

18 MR. JAHR: Good evening, everyone.

19 My name is John Jahr. I'm with Maser  
20 Consulting. I am a traffic consultant and have been  
21 so for over 27 years.

22 What I'm going to present to you --

23 MR. GALVIN: The Board members should  
24 get up and get so you can see it.

25 CHAIRMAN HOLTZMAN: Right. There are a

1 couple of models. It's going to definitely take a  
2 little bit of time.

3 MR. PANTEL: Excuse me just one second.

4 For the record, do you want Mr. Jahr  
5 sworn, or was he sworn earlier in the year?

6 MR. GALVIN: That's all right. We will  
7 just do it. I think that is an excellent  
8 suggestion.

9 Thank you, Mr. Pantel.

10 Do you swear to tell the truth, the  
11 whole truth, and nothing but the truth so help you  
12 God?

13 MR. JAHR: I do.

14 J O H N J. J A H R, TSOS, Maser Consulting, PA,  
15 having been duly sworn, testified as follows:

16 MR. GALVIN: State your full name for  
17 the record and spell your last name.

18 THE WITNESS: John Jahr, J-a-h-r.

19 MR. GALVIN: Okay. And you are with  
20 Maser?

21 THE WITNESS: I'm with Maser  
22 Consulting.

23 MR. GALVIN: And you are a traffic  
24 expert?

25 THE WITNESS: Yes, I am.

1 MR. GALVIN: Is there any objection to  
2 Mister --

3 MR. PANTEL: No, no objection.

4 MR. GALVIN: There you go.

5 THE WITNESS: Okay. On we go.

6 Okay. So I have been asked to prepare  
7 some models. We are using a software called Synchro  
8 Traffic Analysis.

9 What Synchro is for those of you who  
10 are not familiar with it, it is a real time model  
11 that we utilize to predict what will happen to  
12 traffic when we make changes to it.

13 So when we add more volume, if we add a  
14 development, if we change a street from one-way to  
15 two-way or two-way to one-way or change the  
16 direction of the one-way street, I can model very,  
17 very accurately what is going to happen.

18 Obviously, in the case that we have  
19 here, what our focus of our model is, is that we  
20 have currently have a street, you know, one-way  
21 southbound, and we want to know what would happen  
22 if, for example, we make it one-way northbound, if  
23 we change turning lane assignments, if we allow a  
24 left turn, if we don't allow a left turn, and we  
25 also looked at, you know, a two-lane arrangement as

1 well, so what I am going to do is I'm going to walk  
2 you through.

3 It is actually in total ten models, so  
4 to try to be brief, I will just kind of focus on the  
5 first few a.m. peak hour models.

6 What I am modeling at this point is the  
7 a.m. peak hour, which is, for those of you who don't  
8 know, it is the heaviest one hour of traffic between  
9 7 and 9 in the morning. Okay?

10 And this is typically what traffic  
11 engineers do. We look at the a.m., the p.m., and in  
12 some cases the Saturday depending on the use that is  
13 being reviewed.

14 So I am going to start the model here  
15 for you, and what I will do is I'll walk you  
16 through.

17 If you can't see, you certainly can  
18 come up, I think. If you want to get a little  
19 closer to see, if you really want to zoom in. I am  
20 also going to zoom to each one of the places and  
21 tell you what is going on there. Okay?

22 So now, one of the things I want to  
23 point out is I am going to play the model at  
24 obviously a little bit faster than -- it is a whole  
25 hour. I have ten of them. We could be here for ten

1 hours watching them, so I don't think anybody wants  
2 to do that, so I am going to play it at eight times  
3 speed. Okay?

4 And, you know, I have also narrowed it  
5 down to ten minutes. Okay?

6 And it is a representative ten minutes  
7 throughout the hour, okay, in order to save time  
8 here. The results are the same for the a.m. model,  
9 no matter what ten minutes I choose from the 60.  
10 Okay?

11 Just at the end of the 60 minutes, some  
12 of the backups would be a little bit worse.

13 So first, what I want to point out is  
14 the purpose of this model was to show what will  
15 happen if we take the Sinatra Drive North roadway  
16 and have the traffic go northbound on it. Now, that  
17 is the opposite of what it is today.

18 MR. HIPOLIT: John, here is a laser  
19 pointer, if you want it

20 THE WITNESS: Oh, that's very nice.  
21 Wow. Okay.

22 So this road here is Sinatra Drive  
23 North. All right? And this is 11th. This is  
24 Hudson. This is Frank Sinatra Drive, and this is  
25 12th. So in this model what we are seeing is the

1 a.m. peak hour traffic, and we are seeing the  
2 traffic flow as one-way on Sinatra Drive North.  
3 Okay?

4 What I want to point out to you is what  
5 happens at 11th and 12th and Hudson. What you will  
6 see is as the peak hour goes on, the intersection of  
7 Hudson and 11th will back up, up Hudson all the way  
8 to 12th.

9 I am going to pan down a little bit,  
10 okay? And what I will point out to you is that the  
11 backup, when we take Sinatra Drive and make it  
12 northbound, the backup goes to what we consider  
13 infinity. In other words, my model can only handle  
14 so much, and the backup on Hudson Street, if we make  
15 Sinatra Drive North, will be infinite.

16 All right. So essentially, this is  
17 going to back up out of town literally. It will  
18 just keep going up Hudson, you know, for a great,  
19 great distance.

20 Now, let me explain to you why, okay?

21 The traffic signals at both Hudson and  
22 11th and Hudson and 12th can only process so much  
23 traffic. It has to give -- now, obviously, I  
24 tried -- part of my goal here is to try to  
25 accomplish what my task is, which is to make it

1 work.

2 So one of the things that I needed to  
3 do here is modify the traffic signal timings to try  
4 to make this work, so it wasn't just throw it in and  
5 see what happens. I put a very accurate detailed  
6 model together, and now I want to see can I make  
7 this work.

8 So what I've done is I've modified  
9 existing timings at both of these intersections to  
10 give as much green time as I possibly can to Hudson  
11 Street southbound.

12 And as you can see, even with modifying  
13 the timings and doing everything within my traffic  
14 engineer's tool box, I cannot get this backup to go  
15 away. Ultimately it backs up off the system. All  
16 right?

17 So the next question is: Okay. Well,  
18 let's go to the next phase, and I was asked to also  
19 look at, well, what happens when the road goes the  
20 other way.

21 All right. So we are now going to look  
22 at Sinatra Drive southbound, okay?

23 So we're going to look at Sinatra Drive  
24 North southbound, so give me one second here, and I  
25 am going to close this out.

1                   We are first going to look at Sinatra  
2 Drive southbound, not allowing a left turn onto  
3 Frank Sinatra Drive. And the reason for this is  
4 there were some concerns with regard to safety, if  
5 that left turn was allowed.

6                   So we wanted to see what would happen  
7 if, in fact, we would keep a prohibition at Frank  
8 Sinatra Drive and Sinatra Drive North. All right?

9                   What we find in this model is that we  
10 do still get considerable backups on Hudson, and  
11 from time to time, they will back up past 12th.  
12 They are not -- it is not a constant backup past  
13 12th, but on a regular basis, it will cue all the  
14 way back.

15                   Now, the good news is when we have  
16 Sinatra Drive North southbound, the cue always  
17 clears, so that means over the course of the peak  
18 hour, the traffic will continue to flow, and it is  
19 what we consider a level service F, but it is not  
20 like the first model I showed you, where it is F,  
21 minus, minus, minus. So, you know, that is such a  
22 failure, that you will become grid locked. You will  
23 have ultimately, you know, things really grind to a  
24 halt.

25                   In this case, we do keep traffic

1       flowing smoothly, all right, and the cues do clear  
2       out, but it is still a very bad level of service,  
3       okay, and it would be better if I can open up my  
4       tool box and find another solution.

5               Once again, I am modifying the signal  
6       timings and trying to make things work with not  
7       having a left turn, okay?

8               So I am going to now proceed to the  
9       next model, which would be allowing the left turn  
10      out.  Okay?

11              Now, in order to do that, there are  
12      some minor site distant issues that we encountered  
13      when we went out and investigated the site.  So what  
14      needed to be done is the curbs will have to be  
15      pushed out a little bit in order to create a safe  
16      sight triangle, but we looked at it, and we are  
17      confident that that can be done.  So this analysis  
18      I'm going to show you makes sense, and it can  
19      happen.  So it's not -- I am not showing you  
20      something that is not feasible.  The analysis I will  
21      show you is feasible.

22              COMMISSIONER PINCHEVSKY:  Is it worth  
23      asking questions as we go along here?

24              THE WITNESS:  Absolutely.

25              COMMISSIONER PINCHEVSKY:  One question

1 I have is you are saying by keeping it southbound,  
2 the southbound Hudson traffic does not go off the  
3 grid, right?

4 THE WITNESS: Right.

5 COMMISSIONER PINCHEVSKY: So I would  
6 take that -- you know, my thought would be that the  
7 southbound Sinatra North road is alleviating some of  
8 that traffic, but on your model, I am seeing very  
9 few cars. Actually I am seeing very little movement  
10 on that road. So how is the Hudson traffic being  
11 alleviated, if it is not on the southbound road?

12 THE WITNESS: Excellent, excellent  
13 question.

14 Here is what we found by looking at the  
15 model. Okay? The model tells us a lot of things.

16 What we found looking at the model is  
17 that the majority of the traffic that's using Frank  
18 Sinatra Drive North -- I'm sorry -- Sinatra Drive  
19 North is from within this development.

20 Hudson Street is already very close or  
21 very near to what we call capacity. In other words,  
22 the lanes on Hudson based on the amount of signal  
23 time will only allow a certain number of cars  
24 through. Okay?

25 What we find is that it is so close to

1 the tipover point, that just by taking the little  
2 bit of traffic that is generated -- and it's really  
3 not a little bit of traffic -- there's quite a good  
4 number. You are seeing it at high speed. If I  
5 slowed it down, it probably wouldn't be, you know,  
6 quite as bad.

7 If you want, Yianni can tell us exactly  
8 what the volumes are because he has it in his  
9 report.

10 But taking the traffic from within this  
11 development and not pushing it out to Hudson, which  
12 by the way, is helping my green time, because now  
13 they are not coming out making left turns at either  
14 this location or this location, which allows me to  
15 keep more green time on Hudson. All right? So it's  
16 a double whammie we get.

17 COMMISSIONER PINCHEVSKY: But they are  
18 eventually being forced to go to Hudson, right,  
19 because there is no left turns.

20 THE WITNESS: For this, yes.

21 COMMISSIONER PINCHEVSKY: Yeah, okay.

22 THE WITNESS: But we do get some of the  
23 pressure off, okay?

24 By having some of the traffic come down  
25 here, it does take some of the pressure off.

1 COMMISSIONER PINCHEVSKY: Okay.

2 COMMISSIONER DOYLE: I have a question.

3 THE WITNESS: Certainly. That is okay.

4 COMMISSIONER DOYLE: Parcel D --

5 THE WITNESS: That is this guy right

6 here, right?

7 COMMISSIONER DOYLE: Exactly.

8 Did you take into consideration --

9 yeah, I don't know what the future is there, but --

10 THE WITNESS: Excellent -- another

11 excellent question.

12 The traffic that will be generated by

13 Parcel D is not included in my model at this time.

14 COMMISSIONER DOYLE: Okay.

15 COMMISSIONER GRAHAM: Isn't that

16 something, though, that will have to be --

17 COMMISSIONER DOYLE: We will have

18 approvals for it, right?

19 THE WITNESS: Yes.

20 COMMISSIONER GRAHAM: -- isn't that

21 something that will have to be factored in, though,

22 at some point?

23 THE WITNESS: Yes.

24 Well, suffice it to say that the

25 volumes here on Hudson are what we are looking --

1 the road we are going down right now, I would like  
2 to come back to, okay?

3 So if we can come back to that after I  
4 get through the other two, I think it will help,  
5 because when we did the modeling, we actually  
6 discovered some things that could possibly help the  
7 road system, and I brought it to the city planners  
8 and the city at large to look at further.

9 So we have actually learned a few  
10 things that might be able to help out, so I am going  
11 to come back to your question later, okay, with  
12 regard to adding more volume to the network and how  
13 that's going to hopefully get fixed.

14 COMMISSIONER DOYLE: Fine.

15 THE WITNESS: All right. So we are  
16 going to move down to adding -- to go into where we  
17 allow the left turn --

18 COMMISSIONER PEENE: Chair, just a  
19 point of information.

20 CHAIRMAN HOLTZMAN: Sure.

21 COMMISSIONER PEENE: Will we see this  
22 same model at different times of the day?

23 THE WITNESS: Yup.

24 COMMISSIONER PEENE: I notice up there  
25 you got 8 and 10 a.m. I'd like to see --

1 THE WITNESS: Yup.

2 We have both a.m. and p.m. peak hour.

3 COMMISSIONER DOYLE: You testified that  
4 a.m. is the worst?

5 THE WITNESS: The a.m. is definitely.  
6 The a.m. seems to be pretty outstanding.

7 COMMISSIONER DOYLE: Everybody is on  
8 their way home --

9 THE WITNESS: Yeah. I know that  
10 everybody gets very frustrated with Frank Sinatra  
11 Drive in the p.m. I know that this just from time  
12 to time will back up terribly.

13 Okay. So now this is what my  
14 recommendation is for the city to utilize, which is  
15 going to be having Frank Sinatra Drive North  
16 southbound allowing a left turn out onto Frank --  
17 I'm sorry -- Sinatra Drive North allowing a left  
18 turn out onto Frank Sinatra Drive at this location.  
19 Okay?

20 And as you can see, over all of the  
21 entire system in the area functions better when you  
22 allow the left turns out. All right?

23 In the previous model I showed you,  
24 primarily the folks using -- what is this lot known  
25 as?

1 COMMISSIONER DOYLE: A.

2 THE WITNESS: All right.

3 So primarily the folks using that lot  
4 were the ones that come out and would want to make a  
5 right turn as opposed to coming around and going in  
6 a serendipitous way, and they would come back this  
7 way.

8 In this model the majority of folks  
9 that live or work or are in this development are  
10 going to come down Frank Sinatra -- down Sinatra  
11 Drive North, and they are going to make a left or  
12 right, and this relieves traffic throughout the  
13 entire system. It gives just that little bit of  
14 relief that we need to have because Hudson is  
15 already so heavy, all right, so we have gotten to  
16 our goal.

17 MR. GALVIN: Ms. Graham?

18 COMMISSIONER GRAHAM: Yeah, a question.

19 How do you know the ease at which  
20 people will be able to make a left-hand turn?

21 THE WITNESS: How do I know?

22 Because I can tell you what the level  
23 of service is going to be here, okay?

24 The -- I believe the level of service  
25 at this location is going to be D.

1 MR. MARIS: That is what it was.

2 THE WITNESS: Do you want to check in  
3 your report?

4 MR. MARIS: Yeah.

5 CHAIRMAN HOLTZMAN: There were also  
6 some physical changes you were recommending.

7 THE WITNESS: Yes. At this location --

8 COMMISSIONER GRAHAM: Easing out into  
9 the traffic, I mean, you have to kind of ease out,  
10 and then hopefully somebody opens a space for you --

11 MR. HIPOLIT: I might be able to help a  
12 little.

13 Remember, that intersection is only  
14 about a hundred yards from a signalized  
15 intersection, so when Hudson and 12th or 11th are at  
16 a red signal, there is plenty of gaps there to make  
17 a left there because it's a stopped situation.

18 COMMISSIONER GRAHAM: Right. Assuming  
19 somebody is going to make a space for you.

20 MR. HIPOLIT: Correct.

21 THE WITNESS: So adding a curb bump-out  
22 here is going to make it, so that you are protected,  
23 and you'll be able to pull out and have a clear  
24 sight triangle.

25 COMMISSIONER GRAHAM: But then if

1 somebody is coming down Sinatra Drive, you know --

2 THE WITNESS: Honestly, we've been out  
3 there. We see people --

4 COMMISSIONER GRAHAM: I'm sure you  
5 have.

6 THE WITNESS: -- plenty of people  
7 making a left turn that is not allowed obviously --

8 MR. HIPOLIT: Everybody does it.

9 THE WITNESS: Yeah, quite a few people  
10 do. All right.

11 And, again, that is primarily because  
12 of the frustration trying to get out, and when you  
13 get to Hudson you are sitting in a traffic jam.

14 So in the long -- the better effect  
15 will be allowing Sinatra Drive North to be  
16 southbound, allowing left turns out, and making the  
17 minor geometric changes to that, so that there's a  
18 clear sight triangle, and the level of service is  
19 going to be --

20 MR. MARIS: It's overall D.

21 THE WITNESS: -- overall D at that -- I  
22 was right.

23 (Laughter)

24 The level of service here is a D, which  
25 in New Jersey is very good --

1                   COMMISSIONER GRAHAM: I'm sorry. I  
2 don't know what that means.

3                   THE WITNESS: Okay.

4                   COMMISSIONER DOYLE: It goes to A to Z.

5                   THE WITNESS: No, it doesn't go A to Z.

6                   (Laughter)

7                   Let me give you a quick rundown.

8                   In traffic engineering, we have come up  
9 with a system of what we call level of service.  
10 Okay?

11                   And what the level of service is is a  
12 grading system, just like you were in school. All  
13 right? It goes from A to F, okay?

14                   So level of service A is not in New  
15 Jersey.

16                   Level of service B is down south.

17                   Level of service C is kind of our base  
18 line here.

19                   Level of service D is very good. You  
20 know, we find that D is acceptable. You can live  
21 with it.

22                   Level of service E makes it where  
23 you're starting to feel that you are waiting a  
24 little bit too long.

25                   Level of service F is okay. It has

1 taken me way too long to get out of here. I need to  
2 find another route next time. All right?

3 And then what I talked about earlier is  
4 we do look at past F. All right?

5 And the reason we have to is because,  
6 quite frankly, there are a number of places in New  
7 Jersey that operate at what the capacity manual says  
8 is level of service F, and everybody is kind of okay  
9 with it, and the reason that is, it's the theory of  
10 mutual dissatisfaction.

11 If everybody at the traffic light,  
12 regardless of where the folks are coming from, waits  
13 the same amount of time, they are all mutually  
14 dissatisfied, so nobody feels bad about it. All  
15 right?

16 I don't know if you experienced that  
17 yourself, but quite honestly, around here, there are  
18 quite a few places where everybody waits about the  
19 same time.

20 COMMISSIONER GRAHAM: Right.

21 THE WITNESS: All right?

22 COMMISSIONER FORBES: I have a  
23 question.

24 Would this change, does that then  
25 change the level of service at all at 11th and

1 Hudson or 12th and Hudson?

2 THE WITNESS: Yup.

3 Now, if we allow left turns out, and we  
4 use this configuration, what we discovered in our  
5 model is we were able to put a little bit more green  
6 time, and we were able to make Hudson work a little  
7 bit better, so right off the bat, you will see some  
8 improvements here on Hudson.

9 I want to point out, though, Hudson is  
10 so close to that tipping point on a very heavy day,  
11 on, you know, on a special day occasion, you know,  
12 when things are going to happen, you have to  
13 remember the road itself is already operating very  
14 close to its limits.

15 But taking all of the folks that live  
16 in Maxwell Place and in this neighborhood in  
17 general, and bringing them out down to Sinatra Drive  
18 North is a very nice relief, and I get multiple  
19 benefits from that relief.

20 I get relief at both 11th and 12th,  
21 because now I don't have to service those cars and  
22 give green time on the side streets. I can put a  
23 little bit more of green time on Hudson, and overall  
24 the whole system gets better, and we are going to go  
25 back to your question about the capacity. Okay?

1                   And when we make these changes, and  
2                   this becomes our pattern, then when you do add this  
3                   development, we have now accommodated a little bit  
4                   of extra capacity here. And one of the things that  
5                   we discovered in the model is that there are very  
6                   few cars that come from Frank Sinatra Drive and make  
7                   a left turn --

8                   MR. HIPOLIT: 11th.

9                   THE WITNESS: -- I know it is 11th. I  
10                  wanted to look at my notes.

11                  And make a left turn, so what we were  
12                  able to do is I did another model, where I just took  
13                  those couple cars out, and we added a very short 50  
14                  foot left-hand turn lane, because we really don't  
15                  want to start putting pavement everywhere. Okay?

16                  And when we do that, we get a very nice  
17                  improvement in the p.m. peak hour.

18                  The a.m. peak hour, ah, not so much,  
19                  okay, because there's really -- the a.m. -- you  
20                  know, the flow out of Hoboken in the a.m. is not  
21                  quite as heavy. But at the p.m. peak hour, we get a  
22                  real nice improvement at this intersection, you  
23                  know, where you guys are seeing that regular at  
24                  least once a week --

25                  COMMISSIONER DOYLE: You mean westbound

1 left turn only, is that what you're saying?

2 THE WITNESS: Yes. A very short lane.  
3 If we could figure a way to squeeze that in there,  
4 so hopefully we're going to look at that a little  
5 bit more in the future. All right. Okay.

6 So that is my recommendation, and I  
7 guess we need to go to the very last of the models,  
8 okay?

9 And we were also asked to look at a  
10 two-way configuration, okay, and I will bring that  
11 up to show you.

12 COMMISSIONER GRAHAM: So what about the  
13 p.m. for this or does it matter?

14 THE WITNESS: I --

15 CHAIRMAN HOLTZMAN: Well, let's go to  
16 the next model. We have one more model.

17 THE WITNESS: Let's go to the two-way  
18 and then we can decide if we want to go through the  
19 p.m.'s, because you guys should really be pretty  
20 much bored with me by now.

21 VICE CHAIR MAGALETTA: Can we get a  
22 copy of this?

23 (Laughter)

24 CHAIRMAN HOLTZMAN: The screen saver,  
25 is that what you want?

1 (Board members talking at once.)

2 THE WITNESS: All right. All right.

3 Now, to the final model, and I am going  
4 to explain to you what happens here, and I am going  
5 to explain to you the goods and the bads, so let's  
6 just go through quickly.

7 When we take Frank -- Sinatra Drive  
8 North, and we make it two-way, we have an overall  
9 system improvement. All of the traffic throughout  
10 the system will work better.

11 We are going to do a great job. If we  
12 were to make this a two-way street, we would do a  
13 great job on making traffic flow on Hudson better,  
14 on 11th, on 12th, and even some of the intersections  
15 out of the system. Overall it just takes a whole  
16 bunch of pressure off.

17 From a traffic standpoint, that is  
18 great. But from a practical standpoint, all right,  
19 there are going to be some real challenges.

20 The first challenge is the volume of  
21 cars that will want to do two-way traffic on Sinatra  
22 Drive North will now create the need for new traffic  
23 signals. You will definitely need a traffic signal  
24 at Frank Sinatra Drive and Sinatra Drive North.

25 The next thing is, is this -- the

1 intersection of 11th and Sinatra Drive North, is so  
2 close to warranting a signal, that most likely the  
3 littlest thing is going to make it difficult, and  
4 you're going to have to have a signal and --

5 CHAIRMAN HOLTZMAN: Especially a new  
6 development project.

7 THE WITNESS: -- right -- especially if  
8 you add anything over on this corner. But what is  
9 really shocking and will be the most painful of  
10 adding the lights, you must have a full pedestrian  
11 traffic light in order to cross.

12 The pedestrian volumes that cross from  
13 the Maxwell Place area across to the park are very  
14 significant in the summertime, and in order to  
15 provide safe crossing there, we would have to  
16 provide a full traffic light.

17 When we only have one-way traffic, Mr.  
18 Maris has come up with a great plan, where if you  
19 can see his board, he is going to put a new  
20 crosswalk in, a new striped crosswalk, and flashing  
21 beacons for the one-way traffic.

22 The conflict, when you double -- when  
23 you have two-way flow, you create so many more  
24 conflicts for pedestrians, and the only way they are  
25 going to be able to cross safely here is if we pull

1 the building light. It would be quite significant,  
2 the cost, to make that two-way traffic.

3 Would it be a great benefit to the  
4 vehicular traffic?

5 Yes. But I think it would be a  
6 significant quality of life loss.

7 MR. HIPOLIT: How much is the cost of  
8 the signal, John?

9 THE WITNESS: Well, the pedestrian --  
10 the "T" intersection signal would be in the order of  
11 magnitude at Frank Sinatra Drive and Sinatra Drive  
12 North about 150 to \$180,000.

13 The pedestrian light in the middle  
14 would be about \$125,000, and the larger intersection  
15 at 11th would probably run as much as 170 to  
16 210,000.

17 COMMISSIONER DOYLE: Why couldn't you  
18 put that pedestrian crossing at the light at 11th  
19 that you are saying --

20 THE WITNESS: Well, here's the thing --

21 COMMISSIONER DOYLE: -- if you had one  
22 regulated crossing --

23 THE WITNESS: -- we definitely could do  
24 that and eliminate that if we went down that route,  
25 but people are really so used to crossing here,

1       there is already a mid block crosswalk in here.  
2       It's an improvement block crosswalk. I would have  
3       to say that creating that change, we would have a  
4       lot of folks who wouldn't follow it, and I don't  
5       know if we would be opening up Pandora's box by  
6       getting rid of it.

7                   CHAIRMAN HOLTZMAN: What does it do to  
8       our bike lanes?

9                   THE WITNESS: Well, the two-way  
10       traffic -- that's the other part about it is say  
11       good-bye to the bike lanes. There's no room. If  
12       you do two-way traffic on Sinatra Drive North, there  
13       is no longer the ability to have bike lanes, so that  
14       eliminates that whole feature to the waterfront.

15                  MR. HIPOLIT: And, John, just the other  
16       thing we talked about, doesn't this model also  
17       potentially predict the signal at 12th and Sinatra  
18       Drive North?

19                  THE WITNESS: Yes. A signal could be  
20       warranted there, too.

21                  Once again, once you start surcharging  
22       a new development onto the system, and you  
23       reorganize traffic patterns, it is hard to predict  
24       exactly what's going to happen here. But there's a  
25       good chance, because you have signals everywhere

1 else, it is a good chance that that's going to end  
2 up being a light, too.

3 But initially, right the day one, I can  
4 tell you that you will need a light at these three  
5 locations. That's day one, if you make this two-way  
6 traffic.

7 COMMISSIONER DOYLE: As a traffic  
8 engineer, though, I mean, you are saying it is bad  
9 because we will have to spend money on a signal?

10 What's the bottom line --

11 THE WITNESS: No. I'm saying it's  
12 because it's unsafe --

13 COMMISSIONER DOYLE: -- the cost is  
14 bad?

15 THE WITNESS: Yeah. Cost is -- Okay.  
16 As a traffic engineer, cost can't be important to  
17 me. My primary concern is public safety, okay?

18 I like to say that quality of life  
19 comes right after that, and then comes cost. And In  
20 this case, public safety is tantamount. One-way  
21 traffic is the safest way to have flow on Sinatra  
22 Drive.

23 COMMISSIONER DOYLE: Because there will  
24 be fewer cars, fewer trips.

25 THE WITNESS: Right, because there will

1 be fewer cars, and once again, you will create a  
2 safer more travelable environment by having the  
3 bicycle lanes, by having features out there that  
4 will have cars drive slower.

5 You know, the other side is, if you  
6 were to make that two-way, it is going to become a  
7 speedway. It's not going to be -- it is a straight  
8 shot, and those people who live in the area or know  
9 that, they are going to know that they can go that  
10 way --

11 COMMISSIONER DOYLE: A 16 foot wide  
12 one-way street is going to be slower than two  
13 eight-foot lanes?

14 THE WITNESS: Well, we didn't get to  
15 the geometry yet. We'll get to that later, okay?  
16 But we are not recommending that the lane be 16 feet  
17 wide.

18 COMMISSIONER PINCHEVSKY: The --

19 VICE CHAIR MAGALETTA: Hold on a  
20 second.

21 You are talking about this one-way, you  
22 could have this pedestrian walkway that lights up.  
23 That works as a two-way also. If it stops traffic,  
24 it stops traffic. It is a traffic calming method,  
25 so even if it is two-way, you still have traffic

1       calming methods in there and it works. Being a  
2       traffic light, being a speed bump, whatever it is,  
3       you can always calm down traffic.

4               THE WITNESS: No. When you add the  
5       other lane, just the pedestrian flasher bump is not  
6       sufficient enough. It actually warrants the need  
7       for a full pedestrian signal with green, yellow and  
8       red.

9               COMMISSIONER DOYLE: Which would slow  
10      down the traffic.

11              THE WITNESS: Well, traffic signals are  
12      not meant to slow down traffic. And quite frankly,  
13      if we were to go in this manner, you know, you would  
14      have to program all three of these lights to work  
15      together, or you would end up creating backups on  
16      this section of the road.

17              CHAIRMAN HOLTZMAN: Rami?

18              COMMISSIONER PINCHEVSKY: I have a  
19      couple questions.

20              In your very first model, where we were  
21      looking at northbound, that appeared to have the  
22      fewest cars utilizing the road of the models you  
23      have shown us. Is that correct?

24              THE WITNESS: No. The traffic volumes  
25      are consistent throughout all three models.

1                   CHAIRMAN HOLTZMAN:  The fewest cars on  
2   Sinatra Drive North?

3                   COMMISSIONER PINCHEVSKY:  Yeah.

4                   MR. HIPOLIT:  He is saying Sinatra  
5   Drive North, John, the volume going northbound --

6                   COMMISSIONER PINCHEVSKY:  On Sinatra  
7   Drive North, which model produces the fewest cars  
8   traveling on that road?

9                   Is it scenario one where it's  
10  northbound?

11                  THE WITNESS:  You are saying for  
12  Sinatra Drive North, yes, the fewest trips in the  
13  a.m. peak hour are northbound.

14                  In the p.m. peak hour, it flips.  So in  
15  the p.m., when you make Sinatra Drive northbound,  
16  now you are going to take the traffic that is  
17  heading up Frank Sinatra Drive, and they are going  
18  to sneak off, you know, beforehand because you know  
19  that backs up, so that is going to become a pressure  
20  relief valve for that.

21                  COMMISSIONER PINCHEVSKY:  Okay.  So I  
22  mean, I was just looking because if we are concerned  
23  about safety, which obviously we are, fewer cars  
24  seems to be the way to go.  But you can't just go  
25  too crazy.  You can't just close the road down.

1 That would be the safest method, right?

2 CHAIRMAN HOLTZMAN: Right.

3 (Laughter)

4 COMMISSIONER PINCHEVSKY: But we're not  
5 going -- okay. So I was just trying to get a feel  
6 for it.

7 Is the -- I mean, I live as far away as  
8 possible while still in Hoboken here. I am on the  
9 southwest corner of town, so this is not my neck of  
10 the woods, but I spend time there, and my thought  
11 would have been that in the morning, there is more  
12 traffic going north to get out of town because they  
13 are near an exit. But it seems like with your  
14 model, that the traffic southbound getting backed up  
15 so bad is that the majority of cars are actually  
16 coming into Hoboken.

17 THE WITNESS: At this location, yes.

18 COMMISSIONER PINCHEVSKY: So folks are  
19 not leaving Hoboken -- I'm sorry -- the folks  
20 leaving Hoboken are outnumbered with regard to the  
21 folks that are coming into Hoboken?

22 THE WITNESS: Correct, in the a.m. peak  
23 hour.

24 MR. HIPOLIT: More cars are heading  
25 southbound leaving town than northbound.

1                   COMMISSIONER PINCHEVSKY:  But  
2           there's -- I mean, these are folks -- this is like  
3           near an exit, so --

4                   MR. HIPOLIT:  One way, so --

5                   COMMISSIONER PINCHEVSKY:  -- but these  
6           are people from not in Hoboken coming through,  
7           making a right to come into Hoboken, all the way on  
8           the water to cut through Hoboken?

9                   I don't understand the logic of what's  
10          the traffic --

11                   CHAIRMAN HOLTZMAN:  The office  
12          buildings on the waterfront --

13                   COMMISSIONER PINCHEVSKY:  Is that what  
14          it is?

15                   Are these workers coming into Hoboken?

16                   MR. HIPOLIT:  It's all of the above.

17                   THE WITNESS:  I guess the simplest  
18          answer to your question is we went out and we did  
19          traffic counts, and the volumes that you see in the  
20          model are the volumes that are recorded.  And based  
21          on the traffic counts we did, the volumes in the  
22          morning southbound on Hudson Street are heavier than  
23          northbound.

24                   COMMISSIONER PINCHEVSKY:  And then it  
25          flips in the evening.

1                   THE WITNESS: In the evening, it flips.  
2                   In the evening, the volumes are heavier northbound  
3                   than they are southbound, albeit the southbound  
4                   lines are very still very heavy.

5                   VICE CHAIR MAGALETTA: And you did  
6                   these counts, these traffic counts, or are these  
7                   Maris' counts?

8                   THE WITNESS: I think we used Maris'  
9                   counts, but we went and did verification counts  
10                  on --

11                  A VOICE: Not the real, trust me.

12                  (Laughter)

13                  THE WITNESS: -- he expects me to do  
14                  that. You know, he wouldn't have thought otherwise,  
15                  so what we did is we went and we did verification at  
16                  the intersection of 11th and Hudson --

17                  COMMISSIONER DOYLE: Of course,  
18                  dropping off at the schools, I would imagine, brings  
19                  a lot of people up, you know, that wouldn't  
20                  otherwise be driving through this neighborhood at  
21                  that hour.

22                  COMMISSIONER PINCHEVSKY: Now, maybe it  
23                  is not necessary for you, but for this conversation,  
24                  I thought at the last meeting, I can't remember the  
25                  exact point that was made, but somebody had a very

1 good point about not making that a left-hand turn,  
2 and I thought it was almost agreed upon that  
3 everybody wanted that to not be the case. They did  
4 not want a left-hand turn.

5 Am I misremembering that, or was there  
6 a discussion on that topic?

7 CHAIRMAN HOLTZMAN: I don't remember it  
8 that way. There was a debate about it, but that is  
9 part of the reason we had these guys create the  
10 model, as opposed to all of us sitting here and  
11 debating it, and you saying, hey, I thought there  
12 would be more traffic traveling northbound on  
13 getting out of Hoboken to the north. The reality is  
14 that that's not what the numbers prove.

15 COMMISSIONER PINCHEVSKY: But making a  
16 left-hand turn definitely opens not the flood gates,  
17 but it definitely increases the amount of traffic on  
18 that road because people now can use it as an  
19 alternative.

20 THE WITNESS: Right.

21 But I wanted to point out that what we  
22 have discovered in the running of the model is  
23 primarily is the folks that are within the  
24 development, it is not the most convenient thing in  
25 the world to come down Hudson, make a left.

1                   Remember, in order to get off Hudson to  
2                   come down to Sinatra Drive North, you are going to  
3                   have to make a left. It is not the easiest thing to  
4                   do.

5                   So all said and done, we find that most  
6                   of the cars on Hudson will stay on Hudson, and  
7                   primarily allowing this left turn out gets -- it is  
8                   that double benefit we get, because instead of them  
9                   coming out to Hudson and making a left and me having  
10                  to service those cars with green time on the side  
11                  street, I now get to put that on Hudson through  
12                  traffic. So by allowing the left turn out at  
13                  Sinatra Drive North onto Frank Sinatra Drive, I get  
14                  two significant benefits.

15                  One is: There are less cars turning  
16                  off 11th and 12th onto Hudson, and the second  
17                  benefit is by me not having that many cars coming to  
18                  that intersection, I can put more green time on the  
19                  southbound of Hudson.

20                  Does that answer your question?

21                  Does it help?

22                  COMMISSIONER PINCHEVSKY: Yeah.

23                  And then in the evenings, with that  
24                  being the southbound all of the folks coming up  
25                  Sinatra, I mean, it is only one lane then, right, I

1 mean, to get out of Hoboken?

2 THE WITNESS: Right.

3 COMMISSIONER PINCHEVSKY: And that's  
4 the heavier traffic?

5 THE WITNESS: Right.

6 COMMISSIONER PINCHEVSKY: So does that  
7 create an infinite traffic jam as well or --

8 THE WITNESS: No, it does not --

9 COMMISSIONER PINCHEVSKY: It does not.

10 THE WITNESS: -- which is the reason  
11 why I can come to you and make the recommendation I  
12 did. Okay?

13 COMMISSIONER PINCHEVSKY: Okay.

14 THE WITNESS: What you're looking at  
15 right now is the p.m. peak hour.

16 What you will see here is we do get a  
17 bunch of -- if you compare the backup or the traffic  
18 volume on the northbound Frank Sinatra Drive and the  
19 southbound Hudson, all right, you will still notice  
20 that Hudson is very busy, but it clears out every  
21 cycle, so we do continue, you know, to get good  
22 volumes here. And the exiting volumes from here  
23 from time to time get a little busy, but when it  
24 gets to about midway, more people will start making  
25 the turn and going up through the neighborhood.

1                   COMMISSIONER DOYLE: This is the  
2 north --

3                   COMMISSIONER PINCHEVSKY: This is  
4 northbound --

5                   THE WITNESS: Right. This is the  
6 northbound model in the p.m. peak hour.

7                   Would you like -- now, we went through  
8 a lot of stuff here. I can go further --

9                   CHAIRMAN HOLTZMAN: We can also circle  
10 back to this, but I think we should try to get  
11 Yianni in to make a presentation as to what the  
12 components of this are.

13                   Mr. Pantel?

14                   VICE CHAIR MAGALETTA: Can you do both?  
15 I know there's one p.m. --

16                   (Commissioners talking at once.)

17                   CHAIRMAN HOLTZMAN: Tina --

18                   COMMISSIONER GRAHAM: Well, we know  
19 what he wants to do --

20                   CHAIRMAN HOLTZMAN: Okay. So I think  
21 we should bring Yianni up, and maybe we can move  
22 that a little closer --

23                   MR. PANTEL: Great.

24                   CHAIRMAN HOLTZMAN: -- and we will get  
25 a little bit of the on the ground changes, and if

1           you can just turn that down for a second, so it's  
2           not so distracting.

3                         Okay, great.

4                         MR. PANTEL:   Okay.

5                         Good evening.  I appreciate that  
6           presentation,

7                         A VOICE:   Can you turn the board for  
8           the presentation?

9                         MR. GALVIN:  I don't know, can it?

10                        We have to turn the board, so the guys  
11           can see it, all right?

12                        MR. PANTEL:  Turn the board a little at  
13           an angle.

14                        MR. MARIS:  Now it is too far for you,  
15           right?

16                        COMMISSIONER DOYLE:  Don't we have a  
17           sheet for this?

18                        CHAIRMAN HOLTZMAN:  Why don't you just  
19           walk us through it, Yianni?

20                        MR. PANTEL:  Like I said, we appreciate  
21           that presentation.

22                        This obviously is a continuation of our  
23           hearing on this application for an amended  
24           preliminary and final site plan approval, and what  
25           we have done since our last hearing is have meetings

1 with the Board and its consultants, including the  
2 mayor, in fact, and the mayor's chief of staff, and  
3 we are pleased to report that we believe we have  
4 resolved a number of issues that had previously been  
5 raised in connection with the previously proposed  
6 plans.

7 There are a number of significant  
8 differences from what was previously submitted to  
9 what is now before the Board that Yianni will walk  
10 the Board through in a minute.

11 We understand that the mayor is now  
12 supportive of this plan. We hope that the Planning  
13 Board is as well. We were pleased to receive very  
14 favorable reports from your consultants recently,  
15 Mr. Hipolit, of course, and Mr. Roberts, regarding  
16 the plan, and obviously what we are proposing is  
17 certainly supported by the presentation that we just  
18 saw so nicely made by Mr. Jahr.

19 So if there are no further questions at  
20 this point, what we would like to do is keep the  
21 ball rolling and turn it over to Mr. Maris.

22 MR. GALVIN: You're still under oath.

23 Please proceed.

24 Y I A N N I M A R I S, having been previously  
25 sworn, testified as follows:

1 MR. MARIS: Thank you.

2 So before you is our latest plan, and  
3 it's got a revision date --

4 MR. GALVIN: Oh, could you please state  
5 your name?

6 THE WITNESS: Yes. It's Yianni Maris,  
7 M-a-r-i-s.

8 MR. GALVIN: For the court reporter.

9 THE WITNESS: I gave her my card.

10 MR. GALVIN: Well, that's not what she  
11 told me.

12 (Laughter)

13 THE WITNESS: So this is our latest  
14 plan. It has got a revision date of April 10th on  
15 it, and it is the result of a number of meetings  
16 that were had, as Mr. Pantel said.

17 MR. PANTEL: Excuse me. I believe we  
18 should mark this as Exhibit A-4. I believe that is  
19 what we are up to.

20 MR. GALVIN: Is that correct?

21 MS. CARCONE: That's correct, yeah.

22 MR. PANTEL: A-4 with today's date.

23 (Exhibit A-4 marked)

24 THE WITNESS: So just to orient  
25 everybody, we have north up. We have Frank Sinatra

1 Drive North on the right-hand side, and that is  
2 actually where the most substantive changes were  
3 made.

4 We previously had bike lanes on both  
5 sides and parking along Sinatra Drive North. We  
6 removed the parking from the entire length of  
7 Sinatra Drive North. We moved all of the bicycle  
8 lanes to the east side of the road adjacent to the  
9 park and have separated them from the vehicular  
10 traffic lane with a four-foot wide striped buffer.

11 CHAIRMAN HOLTZMAN: So when you say  
12 "all bicycle lanes," you mean there is a northbound  
13 and a southbound lane, correct?

14 THE WITNESS: That's correct. There's  
15 two lanes. Each one is seven foot wide.

16 COMMISSIONER PINCHEVSKY: Both on the  
17 east side?

18 THE WITNESS: They're both on the east  
19 side, and they are shown here in green, so you can  
20 kind of pick them out.

21 MR. PANTEL: They are separated from  
22 the lane of traffic?

23 THE WITNESS: Yes. They are separated  
24 from the lane of traffic by a striped median.

25 MR. HIPOLIT: Can you just go over for

1 the Board the width now? So go to the lane width --

2 THE WITNESS: Sure.

3 We have a 12 foot lane width, four foot  
4 striped buffer barrier --

5 CHAIRMAN HOLTZMAN: So that is a  
6 painted barrier on the pavement, correct?

7 THE WITNESS: That's correct, yes.

8 And then a southbound seven foot wide  
9 bicycle lane and a seven foot wide northbound  
10 bicycle lane adjacent to the curb.

11 Going up to 12th Street, another change  
12 that we have made is we removed the bollards that we  
13 had initially proposed by the intersection of 12th  
14 with Hudson. That was a contested issue for parking  
15 purposes, if you recall. We are no longer going to  
16 be putting those in.

17 MR. HIPOLIT: What about 12th and  
18 Sinatra Drive North?

19 THE WITNESS: The intersection of 12th  
20 and Sinatra Drive North, what we are keeping the  
21 same is the additional curbing and reconfiguration.  
22 However, in our previous drawing we had shown a stop  
23 sign both on the southbound approach on Frank  
24 Sinatra Drive North and also on the eastbound  
25 approach of 12th Street, and that really isn't

1 warranted, so we have removed it.

2 VICE CHAIR MAGALETTA: So what did you  
3 remove, what sign?

4 THE WITNESS: We removed the stop sign  
5 from the 12th Street approach, so there is still a  
6 stop southbound, but at 12th --

7 COMMISSIONER DOYLE: You come up and  
8 make a turn --

9 THE WITNESS: -- exactly. You can make  
10 a left or a right.

11 MR. HIPOLIT: What about if I go to  
12 11th, just to kind of cover the parking spaces on  
13 11th and the loading spaces on 11th?

14 THE WITNESS: So the parking spaces on  
15 11th, there are -- we removed I think it was two  
16 parking spaces on the north side of the road to  
17 allow for the striping or for the lane utilization  
18 to remain the same.

19 Currently there is a shared left  
20 through lane and a shared right through lane, so we  
21 are retaining that, and that kind of forced us to  
22 push the parking to start further back.

23 COMMISSIONER DOYLE: Just at the  
24 western --

25 THE WITNESS: Yeah. It is right here.

1                   You see we added -- rather than having  
2                   parking right up to the intersection, we moved it  
3                   back.

4                   MR. HIPOLIT:   How many spaces do you  
5                   now have on 11th?

6                   THE WITNESS:   Oh, gosh.  On 11th,  
7                   overall we have 27 spaces.  Yeah, and there's no  
8                   parking on Sinatra.

9                   MR. HIPOLIT:   There is going to be four  
10                  loading zones on 11th?

11                  THE WITNESS:   There are, yeah.  We  
12                  didn't change any of the loading zones.

13                  We removed two of the handicapped  
14                  spaces that we had shown, so there is just one right  
15                  now.  Most of the parking restrictions are  
16                  unchanged.

17                  CHAIRMAN HOLTZMAN:  The big addition is  
18                  the crosswalk?

19                  MR. HIPOLIT:   Crosswalks, yeah.

20                  CHAIRMAN HOLTZMAN:  Is that correct?

21                  THE WITNESS:   What's that?

22                  CHAIRMAN HOLTZMAN:  The big addition is  
23                  the crosswalk?

24                  MR. HIPOLIT:   On Sinatra Drive North.

25                  THE WITNESS:   We had that in our

1 earlier drawing.

2 CHAIRMAN HOLTZMAN: Okay.

3 THE WITNESS: Yeah.

4 The one with the solar powered push  
5 button beacon, yes. That was there before.

6 We have added sharrows, which are the  
7 little arrows with the bicycle symbol along 12th  
8 Street because we couldn't put the bike lanes there,  
9 but we were asked to do that.

10 We added a 15 mile an hour speed limit  
11 signs along 11th and along Frank Sinatra Drive  
12 North. There currently are no speed limit signs in  
13 the area.

14 MR. HIPOLIT: The road as a whole, so  
15 Sinatra Drive North between 12th and Sinatra Drive,  
16 11th between Hudson and Sinatra Drive North, and  
17 Maxwell Lane, are they all private roads, privately  
18 owned roads?

19 THE WITNESS: They are, and part of the  
20 reason that we made the changes to 12th specifically  
21 was because of Title 39. We wanted to be able to  
22 make sure that everything is up and up for that.

23 MR. HIPOLIT: Now, is the applicant  
24 going to grant the city Title 29 enforcement over  
25 Sinatra Drive North between 12th and Sinatra Drive?

1 MR. PANTEL: Yes.

2 MR. HIPOLIT: And then is the applicant  
3 also going to grant the city easements over all of  
4 these internal roads, which are private, is the city  
5 to allow access for the general public to cross it?

6 MR. PANTEL: Yes.

7 MR. HIPOLIT: But all of the roads are  
8 maintained in the ownership of the developer?

9 MR. PANTEL: Yes, correct. The  
10 easement that should be granted by the association  
11 because the roads are now covered under their master  
12 deed, but we agreed to that as a condition --

13 MR. HIPOLIT: And because you own the  
14 roads, everything else on this plan, you are paying  
15 to do?

16 MR. PANTEL: The applicant will pay for  
17 what is shown on these plans. That is correct.

18 THE WITNESS: Yes.

19 CHAIRMAN HOLTZMAN: Go ahead, Dennis.

20 MR. GALVIN: Title 39 you said was  
21 going to apply where?

22 MR. HIPOLIT: On Sinatra Drive North  
23 between Sinatra Drive and the 12th Street  
24 intersection on their development, so all Sinatra  
25 Drive North in their development.

1                   MR. PANTEL:    And the access easement  
2                   will be granted by the association, which now  
3                   controls the ownership of the roads under the master  
4                   deed, and that would be the access to the public  
5                   over the privately owned roads within the complex.

6                   COMMISSIONER DOYLE:  I am not sure if I  
7                   am the only one in the room.  Can somebody just in  
8                   two sentences explain Title 39?

9                   MR. HIPOLIT:  Title 39 allows your  
10                  police department to enforce the traffic regulations  
11                  that are either signed or striped out there.

12                  So on Maxwell Lane and 11th Street, the  
13                  development themselves will be responsible for it --

14                  VICE CHAIR MAGALETTA:  Title 39 is  
15                  for --

16                  (Commissioners talking at once.)

17                  COMMISSIONER GRAHAM:  I'm sorry.  I  
18                  couldn't hear --

19                  THE REPORTER:  I can't hear you either.

20                  CHAIRMAN HOLTZMAN:  Okay.  Time out.  
21                  Andy, just start again and say it  
22                  clearly.

23                  COMMISSIONER GRAHAM:  Yes.

24                  MR. HIPOLIT:  Title 39 allows your  
25                  police department to enforce the traffic regulations

1 that are in place out there, either be it signed or  
2 striped, speed limit, parking, whatever it may be --

3 COMMISSIONER GRAHAM: What did you say  
4 about Maxwell Lane?

5 MR. HIPOLIT: Maxwell Lane and 11th  
6 Street would not have Title 39, and the development  
7 itself would enforce the regulations for parking  
8 wherever it may be.

9 COMMISSIONER GRAHAM: Why is that?

10 MR. HIPOLIT: They are private roads.  
11 Why would the city enforce it?

12 COMMISSIONER GRAHAM: Okay. But why  
13 are we leaving that private and not 39, and why is  
14 the other 39 --

15 CHAIRMAN HOLTZMAN: All of the roads in  
16 this redevelopment zone are private roads.

17 COMMISSIONER GRAHAM: No. I understand  
18 that, but they are granting 39 to Sinatra Drive  
19 North --

20 MR. HIPOLIT: Yeah. The theory behind  
21 it was Sinatra Drive North being more of a through  
22 road and having the bike lanes on it, and having  
23 potential conflicts with pedestrians, that it was  
24 important to have police presence to be able to give  
25 tickets for spending on that street.

1                   There is no parking on that street, so  
2                   the police are not going to be responsible for any  
3                   parking enforcement. On Maxwell Lane and/or 11th  
4                   and that internal road, there is just a lot of  
5                   parking on it, so if the city had enforcement over  
6                   that, the city would become a parking enforcement,  
7                   which the city does not want to do.

8                   COMMISSIONER GRAHAM: I see. Okay.

9                   COMMISSIONER MC KENZIE: Question:  
10                  Does the city -- do the police have the right of  
11                  pursuit on those roads?

12                  MR. HIPOLIT: Yes.

13                  MR. GALVIN: Not only that, even though  
14                  you can't give a ticket for say speeding, you can  
15                  still give a ticket for careless driving. You can  
16                  even give a ticket for careless driving on private  
17                  property, or reckless driving, but it really narrows  
18                  down what the police can do. There is like two or  
19                  three things they can do.

20                  COMMISSIONER PINCHEVSKY: So the city  
21                  does not have Title 39 you said --

22                  MR. HIPOLIT: They do currently --

23                  COMMISSIONER PINCHEVSKY: -- on 11th  
24                  Street?

25                  MR. HIPOLIT: -- currently on none of

1 those streets.

2 COMMISSIONER PINCHEVSKY: And if they  
3 don't have it on 11th Street, all these signs for no  
4 parking, if somebody does park there, what is the --

5 MR. HIPOLIT: The development enforces  
6 it with their own towing company.

7 MR. PANTEL: Which is what they have  
8 been doing for several years, and it is working  
9 quite well. They are quite strict about it,  
10 including towing.

11 (Laughter)

12 COMMISSIONER GRAHAM: Do you have  
13 experience with it?

14 MR. PANTEL: Not personally,  
15 fortunately.

16 (Laughter)

17 CHAIRMAN HOLTZMAN: Okay.

18 COMMISSIONER FORBES: I have a  
19 question.

20 CHAIRMAN HOLTZMAN: Sure. Go ahead.

21 COMMISSIONER FORBES: In looking at the  
22 parking spaces where you have the 7 a.m. to 7 p.m.,  
23 it looks like -- and I just wanted to have  
24 clarification on that -- the handicapped spot is  
25 actually in a no parking 7 a.m. to 7 p.m. Is there

1 a reason for that that's, you know, that now you  
2 can't even -- there's not going to be --

3 THE WITNESS: No. That was an  
4 oversight. It was supposed to be moved to that spot  
5 just west in that kind of like little outlier.

6 VICE CHAIR MAGALETTA: Do you show --

7 THE WITNESS: There is a handicapped  
8 spot here, which is within the restricted --

9 VICE CHAIR MAGALETTA: Thank you.

10 THE WITNESS: -- right here --

11 COMMISSIONER PINCHEVSKY: Did you  
12 reduce the number of no parking -- I thought that  
13 was really a big issue or a big topic of discussion  
14 last time was the 7 a.m. to 7 p.m. In fact, I think  
15 it was a very big discussion, and I guess -- I think  
16 they are all still here --

17 THE WITNESS: They are.

18 COMMISSIONER PINCHEVSKY: -- what was  
19 the thought process on that?

20 THE WITNESS: There is no desire to  
21 change that by the homeowner's association. That is  
22 still there to serve the schools that are in the  
23 area.

24 COMMISSIONER PINCHEVSKY: For 12 hours?  
25 For a 12-hour stretch?

1 THE WITNESS: Yes.

2 VICE CHAIR MAGALETTA: There's no  
3 limitation on the weekends either for that, though,  
4 according to these signs. It is seven days a week,  
5 so that will be enforced seven days a week, Sundays  
6 as well?

7 THE WITNESS: Yes.

8 VICE CHAIR MAGALETTA: Okay.

9 So it is for school purposes, but there  
10 is no school on Saturday and Sunday, so I am kind of  
11 confused how it is being enforced on the weekends.

12 COMMISSIONER PINCHEVSKY: So it is not  
13 for school purposes.

14 VICE CHAIR MAGALETTA: That was my  
15 point.

16 CHAIRMAN HOLTZMAN: He was being  
17 factitious.

18 COMMISSIONER PINCHEVSKY: Well,  
19 sometimes I need it spelled out.

20 THE WITNESS: The last change that we  
21 have on the plan from the earlier one is the  
22 addition of the left turn from Frank Sinatra Drive  
23 North to Sinatra Drive.

24 MR. HIPOLIT: And that includes the  
25 improvements in the sense of --

1                   THE WITNESS: That includes the  
2 bump-outs and the additional curbing, the sidewalk  
3 to be added --

4                   COMMISSIONER PINCHEVSKY: What was the  
5 number of parking spots on 11th Street again?

6                   THE WITNESS: 27.

7                   COMMISSIONER PINCHEVSKY: That's good  
8 enough.

9                   THE WITNESS: It is on the plan there.

10                  COMMISSIONER FORBES: I was going to  
11 say I am only counting 25. There are 14 of those  
12 spaces that are set aside with the -- the 14 I think  
13 that are -- don't have that 7 a.m. to 7 p.m. and  
14 then there's 11 that do or vice versa?

15                  THE WITNESS: You're right. The two  
16 that we removed for the right turn lane at 12th --

17                  COMMISSIONER FORBES: So there is 25  
18 spaces total.

19                  CHAIRMAN HOLTZMAN: So actually let's  
20 correct the record. I guess there are 25 spaces.

21                  Thank you, Director Forbes. I  
22 appreciate the math.

23                  COMMISSIONER PINCHEVSKY: No parking  
24 spots are not even dropped -- I mean, a car is not  
25 allowed to enter that spot at all, or am I

1 misreading that?

2 Like a drop off zone --

3 THE WITNESS: I am not sure how the  
4 homeowners's association will enforce it.

5 MR. PANTEL: We actually do have the  
6 president of the association here, who I would like  
7 to call as my second witness to respond to a few  
8 details along those lines.

9 CHAIRMAN HOLTZMAN: Caleb?

10 COMMISSIONER MC KENZIE: Yes.

11 This is sort of a general question.  
12 When the crosswalk meets the bike lane, how does  
13 that work?

14 I mean, how is it supposed to work in  
15 general, not just yours, but --

16 THE WITNESS: Well, we actually have  
17 signage that bicycles must yield to pedestrians.

18 MR. GALVIN: Time out.

19 If the councilman wants to vote on  
20 this, he has to come back and sit. He is new to the  
21 procedure.

22 CHAIRMAN HOLTZMAN: He's new to the  
23 procedure, yeah.

24 I guess we will have to take a  
25 two-minute break here while Mr. Doyle excuses

1 himself.

2 MR. GALVIN: Sorry, guys.

3 CHAIRMAN HOLTZMAN: Talk amongst  
4 yourselves.

5 MR. GALVIN: Smoke 'em if you got 'em.

6 (Laughter)

7 (Recess taken)

8 CHAIRMAN HOLTZMAN: Okay.

9 Mr. Pantel, our councilman has  
10 returned. We can continue with the meeting.

11 MR. PANTEL: I appreciate the alertness  
12 of your counsel.

13 As we proceed, I would like to go  
14 back --

15 CHAIRMAN HOLTZMAN: Sure. Hang on one  
16 second, everybody.

17 Hey, guys. Great. Thanks so much.

18 Mr. Pantel, the floor is yours.

19 MR. PANTEL: Thank you.

20 I am going to have Mr. Maris go back to  
21 one question that was raised a few minutes ago about  
22 the signage that regulates parking between the hours  
23 of 7 a.m. and 7 p.m. --

24 THE WITNESS: Right. And whether they  
25 were going to have those same restrictions on

1 weekends.

2           So currently the restrictions are  
3 Monday to Friday. It is inconsistently applied  
4 throughout 11th Street, and the intent is to have  
5 that be the situation on the entire 11th Street, so  
6 the restrictions would only be Monday to Friday, 7  
7 to 7, which is consistent with other schools in and  
8 around Hoboken.

9           VICE CHAIR MAGALETTA: That's partially  
10 consistent. But the sign will say Monday to Friday?

11          THE WITNESS: Correct, yes. There are  
12 some out there already.

13          VICE CHAIR MAGALETTA: Because there  
14 are signs -- the reason I asked is because on the  
15 exhibit, there is no limitation on days of the week.

16          THE WITNESS: Right.

17          VICE CHAIR MAGALETTA: Again, you said  
18 it's the schools, but the schools are 8 to 3 no  
19 parking with a three-minute drop-off, so it's not  
20 consistent with the town, but I understand this is  
21 within your development.

22          THE WITNESS: Right.

23          CHAIRMAN HOLTZMAN: Mr. Hipolit, can  
24 you just make a note of that, and I think you just  
25 did, to make sure that we get the signage corrected

1 and everything?

2 MR. HIPOLIT: Yes.

3 CHAIRMAN HOLTZMAN: Commissioner

4 Pinchevsky, I think you had a question.

5 Did you have question?

6 COMMISSIONER PINCHEVSKY: Yes. Thank  
7 you.

8 The parking -- given that this is  
9 private property, the parking, if a space is  
10 available, open to any member of the public,  
11 and is it the intention --

12 THE WITNESS: Uh-huh.

13 CHAIRMAN HOLTZMAN: Is that a yes?

14 THE WITNESS: Yes.

15 COMMISSIONER PINCHEVSKY: And is it the  
16 intention to keep it that way, meaning tomorrow you  
17 wouldn't just say, you need to have a neighborhood  
18 decal to park there?

19 MR. PANTEL: No.

20 (Audience talking at once.)

21 MR. PANTEL: No, but the association  
22 president again will --

23 MR. HIPOLIT: And this is -- this is  
24 part of --

25 COMMISSIONER GRAHAM: Let's let her

1 talk --

2 THE REPORTER: I'm sorry, but everyone  
3 can't talk at the same time.

4 CHAIRMAN HOLTZMAN: One at a time.  
5 Mr. Pantel?

6 MR. PANTEL: Yes. I would like to have  
7 the association president.

8 COMMISSIONER PINCHEVSKY: Yeah. I  
9 thought we were holding out for the association  
10 president.

11 CHAIRMAN HOLTZMAN: Great.

12 MR. PANTEL: But not yet.

13 (Laughter)

14 CHAIRMAN HOLTZMAN: Hang on one second.

15 Mr. Galvin, did you want to add  
16 something to that?

17 No? I'm sorry. I thought you --

18 MR. GALVIN: I just wanted to get  
19 everyone to speak one at a time because the court  
20 reporter can only pick up one person at a time.

21 CHAIRMAN HOLTZMAN: Thank you.

22 Director?

23 No?

24 Caleb?

25 COMMISSIONER MC KENZIE: No.

1 CHAIRMAN HOLTZMAN: Ms. Graham?

2 COMMISSIONER GRAHAM: I would like to  
3 hear from the association president.

4 MR. GALVIN: Well, actually --

5 CHAIRMAN HOLTZMAN: Are you finished  
6 there?

7 Hold on one second.

8 VICE CHAIR MAGALETTA: I want to follow  
9 up on Mr. McKenzie's question.

10 Did you finish asking your question?

11 COMMISSIONER MC KENZIE: The only  
12 thing, I guess, a follow-up to that would be: Do  
13 they do that, do they stop?

14 CHAIRMAN HOLTZMAN: Do they stop what?

15 THE WITNESS: Do bicycles stop --

16 COMMISSIONER MC KENZIE: For  
17 pedestrians, like they are supposed to?

18 THE WITNESS: -- well, I mean, there  
19 are going to be stop signs out there, like vehicular  
20 stop signs, and at the crossings, pedestrian  
21 crosswalks, there is signs saying that they must  
22 yield to pedestrians.

23 COMMISSIONER MC KENZIE: So I guess  
24 because whether it is New York or here, I don't see  
25 that happening, and I worry about it, especially

1 where pedestrians have to cross that or cars, people  
2 get out of cars and have to cross the bike lanes,  
3 that there is going to be problems, so it will have  
4 to be policed, I guess, and it is pretty obvious in  
5 this case, you know, because you can see it  
6 happening.

7 CHAIRMAN HOLTZMAN: Andy?

8 MR. HIPOLIT: From a Title 39  
9 perspective, Sinatra Drive North will have Title 39.  
10 Bikes have to yield to pedestrians just like cars.  
11 That's the law.

12 The other thing I'll say is, just so  
13 the Board understands, the plan that they are going  
14 to submit with whatever revisions you make tonight  
15 is part of their amended site plan approval. They  
16 can't just come in tomorrow and start changing  
17 signs, even though it's private property. This is  
18 part of their approval.

19 So there is a question about whether  
20 they can, all of a sudden, take a parking sign and  
21 change it to something else. In my opinion, they  
22 can't do that without an amended site plan approval.  
23 Whatever they agree to today is what they are  
24 getting forever.

25 CHAIRMAN HOLTZMAN: Right, which is

1 where we are here today.

2 MR. HIPOLIT: That's why we are here.

3 CHAIRMAN HOLTZMAN: Exactly.

4 MR. PANTEL: We are changing what was  
5 previously approved hopefully.

6 CHAIRMAN HOLTZMAN: Okay.

7 Caleb?

8 COMMISSIONER STRATTON: Can I ask what  
9 material you would be using to stripe the bike  
10 lanes?

11 THE WITNESS: The striping will  
12 probably be paint.

13 COMMISSIONER STRATTON: You are  
14 proposing green bike lanes --

15 CHAIRMAN HOLTZMAN: Caleb, can you just  
16 speak up a little bit?

17 THE WITNESS: The color green, so they  
18 show up --

19 COMMISSIONER STRATTON: So you are not  
20 proposing to color the bike lanes green?

21 THE WITNESS: They could be just  
22 regular pavement with painted --

23 CHAIRMAN HOLTZMAN: Let's be specific.  
24 Hang on one second, Yianni.

25 Let's be real specific about this, Mr.

1 Pantel.

2 MR. PANTEL: Yes.

3 CHAIRMAN HOLTZMAN: I get Caleb's  
4 point.

5 The bike lanes are shown as green. It  
6 is very common, and it is suggested by the  
7 administration in numerous places in the city that  
8 bike lanes be highlighted as green, so that they are  
9 very well designated and shown as bike lanes. I  
10 think that is what Commissioner Stratton is  
11 asking --

12 COMMISSIONER STRATTON: I am not clear  
13 from the plan set here --

14 CHAIRMAN HOLTZMAN: So the question is:  
15 Being that they are just shown as green on the plan,  
16 are they just shown that way for visual enhancement,  
17 or are they going to be green bike lanes like we  
18 have seen in other places?

19 (Counsel confers)

20 MR. PANTEL: Yes, they will be green.

21 (Laughter)

22 CHAIRMAN HOLTZMAN: Thank you.

23 I believe, Caleb, that there is a  
24 standard that the city has kind of created with  
25 different materials because it is not just regular

1 paint, right?

2 COMMISSIONER STRATTON: There's an  
3 epoxy, but --

4 CHAIRMAN HOLTZMAN: Because we don't  
5 want paint that is more slippery.

6 COMMISSIONER STRATTON: Exactly.

7 CHAIRMAN HOLTZMAN: So there is some  
8 spec that you will get from Caleb on this.

9 MR. PANTEL: Fine.

10 COMMISSIONER STRATTON: Then my last  
11 question is the lighted crosswalk, what intersection  
12 was that at again?

13 THE WITNESS: It is mid block crossing  
14 between Park.

15 COMMISSIONER STRATTON: Is there a  
16 specification on the second sheet for that, or is it  
17 called out --

18 THE WITNESS: There was one I think  
19 with our first application. It is solar powered.  
20 There are LEDs that are installed around the  
21 perimeter of the pedestrian sign, and there is a  
22 push button, so that it is activated when somebody  
23 crosses.

24 COMMISSIONER STRATTON: As long as that  
25 specification is called out on the plans and

1 included in the specification sheet, or I would like  
2 to have that called out on the plans --

3 CHAIRMAN HOLTZMAN: Can you be a little  
4 bit more --

5 VICE CHAIR MAGALETTA: Yes. I can't  
6 hear you.

7 CHAIRMAN HOLTZMAN: -- we can't hear  
8 you.

9 COMMISSIONER STRATTON: -- if there is  
10 a lighted --

11 CHAIRMAN HOLTZMAN: Back it up just a  
12 little bit, just with the crosswalk discussion.

13 COMMISSIONER STRATTON: At the mid  
14 block crossing, I am asking for the specification or  
15 the calling out on the plan set that it will be  
16 installed as said at the meeting.

17 CHAIRMAN HOLTZMAN: Go ahead, John.

18 MR. JAHR: Specifically what we would  
19 like to ask is we would like to ask for the lighted  
20 crosswalk sign, which he is proposing, but we would  
21 like ADA compliant push buttons at both of those  
22 locations, and the ADA compliant button will be a  
23 tactical viral push button that talks, okay?

24 So there is no confusion, this is what  
25 the standard is, and we want to meet that standard.

1                   CHAIRMAN HOLTZMAN: That is a federal  
2 standard. Is that correct?

3                   MR. JAHR: Yes, it is.

4                   MR. GALVIN: Is that on the plan  
5 already?

6                   MR. JAHR: It partially is, yeah.  
7 So we just specified exactly what exact push button  
8 we want, and exactly what we want to do.

9                   CHAIRMAN HOLTZMAN: And this is so that  
10 there is no question that then the crosswalk is in  
11 federal ADA compliance and everything else, right?

12                   THE WITNESS: I agree.

13                   MR. GALVIN: So the plan is to be  
14 revised to show a lighted crosswalk and an ADA what?

15                   MR. JAHR: ADA compliant push button.

16                   MR. GALVIN: And on the paint on the  
17 other end, the plan is to indicate that the bike  
18 lanes are to be painted green.

19                   What else -- how else would you say  
20 that?

21                   CHAIRMAN HOLTZMAN: It's some type of  
22 an epoxy. It's not paint, which was the --

23                   COMMISSIONER STRATTON: I would defer  
24 to the recommendation of our engineers on what the  
25 best is.

1                   CHAIRMAN HOLTZMAN: I know there are  
2 some standards for bike lanes. It is not regular  
3 paint.

4                   MR. JAHR: We would like the applicant  
5 to agree to approve to the guidelines reference in  
6 NACTO --

7                   CHAIRMAN HOLTZMAN: Represent what?

8                   MR. JAHR: -- we would like the  
9 applicant to agree to the striping standards set  
10 forth in the NACTO guideline.

11                   COMMISSIONER DOYLE: N-A-T-C-O.

12                   MR. JAHR: For the green.

13                   THE WITNESS: They have three different  
14 options, right, they have --

15                   CHAIRMAN HOLTZMAN: And for those of us  
16 playing at home, the NACTO standard stands for what?

17                   COMMISSIONER STRATTON: National  
18 Association of City Transportation --

19                   CHAIRMAN HOLTZMAN: National  
20 Association --

21                   COMMISSIONER STRATTON: -- I don't know  
22 if this is exactly right. I think that it's the  
23 National Association of City Transportation  
24 Officials.

25                   Is that right?

1 THE WITNESS: City Transportation  
2 Officials.

3 CHAIRMAN HOLTZMAN: It's close enough.

4 THE WITNESS: That is close enough.

5 CHAIRMAN HOLTZMAN: We got it.

6 Commissioner Graham, did you have a  
7 couple questions here?

8 COMMISSIONER GRAHAM: I would like to  
9 wait for the association president.

10 CHAIRMAN HOLTZMAN: Sure. Thank you.

11 VICE CHAIR MAGALETTA: I have a  
12 question.

13 CHAIRMAN HOLTZMAN: Frank?

14 VICE CHAIR MAGALETTA: With respect to  
15 the intersection of Sinatra Drive North and Sinatra  
16 Drive, my question is this: As far as a car is  
17 coming south, and they want to make a left or a  
18 right on to Sinatra Drive, how are the pedestrians  
19 going to cross Sinatra Drive?

20 How are they protected, because it  
21 seems like the cars inch out and runners and whoever  
22 is going to be going across Sinatra Drive, how is  
23 that going to be physically set up, because I can't  
24 tell from this diagram, will it be able to  
25 accommodate a car and pedestrians going across --

1 CHAIRMAN HOLTZMAN: Which intersection?

2 VICE CHAIR MAGALETTA: Sinatra Drive  
3 North and Sinatra Drive --

4 CHAIRMAN HOLTZMAN: The Union Dry Dock  
5 corner.

6 THE WITNESS: Yes, so right here.

7 VICE CHAIR MAGALETTA: Correct.

8 THE WITNESS: There is going to be a  
9 standard pedestrian crosswalk. There is currently  
10 one, but with the bump-outs. We are going to have  
11 to rebuild it and move it further down.

12 MR. HIPOLIT: When you approach a  
13 crosswalk, they have to allow a pedestrian to cross  
14 and stop and then continue --

15 VICE CHAIR MAGALETTA: Right. I  
16 understand that.

17 But let's say a driver comes up to it,  
18 and they stop, like they are supposed to. They  
19 wait, and they go across, and they are inching out  
20 because they can't see traffic --

21 THE WITNESS: Well, they won't have to  
22 inch out any more --

23 CHAIRMAN HOLTZMAN: Hang on a second,  
24 Yianni.

25 MR. PANTEL: Let him finish.

1                   VICE CHAIR MAGALETTA:  -- and now they  
2           are in the crosswalk --

3                   THE WITNESS:  Right.

4                   VICE CHAIR MAGALETTA:  -- so the  
5           question is:  Is there going to be a second  
6           crosswalk to go around the car?

7                   THE WITNESS:  No.

8                   VICE CHAIR MAGALETTA:  So you're  
9           telling me there will be enough room.  Is that what  
10          you're saying?

11                   THE WITNESS:  What's going to happen --  
12          yeah, because right now -- and I think you are  
13          probably expressing a concern based on the existing  
14          condition.

15                   But what happens is people stop at the  
16          existing stop bar, and they want to make an illegal  
17          left, so what they do is they have to inch forward  
18          and inch forward and inch forward, because there is  
19          that fence, you know, so you can't see south.

20                   So you end up inching so far forward,  
21          that you have now blocked the crosswalk.

22                   The bump-outs that we are going to  
23          build here are actually going to allow us to move  
24          the stop bar forward eight feet and the crosswalk  
25          also forward eight feet from its current position,

1 so theoretically there should not be any of this  
2 inching forward because from the stop bar. You will  
3 be able to see far enough down Sinatra to safely  
4 make a left.

5 VICE CHAIR MAGALETTA: Okay. Both  
6 sides, both north and south?

7 THE WITNESS: That's correct, yes.

8 North, you can see all the way up to  
9 the intersection. And to the south you will be able  
10 to see, I forget, four or 500 feet.

11 VICE CHAIR MAGALETTA: Thank you.

12 CHAIRMAN HOLTZMAN: Thank you, Frank.

13 You know, as a follow-up to that, I  
14 want to just put on the record that I think should  
15 this be approved as we see it here, with the  
16 left-hand turn, I would like our traffic team to  
17 revisit the situation, you know, six months later,  
18 and we going to get some report back from the field  
19 to say, hey, how is this working in terms of traffic  
20 flow, but also in terms of pedestrian safety and  
21 stuff like that, so let's put that on the calendar  
22 as well.

23 MR. HIPOLIT: Well, the Board as part  
24 of the approval can retain jurisdiction over the  
25 traffic changes for some period and have it

1 revisited.

2 CHAIRMAN HOLTZMAN: Great. Okay.

3 Any other questions for Yianni at this  
4 point from the Commissioners?

5 (No response)

6 So should we open this up to the public  
7 for questions for Yianni?

8 Any members of the public that want to  
9 question the traffic engineer?

10 Mr. Weaver?

11 MR. WEAVER: Can we see the remainder  
12 of Maser's analysis?

13 CHAIRMAN HOLTZMAN: Not right now.

14 Thank you.

15 Any other questions?

16 Sure. Why don't you come on up  
17 forward.

18 MR. JACOBSON: Tom Jacobson, 1114  
19 Garden Street, J-a-c-o-b-s-o-n.

20 The questions are actually for Mr.  
21 Jahr, because that wasn't opened up.

22 CHAIRMAN HOLTZMAN: Sure. Go ahead.  
23 That's fine.

24 MR. JACOBSON: The first is just a  
25 comment that --

1                   MR. GALVIN: You can't comment. You  
2 have to ask questions right now. We're going to  
3 allow comments later.

4                   MR. JACOBSON: Okay. So it was  
5 actually two questions.

6                   MR. GALVIN: Okay. Go ahead.

7                   MR. JACOBSON: The first was with  
8 regard to your models, if I understood the models  
9 correctly, case number two is the current condition  
10 at the intersection of Sinatra Drive North and  
11 Sinatra Drive. Is that correct?

12                   MR. JAHR: I believe so.

13                   MR. JACOBSON: Okay.

14                   So then the more impeccable question  
15 is: Have you considered the law of unintended  
16 consequences?

17                   So, for example, people are going to  
18 learn very quickly that you can make a left-hand  
19 turn off of North Sinatra Drive onto Sinatra Drive  
20 avoiding the backup at 11th Street and Hudson.

21                   It is difficult currently to make a  
22 left-hand turn prior to 11th Street because it is  
23 two-way traffic. But people are going to be  
24 incited to want to do that because they can avoid  
25 the backup at 11th.

1                   So now you are going to have  
2           potentially people blocking the intersections at  
3           12th, 13th and 14th by trying to make left-hand  
4           turns, and then is that going to create the next  
5           iteration of a traffic study for left-hand turn  
6           lanes on Hudson Street, which would then, you know,  
7           significantly disrupt Hudson Street, as well as  
8           bring additional vehicular traffic on to North  
9           Sinatra Drive, which was not accounted for in the  
10          existing model?

11                   Is that close enough to a question?

12                   MR. GALVIN: Yes. I thought you did a  
13          good job.

14                   (Laughter)

15                   MR. JAHR: The answer to your question  
16          is yes.

17                   MR. JACOBSON: Can you elaborate on  
18          that?

19                   (Laughter)

20                   MR. JAHR: I can --

21                   MR. JACOBSON: Please elaborate as much  
22          as you can.

23                   MR. JAHR: -- even further, but I  
24          thought I would be straightforward and hit it right  
25          head-on.

1                   Like I said, once I started the  
2 modeling process, okay, your first question was, you  
3 know, does that represent what is out there today.

4                   It represents it, but obviously because  
5 I am modeling this, we did take into account that  
6 there would be some people who are going to -- so we  
7 balanced the level of service.

8                   So what we did is we looked at what is  
9 going to happen down at Sinatra Drive North and  
10 Frank Sinatra Drive, and we added more volume off of  
11 Hudson down to there until it got to the point  
12 where, you know, where we're once again back to the  
13 theory of mutual dissatisfaction, so we get  
14 everybody mutually dissatisfied.

15                   So, yes, we did take that into account  
16 when we were marketing our model.

17                   MR. HIPOLIT: Just to expand on that.

18                   When you open up the left turns, the  
19 eternal people that would have come out to Hudson  
20 are not going to do that any more.

21                   John's model adjusted the green times  
22 on 11th and 12th. If there is enough green time on  
23 Hudson, people are not going to leave. There's no  
24 reason to leave. If they can get through, they'll  
25 stay. People only leave when it backs up.

1                   So if you have enough flow north to  
2 south, the cars will stay there. They don't want to  
3 go through the side streets and stop signs and  
4 pedestrians. People don't want to do that --

5                   MR. JACOBSON: All people that live  
6 there don't want that either, so it's --

7                   MR. HIPOLIT: The people who live there  
8 are going to use their roads, so they are going to  
9 stay where they are and stay off of Hudson and be  
10 complete and go north or southbound, so, you know,  
11 those signals being adjusted for green time is  
12 important, so that green time needs to be adjusted  
13 as part of John's model.

14                   MR. JACOBSON: So is there an  
15 anticipation of left-hand turn lanes on Hudson?

16                   MR. JAHR: No. I would not recommend  
17 it, because I don't want to encourage that.

18                   MR. JACOBSON: Okay.

19                   COMMISSIONER GRAHAM: With Hudson and  
20 what?

21                   CHAIRMAN HOLTZMAN: On Hudson anywhere.

22                   MR. JAHR: What he asked is will we add  
23 left turns on Hudson, and I said no, I do not want  
24 to do that. I don't want to encourage that kind of  
25 behavior.

1 COMMISSIONER GRAHAM: But Hudson and  
2 what?

3 MR. JAHR: South Hudson and 11th and  
4 Hudson and 12th --

5 MR. JACOBSON: Going south.

6 MR. JAHR: -- going south, yes.

7 COMMISSIONER GRAHAM: Going south.

8 Okay. All right.

9 CHAIRMAN HOLTZMAN: Any other questions  
10 for Yianni?

11 MR. WEAVER: I do.

12 CHAIRMAN HOLTZMAN: Yes, Dan.

13 MR. WEAVER: So your proposal was no  
14 parking on Frank Sinatra North, correct?

15 THE WITNESS: Yes. A change was made  
16 from our previous, yes, period.

17 MR. WEAVER: Does parallel parking act  
18 as a traffic calming measurement?

19 Can it calm traffic?

20 THE WITNESS: The actual act of  
21 parallel parking?

22 MR. WEAVER: Parallel parking on the  
23 street, does it act as a traffic calming measure?

24 Can it calm traffic?

25 THE WITNESS: I don't think so, no.

1 MR. JAHR: I can answer, if you'd like.

2 I believe that adding parallel parking  
3 to a street does create traffic calming.

4 MR. WEAVER: Thank you.

5 MR. JAHR: Not the safest way to do it,  
6 but it does do it.

7 MR. WEAVER: Thank you.

8 Is it possible -- now, I notice that  
9 you have the vehicular, and then you have a 12 foot  
10 vehicular lane, four inch -- I'm sorry -- four foot  
11 striping that separates the southbound and  
12 northbound bike lanes at seven feet.

13 At any time did you look at widening or  
14 repurposing a portion of the sidewalk as a bike lane  
15 to further isolate and protect the cyclists?

16 THE WITNESS: No.

17 MR. WEAVER: Why was that?

18 THE WITNESS: The task we were given  
19 was to use the existing pavement.

20 MR. JAHR: The other thing is we would  
21 not like to encourage bicyclists to be on the  
22 sidewalk. They are not supposed to.

23 MR. WEAVER: Perhaps sidewalk is a bad  
24 term. I mean, the West Side Highway has asphalt  
25 sidewalks, and it has asphalt bike lanes, which are

1 separated by protective measures.

2 Was that even contemplated here?

3 THE WITNESS: You mean like a raised  
4 curb or something like that?

5 MR. WEAVER: Anything.

6 THE WITNESS: There were other -- yeah,  
7 we went through a couple of iterations, and we ran a  
8 few things, you know, through our head. The  
9 possibility of a curb buffer was thrown out because  
10 we think that's unsafe.

11 You know, there is other things like  
12 putting in planters and stuff like that, which  
13 really increases the costs, especially in the long  
14 term.

15 This is more than adequate, and it is  
16 in that NACTO book, there's a solution to the  
17 situation.

18 MR. WEAVER: Okay. The -- let me  
19 see -- maybe you don't know the answer.

20 Who maintains the streets now?

21 MR. PANTEL: The association maintains  
22 Maintain the streets.

23 MR. WEAVER: So they do all of the  
24 plowing?

25 MR. PANTEL: Yes.

1                   MR. WEAVER:  And they do all of the  
2    paving?

3                   MR. PANTEL:  Yes.

4                   MR. WEAVER:  And at no point will the  
5    city be responsible for that?

6                   MR. PANTEL:  Correct.

7                   MR. WEAVER:  That's all I have for  
8    Yianni right now.

9                   Thank you.

10                  CHAIRMAN HOLTZMAN:  Thank you.

11                  Okay.  Do you have some additional  
12    people for us, Mr. Pantel?

13                  MR. PANTEL:  Yes.  I have one other  
14    witness that I'd like to call, namely, Tina Hahn,  
15    President of the Maxwell Place Homeowners  
16    Association.

17                  MR. GALVIN:  Raise your right hand.

18                  Do you swear to tell the truth, the  
19    whole truth, and nothing but the truth so help you  
20    God?

21                  MS. HAHN:  I do.

22    T I N A   H A H N, having been duly sworn, testified  
23    as follows:

24                  MR. GALVIN:  State your full name for  
25    the record and spell your last name.

1 THE WITNESS: Tina Hahn, H-a-h-n.

2 MR. PANTEL: And could you please  
3 briefly address the Board describing the  
4 association's position on the plan that has been  
5 proposed and responding to a couple questions that  
6 were raised regarding portions of the parking  
7 measures on the private streets within the  
8 development?

9 THE WITNESS: Yes.

10 So as was stated, I am on the Board of  
11 Maxwell Place, and I am speaking on behalf of the  
12 Board. I am authorized to speak on their behalf.

13 I want to make sure that everybody  
14 received my letter as part of the record that was  
15 sent, and I just want to reiterate what was stated  
16 in the letter, that the whole reason for coming to  
17 this application -- for this application coming to  
18 the Planning Board was always rooted in safety.  
19 This started right at the corner of 12th and Hudson  
20 and Sinatra -- not Hudson -- 12th and Sinatra and  
21 the desire to have a stop sign --

22 MR. PANTEL: 12th and Sinatra Drive  
23 North.

24 THE WITNESS: Yes. 12th and Sinatra  
25 Drive North. And the desire to put a stop sign

1       there, so this is how the whole thing started.

2                       We have worked in strong collaboration  
3       with the mayor's office over the last six weeks. I  
4       have been involved in this project for over seven  
5       months now, and we have come to where we are with  
6       this plan. The HOA fully supports the main  
7       priorities, which includes keeping the traffic  
8       southbound on Sinatra Drive North. The traffic  
9       model clearly shows that that is the better way.

10                      The HOA supports the testimony of both  
11       Maser and Maris, so both traffic experts support in  
12       keeping the traffic going southbound. It's the  
13       current way it's set up. It is working well, and we  
14       would like to keep it that way.

15                      We fully support adding the left turn  
16       off of Sinatra Drive North onto Frank Sinatra Drive.

17                      It was proven to us via the traffic  
18       model that it seems to work better for traffic flow,  
19       and the model of the experts is applaudable, and we  
20       back that opinion.

21                      We also support adding the stop sign at  
22       12th Street and Sinatra Drive North. We see it as a  
23       major safety concern that we absolutely need a stop  
24       sign there. As I said, that was the basis for how  
25       the entire application began.

1                   Then we also support adding in the bike  
2                   lanes, which will benefit the entire city and  
3                   community. We will keep in step with the City of  
4                   Hoboken bicycle and pedestrian plans, and we are in  
5                   accordance with all of the guidelines, and we are  
6                   proposing the striping that we believe that is best  
7                   for snow plows and what is needed for doing snow  
8                   removal and for maintenance of these lanes. Being  
9                   that they are private roads, we were concerned about  
10                  the maintenance, and we want to make sure that we  
11                  can maintain them.

12                  So that is the full support of that  
13                  plan.

14                  Did somebody have a question?

15                  I did want to address -- there were a  
16                  couple of things -- in regard to the loading zones  
17                  with the schools, to your point, I added this in the  
18                  letter specifically because this was a hot topic of  
19                  conversation last time.

20                  I do understand that the public schools  
21                  may have different hours, but there are many schools  
22                  that are like the schools in our community,  
23                  including St. Peter and Paul, where the signs are  
24                  Monday to Friday 7 a.m. to 7 p.m. and that's why I  
25                  noted in the letter exactly what the hours are of

1 the school. In particular, when you look at the  
2 Montessori school, two-thirds of the families who  
3 utilize the school do use the extended hours until 7  
4 p.m. so they do need the loading zones from 7 a.m.  
5 to p.m. and that is why we did that.

6 I am trying to think.

7 Was there another specific question in  
8 regard to loading zones or was that it?

9 MR. PANTEL: That was it.

10 CHAIRMAN HOLTZMAN: Commissioner  
11 Graham, did you want the floor?

12 COMMISSIONER GRAHAM: I am still  
13 thinking.

14 CHAIRMAN HOLTZMAN: Okay. We can  
15 circle back.

16 VICE CHAIR MAGALETTA: I am not arguing  
17 with you, but also, the public schools also have  
18 wrap-around hours, so they go before eight o'clock  
19 and after three o'clock, and even up until six  
20 o'clock, and they're still -- the loading zones, the  
21 loading times are 8 to 3 a.m. and I understand the  
22 Montessori hours are different. We have extended  
23 hours in public schools. They're still within that  
24 smaller window, and that is why I raised it.

25 Thank you.

1 I read your letter, and I appreciate  
2 it.

3 CHAIRMAN HOLTZMAN: Thank you,  
4 Commissioner.

5 Commissioner Pinchevsky?

6 COMMISSIONER PINCHEVSKY: I mean, I was  
7 going to echo --

8 CHAIRMAN HOLTZMAN: Okay. You're good?

9 COMMISSIONER PINCHEVSKY: -- your  
10 comment there. I mean, if two-thirds use the  
11 extended hours, then, you know, why are 10 a.m. to 5  
12 p.m. marked off?

13 In terms of, you know, you can't have X  
14 hours in the morning and X hours in the evening as  
15 opposed to the full 12 hour slot.

16 THE WITNESS: I mean, from living there  
17 and just personal experience, when you're there at 8  
18 a.m. in the morning, it can get backed up. You  
19 don't know exactly what the flow is going to be on  
20 any given day, so we have to be able to accommodate  
21 the full time span.

22 There might be certain days where there  
23 are --

24 COMMISSIONER PINCHEVSKY: Yeah. I  
25 think it is a very good, you know, guess that at any

1 time during the day, somebody will eventually pick  
2 up their kid. But it is not -- you know, the  
3 numbers in large are going to be in the morning, and  
4 as you said, two-thirds are after care.

5 So it seems as though these are the  
6 peak times, and that is when you really want to  
7 utilize this no parking for. That's my guess is the  
8 reason for this no parking.

9 Then why limit it to essentially no use  
10 at all for such a huge portion of the day, five days  
11 a week?

12 But, you know, I don't want to get hung  
13 up on that. It's just --

14 THE WITNESS: Yeah, no. And I think  
15 you raise a great point.

16 I mean, when I look at it, it is for  
17 safety reasons. And when you were talking about  
18 parking and parking availability in that area, they  
19 have 180 public parking spaces in our garages.  
20 There is not a parking problem at all in that area.

21 COMMISSIONER PINCHEVSKY: Well, I mean,  
22 I think 180 public parking spaces you're saying?

23 THE WITNESS: Yes. 180 public parking  
24 spaces in our garages.

25 COMMISSIONER PINCHEVSKY: Pay parking?

1                   THE WITNESS: It is pay parking, I  
2 mean, but you have to pay for parking all throughout  
3 Hoboken. If you're parking in the meter, it's five,  
4 if you don't have a resident permit.

5                   COMMISSIONER PINCHEVSKY: Correct.

6                   But if you have a residential permit,  
7 and you want to come up to that area and grab lunch,  
8 and you can't park in eight spots or six spots, you  
9 know, it is in the middle of the day when it is not  
10 being utilized at all. You can see it is a ghost  
11 town in those parking spots for hours, and hours,  
12 and hours at a time. It just seems to be wasted  
13 property, but it is private property. I'm not going  
14 to --

15                  CHAIRMAN HOLTZMAN: Let me throw out a  
16 suggestion.

17                  Perhaps you guys, like all of us, are  
18 going to reflect upon these changes in the future,  
19 and in six months from today you will maybe circle  
20 back with us and give us a little update as to  
21 whether it's working right, it's not working right,  
22 and maybe some adjustments need to be made.

23                  How is that for a --

24                  THE WITNESS: That is a great point.

25                  And I would just say to date, and this

1 is what we currently have, and it has worked very  
2 well.

3 COMMISSIONER PINCHEVSKY: Sure.

4 So I just wanted to kind of get on the  
5 record, I mean, I think it seems like you are  
6 working very, very well with the city, which is  
7 great.

8 I just don't want anything down the  
9 road, should somebody else come in and be in a  
10 position of power, that these spots are to remain  
11 open to all members of the public, not just members  
12 of this specific community --

13 THE WITNESS: Yes.

14 COMMISSIONER PINCHEVSKY: -- and should  
15 that desire change, it would come before the Board  
16 for a request.

17 THE WITNESS: Yes, not a problem.

18 MR. PANTEL: Not a problem.

19 CHAIRMAN HOLTZMAN: Commissioner Peene?

20 COMMISSIONER PEENE: Thank you for  
21 coming here. Thank you for your wonderful letter,  
22 and thank you for illustrating all of the safety  
23 concerns especially with the kids, how many kids go  
24 to the school, all of the details really helped us  
25 make a decision.

1                   My question for you has to do with -- I  
2 notice there is a lot of vacant spaces at the site,  
3 and I know a lot of things are coming on line there,  
4 like LaIsla, the restaurant is opening up an uptown  
5 location at Maxwell Place, 16 Handles just opened up  
6 on the waterfront. There's a lot of --

7                   (Commissioners talking at once)

8                   COMMISSIONER PEENE: -- because the  
9 neighborhood is underserved, I think for options  
10 like that.

11                   Do you anticipate anything else maybe  
12 coming in the site that are in talks right now that  
13 would affect additional traffic?

14                   THE WITNESS: Yeah. I mean, there is  
15 other retail that is in discussion of filling.

16                   As a member of the Board of HOA, there  
17 is nothing that I see a concern on.

18                   I will point out, because you were fair  
19 in your assessment, we as an HOA would really love a  
20 stop sign right here on the corner of 16 Handles of  
21 Sinatra and 11th. We understand it doesn't warrant  
22 it, and that's why it's not on the plan, but we did  
23 have discussions with the mayor's office expressing  
24 the desire to put it there, and we were told that  
25 there could be an opportunity to put it there for

1 pedestrian safety, so we would like that to be  
2 considered, if it could be included in this plan.

3 There is a lot of pedestrian traffic  
4 with people utilizing 16 Handles, as you referenced

5 COMMISSIONER PEENE: Thank you.

6 (Everyone talking at once.)

7 CHAIRMAN HOLTZMAN: Who is talking?

8 COMMISSIONER GRAHAM: I thought I had  
9 some questions, but when thinking this through, I  
10 think that I appreciate the concerns about safety.

11 My concerns were why was this all done  
12 one-way, the other way, and now we are changing it.  
13 We are agreeing to change it -- leave it the way it  
14 is, which actually -- I'm just rambling -- it all  
15 works out okay, and I think that for me now, the  
16 left turn makes a big difference, and I appreciate  
17 the modeling, and I also appreciate Andy's letter.  
18 That really to me was the best in laying out the  
19 benefits of why this was necessary, and I think that  
20 made a big difference for me, so no, I don't have  
21 any more questions, so I think we should go on.

22 CHAIRMAN HOLTZMAN: Thank you,  
23 Commissioner.

24 Commissioner?

25 Councilman?

1 (Board members confer.)

2 MR. GALVIN: Well, yes, in one sense  
3 you are, and in another sense you're a councilman.

4 COMMISSIONER DOYLE: I am not sure, and  
5 I had a couple questions --

6 CHAIRMAN HOLTZMAN: Time is up, let's  
7 go.

8 (Laughter)

9 COMMISSIONER DOYLE: The question about  
10 the 180 spots that you say are beyond the spots that  
11 are deeded to the residents, I think in your letter  
12 you said that they are available for monthly as well  
13 as hourly rates.

14 Do you -- not to put you on the spot,  
15 but do you have any sense, you know, are a hundred  
16 of them monthly spots versus, you know, 80 by the  
17 hour, or I assume that the management company or the  
18 homeowner association would prefer monthly. It is a  
19 steady stream and so forth, but --

20 THE WITNESS: I do not know the exact  
21 numbers, but I do know that if you call them, you  
22 can get a monthly spot easily, which leads me to  
23 believe that there's plenty of them in the whole  
24 building in terms of --

25 COMMISSIONER DOYLE: So which means,

1       there is hourly available.

2                   THE WITNESS:  Yes.  There's hourly  
3       available, and I mean, people utilize those for the  
4       retail locations in the area, so you do want to have  
5       availability for people with retail.

6                   I do want to make sure that I do state  
7       that as an HOA, we did vote on the Title 39 to move  
8       forward with that for Sinatra Drive North.  I wanted  
9       to make clear for the record, that we are in the  
10      process of moving forward with that from an HOA  
11      standpoint.

12                  And I did just want to address -- you  
13      had talked about earlier the traffic patterns, and I  
14      wanted to highlight the fact that a lot of people  
15      who live in that building or live in that area do  
16      work outside of Hoboken and drive their cars to get  
17      to those locations.  They are not going into  
18      Manhattan via ferry or public transport, and I think  
19      that is a lot of the traffic flow there, between  
20      that and kids being dropped off from school.

21                  A lot of people are traveling south  
22      because if you are going to the Turnpike, as you  
23      know, it is easier to get to it via the south part  
24      of Hoboken in its current state before the  
25      construction begins, so many people do choose to

1 travel south versus --

2 COMMISSIONER PINCHEVSKY: It's quicker  
3 to cut through -- it is not really relevant to  
4 this -- but it is quicker to cut through Hoboken  
5 than go over the bridge and come down.

6 THE WITNESS: Yeah, uh-huh. A lot of  
7 people do that. They come down, and they go all the  
8 way down Hudson Street, you go through Observer, and  
9 you can get on the Turnpike.

10 If you are going to southern locations  
11 in the state or going west out 78, it is much easier  
12 to do that in our current state or situation.

13 CHAIRMAN HOLTZMAN: Councilman?

14 COMMISSIONER DOYLE: My other question  
15 was more whether -- and maybe somebody else can tell  
16 me who can answer this question. But I had some  
17 questions, you know, about the exclusion of the  
18 parking on Sinatra North.

19 I don't know that Ms. Hahn is the --  
20 you know, whether there is a planner or it's up to  
21 our planner --

22 CHAIRMAN HOLTZMAN: Is there a specific  
23 question?

24 COMMISSIONER DOYLE: Why is it not  
25 there, that is one question --

1 MR. HIPOLIT: I can answer.

2 There is no parking on Sinatra Drive  
3 North to facilitate the city's plan for bike lanes  
4 with only one lane of traffic, so if you want two  
5 bike lanes north and south, and you're going to have  
6 traffic on the street, you have no room to park on  
7 the street --

8 CHAIRMAN HOLTZMAN: And the protection  
9 for the bike lane.

10 MR. HIPOLIT: Yeah.

11 CHAIRMAN HOLTZMAN: That was key.

12 I think there was a possibility of  
13 squeezing stuff in there, but then the bike lane  
14 wasn't protected, and that became more of a  
15 traffic -- bike safety issue.

16 COMMISSIONER PINCHEVSKY: I think  
17 residents of the building complained last time, too.  
18 There is units right up along the road, right?

19 THE WITNESS: Yes, absolutely. But  
20 this was a big request from the mayor. The mayor in  
21 particular wanted that. She asked us to isolate  
22 that. It was a big sticking point for her, and we  
23 agreed to that.

24 COMMISSIONER DOYLE: Yet, you know, I  
25 am a big cycling advocate, but this bike lane

1 terminates at 12th as proposed, correct?

2 THE WITNESS: As proposed at the  
3 moment, but I believe in the discussions with the  
4 mayor, and I had stated this last time, there is the  
5 larger overall Sinatra Drive redesign happening and  
6 the bigger plan is to --

7 COMMISSIONER DOYLE: That's to the  
8 south, right?

9 THE WITNESS: -- yes, but to connect,  
10 so the goal is to long term connect, so we are  
11 planning for the long term in order to connect with  
12 what would be available after that.

13 CHAIRMAN HOLTZMAN: In your city  
14 council hat, you can I'm sure bring that up to your  
15 city council colleagues.

16 COMMISSIONER DOYLE: That we would make  
17 the Shipyard one-way and have the bike lane --

18 CHAIRMAN HOLTZMAN: Don't even open  
19 that Pandora's box. Don't even start.

20 (Laughter)

21 COMMISSIONER GRAHAM: It's already  
22 nine-ten.

23 COMMISSIONER DOYLE: Okay. I am done.

24 COMMISSIONER GRAHAM: My only  
25 suggestion is that we may want to change the name of

1 Sinatra Drive North to something else. It's very  
2 confusing.

3 COMMISSIONER PEENE: Eli Manning Way.

4 (Laughter)

5 CHAIRMAN HOLTZMAN: Any other  
6 Commissions have any questions for Ms. Hahn?

7 Do any members of the public have any  
8 questions of Ms. Hahn?

9 Thank you, Tina.

10 MR. PANTEL: Thank you.

11 CHAIRMAN HOLTZMAN: So general  
12 comments?

13 MR. GALVIN: Do you have any other  
14 witnesses?

15 MR. PANTEL: I have no other witnesses.  
16 That concludes our presentation.

17 MR. GALVIN: I would think at this  
18 point we open it up to the public for general  
19 comments.

20 CHAIRMAN HOLTZMAN: Any members of the  
21 public for general comment?

22 MR. WEAVER: Is this a comment or  
23 question?

24 MR. GALVIN: You can ask a question,  
25 but it is the comment period.

1 MR. WEAVER: Can we see the p.m.

2 analysis for Maser Consulting?

3 CHAIRMAN HOLTZMAN: It is my

4 understanding that the a.m. analysis has a heavier

5 flow than the p.m. analysis. So to try to expedite,

6 but in answer your question and show you what you

7 would like to see, is there something specific that

8 you are looking for because there are ten different

9 versions of these things.

10 MR. WEAVER: Well, we have already seen

11 half of them, so there's only five.

12 I would like to see his full testimony.

13 MR. JAHR: I could do it in an

14 expedited manner.

15 MR. HIPOLIT: Just show it.

16 CHAIRMAN HOLTZMAN: Fire away. Fire in

17 the hole.

18 MR. GALVIN: Wait a minute. Before we

19 do that, are there any other comments?

20 Does anybody want to get up and speak?

21 CHAIRMAN HOLTZMAN: Sure. In the back

22 here, why don't you come forward?

23 MR. GALVIN: Raise your right hand,

24 sir.

25 Do you swear to tell the truth, the

1 whole truth, and nothing but the truth so help you  
2 God?

3 MR. BEGLEY: Yes.

4 MR. GALVIN: State your full name for  
5 the record.

6 MR. BEGLEY: Matthew Begley,  
7 B-e-g-l-e-y.

8 MR. GALVIN: And your street address,  
9 Mr. Begley.

10 MR. BEGLEY: 1125 Maxwell Lane. I live  
11 in townhouse number 6.

12 I was here last time. I appreciate the  
13 time. I think, you know, we have come a long way  
14 from the hours we spent in November and six months  
15 in discussion with the mayor's office.

16 I think my main concern is I live right  
17 on the street of Sinatra Drive.

18 The main thing is I have three kids  
19 under the age of five, and my wife is crazy, not me,  
20 but the biggest thing --

21 (Laughter)

22 MR. PANTEL: We assume you had  
23 something to do with it.

24 MR. BEGLEY: She says I was there.

25 (Laughter)

1                   The biggest thing I would like to  
2 address is there was a removal of a stop sign at  
3 12th Street heading eastbound.

4                   As Tina noted, this was the main  
5 impetus of this whole discussion years ago, was a  
6 petition to get that intersection better.

7                   I think the eastbound traffic having a  
8 stop sign, although it may not be warranted, I am  
9 not an engineer, pedestrian-wise if anybody is up at  
10 the waterfront on a weekend with the continued  
11 growth and development of not only our community,  
12 but the Shipyard and Hudson Tea and all of the  
13 retail is going in from Starbucks, there is heavy,  
14 heavy pedestrian traffic crossing over Sinatra Drive  
15 North to use the waterfront, our beautiful  
16 waterfront walkway.

17                   The other thing as someone who lives  
18 right there, and safety, and I have my kids crossing  
19 at the crosswalks, all of the driving and people who  
20 are driving their vehicles constantly are enjoying  
21 the natural beautiful view of New York City, so they  
22 are distracted. They have their cell phones out  
23 taking pictures. So even though we might be having  
24 traffic calming measures, there are some that could  
25 be additional ones added.

1           I think Tina brought up the one at 16  
2 Handles. I don't know how you have a plan like this  
3 and not have a stop sign at 16 Handles, because you  
4 mentioned here, hundreds of people. My wife was  
5 actually bumped - I won't say hit there - but bumped  
6 by a car who was just not paying attention, and they  
7 drove through the intersection.

8           I think that a number of the HOA have  
9 voiced that at Board meetings, and I will speak on  
10 behalf of a number of them. A lot of my neighbors  
11 that two additional stop signs, 12th Street heading  
12 eastbound and Sinatra Drive North heading south at  
13 11th Street would add a lot of safety to the young  
14 families, people walking their dogs.

15           You know, the lighting is okay up at  
16 the Hudson community, but at night, when the city is  
17 lit up, it is a beautiful thing. People drive their  
18 cars.

19           Now you have the bike lanes to the  
20 left. The street will get narrower, which is great  
21 and it will slow it down a little bit, but going  
22 through the intersection, adding a stop sign, if  
23 we're talking about safety and traffic measures, I  
24 think that would be beneficial.

25           CHAIRMAN HOLTZMAN: Let me just jump in

1 here real quick.

2 I appreciate your concerns. You  
3 expressed them the last time as well.

4 I think if we all learned something  
5 over the last six months, this is an organic  
6 situation, and it's going to change in the future  
7 for sure depending upon additional building lots  
8 that get developed in the near future, and  
9 additional things going on on 15th Street.

10 So I think we have got -- I hope that  
11 you will agree -- I think we got a darn good start  
12 here, and I think it is going to need to I'm sure  
13 change in the future, and I am sure that Ms. Hahn  
14 will be back before us before hopefully not too  
15 soon, but probably sooner than later, that we will  
16 need to make some adjustments to this. So if you  
17 will give us the room to at least try --

18 MR. BEGLEY: Sure.

19 CHAIRMAN HOLTZMAN: -- to move forward  
20 with some plans, so that we can make improvements in  
21 the area altogether.

22 MR. BEGLEY: No, and I agree and I'm  
23 glad we haven't, you know, spoken about other  
24 things. We got side tracked last time. I just  
25 think if it is worth doing, it's worth doing it

1 right, and I just hope we are not here talking about  
2 getting killed there at a stop sign, that that's  
3 when we add it. You know, I don't want to be  
4 reactive. There's an able chance to be proactive,  
5 and I think -- I'm sorry, I forget your name --

6 CHAIRMAN HOLTZMAN: Mr. Jahr.

7 MR. BEGLEY: -- you mentioned that with  
8 Sinatra Drive, especially when you add the left-hand  
9 turn, it will be utilized by the community, but now  
10 it will be utilized by Uber drivers, cab drivers  
11 heading southbound, people who will be going at a  
12 faster rate of speed than the people who live in the  
13 community there.

14 So I think if we are at a tipping  
15 point, I think you mentioned if we made it two-way  
16 or another way, that a tipping point of the street  
17 would add a traffic signal possibility. I think you  
18 mentioned that. So I mean, I am not even asking for  
19 a traffic signal. I'm asking for a stop sign.

20 That is it.

21 Thank you.

22 CHAIRMAN HOLTZMAN: Thank you.

23 Did you have something, sir?

24 MR. GROSSMANN: Yeah.

25 CHAIRMAN HOLTZMAN: Come on up.

1 Tell us who you are.

2 MR. GALVIN: Raise your right hand.

3 Do you swear to tell the truth, the  
4 whole truth, and nothing but the truth so help you  
5 God?

6 MR. GROSSMANN: I do.

7 MR. GALVIN: State your name for the  
8 record and spell your last name.

9 MR. GROSSMANN: Hartmut Grossmann, two  
10 s's and two n's.

11 I understand you --

12 MR. GALVIN: Street address?

13 MR. GROSSMANN: Excuse me?

14 MR. GALVIN: Street address?

15 MR. GROSSMANN: 1025 Maxwell Lane.

16 MR. GALVIN: Okay. Go ahead.

17 Mr. Holtzman, Mr. Chairman, I  
18 understand that you see this as a developing  
19 situation with continued dialogue, but I just wanted  
20 to reiterate and reinforce how concerned a lot of  
21 people, neighbors, other people who utilize the  
22 waterfront are about the absence of a stop sign at  
23 12th.

24 If you come southbound, whether you are  
25 in a car, whether you are on foot, or on a bicycle,

1       you cannot see what's coming down the bend, and  
2       unfortunately, for better or for worse, there are  
3       too many cars who are going too fast there. People  
4       are really concerned about this.

5                So I understand you want to revisit the  
6       situation, but I would really appreciate, and I am  
7       not just saying that for myself, but -- and not only  
8       for the 3000 residents, but also for all of these  
9       people who stream down 11th Street and 12th Street  
10      towards the waterfront. That's --

11               CHAIRMAN HOLTZMAN: Let me try to get  
12      you an answer right here.

13               Mr. Hipolit, is there a reason --  
14      don't -- don't -- stay up here, stay up here.

15               Mr. Hipolit, is there a reason that  
16      this was -- I mean, it's not in their plan that they  
17      presented to us.

18               Can you give us any insight as to why  
19      it wasn't included, or any thoughts on this one?

20               MR. HIPOLIT: I think you said it  
21      pretty good a few minutes ago, and that with respect  
22      to this development, it's a really good start. I  
23      think it has come a long way from when it was  
24      originally proposed, and I think a lot of things are  
25      to improve safety. Things like additional signs and

1 other matters could change, but you still have part  
2 of this building that's pumped out yet at this  
3 point --

4 A VOICE: This is -- I'm sorry --

5 MR. HIPOLIT: -- I mean it could be --

6 CHAIRMAN HOLTZMAN: I don't want to --  
7 here is my trouble. We have a couple citizens who  
8 seem like they are bringing up a valid point. I  
9 just don't want to also get into trouble with  
10 regards to the application of we thinking that these  
11 two people's point is valid and us adding a stop  
12 sign --

13 MR. HIPOLIT: If you are --

14 CHAIRMAN HOLTZMAN: -- we are getting  
15 into trouble there. You have to justify it.

16 MR. HIPOLIT: -- right. If you are  
17 going to get to add a stop sign, you have to meet a  
18 warrant for a stop sign.

19 What would normally happen is the  
20 applicant would present a warrant analysis for the  
21 stop sign, and then the warrant --

22 CHAIRMAN HOLTZMAN: Well, none --

23 MR. HIPOLIT: -- and then the stop sign  
24 can be installed --

25 CHAIRMAN HOLTZMAN: -- and none of that

1 has been done at this point.

2 MR. HIPOLIT: -- right.

3 Well, I think Yianni testified that  
4 they looked at it, and it didn't warrant a sign.

5 CHAIRMAN HOLTZMAN: Okay.

6 MR. HIPOLIT: And he -- I think what  
7 the Board could do, if you want to be a little  
8 proactive on it, we are going to be looking at this  
9 site again some time between now and a year from  
10 now, if it's approved.

11 I think you could put some language in  
12 your approval that says that if your warrant does  
13 come up for a stop sign, that they can install it --

14 CHAIRMAN HOLTZMAN: One more time,  
15 run me through that.

16 MR. HIPOLIT: -- you could put some  
17 language --

18 CHAIRMAN HOLTZMAN: They did a warrant  
19 analysis, and it didn't meet the threshold. Maybe  
20 it is close, but it doesn't meet it. Is that  
21 correct?

22 MR. HIPOLIT: Right now, it doesn't  
23 meet it. But the applicant or the homeowner  
24 association may think it meets it some time in the  
25 future, and may provide a site that shows it meets

1 it. If it does, technically they have to come back  
2 here again.

3 What you could do to expedite the  
4 installation of the sign is to say that if at some  
5 time they produce a warrant analysis that needs a  
6 stop sign, they are about to put in those signs.  
7 They don't have to come back here.

8 CHAIRMAN HOLTZMAN: So kind of like  
9 preapproving it based upon the warrant hitting its  
10 threshold.

11 MR. HIPOLIT: Exactly. At the two  
12 locations, which would be 12th Street coming east  
13 and Sinatra Drive North coming south.

14 CHAIRMAN HOLTZMAN: Does that sound  
15 like a good answer for you, Mr. Grossmann?

16 MR. GROSSMANN: It does because this is  
17 a current concern. This is not something future.  
18 This is, I believe, a past concern that has been  
19 going on and --

20 CHAIRMAN HOLTZMAN: But you  
21 understand --

22 MR. GROSSMANN: -- I understand. But  
23 if we were not in this room -- if we were on site,  
24 you would see, you know --

25 CHAIRMAN HOLTZMAN: Well, let's add it

1 to our list, and I think the Commissioners -- I'm  
2 getting a lot of nods that look like that's a good  
3 idea.

4 MR. GROSSMANN: Thank you.

5 MR. HIPOLIT: Stop signs added at 12th  
6 eastbound --

7 CHAIRMAN HOLTZMAN: Great.

8 Any there any other members of the  
9 public?

10 MR. GALVIN: Wait, wait, wait. I'm  
11 sorry.

12 CHAIRMAN HOLTZMAN: One at a time.

13 MR. HIPOLIT: -- 12th Street eastbound  
14 at the intersection of Sinatra Drive North and --

15 MR. JAHR: Sinatra Drive North  
16 southbound at 11th.

17 MR. GALVIN: I only got the first one  
18 guys. I don't type that fast.

19 MR. JAHR: Sinatra Drive North  
20 southbound at 11th.

21 MR. GALVIN: So I have: If a future  
22 warrant analysis determines that a stop sign is  
23 needed at 12th Street eastbound at the intersection  
24 with I guess Sinatra Drive North -- hold on a  
25 second -- and -- let's put and/or at Sinatra Drive

1 North southbound at 11th.

2 MR. HIPOLIT: Yes.

3 MR. GALVIN: Thank you. Okay.

4 CHAIRMAN HOLTZMAN: Come on up.

5 MR. GALVIN: Do you swear to tell the  
6 truth, the whole truth, and nothing but the truth so  
7 help you God?

8 MR. MARONE: Yes.

9 MR. GALVIN: State your full name for  
10 the record and spell your last name.

11 MR. MARONE: Philip Marone,  
12 M-a-r-o-n-e. And I'm at 1100 Maxwell Lane.

13 I just wanted to thank you for  
14 considering our application.

15 I have been part of the process in many  
16 iterations. I am on the residential and parking  
17 councils and very intimate with the street layouts,  
18 and I just want to voice my support on the behalf of  
19 the entire community, the 1100 building, as well for  
20 the layout that has been proposed here tonight with  
21 the modifications as discussed, and particularly  
22 also in support of the two stop signs that were just  
23 mentioned.

24 I'm not trying to belabor the point,  
25 but just, you know, another person representing many

1 people in the community who feel strongly about  
2 those stop signs and the design we laid out here,  
3 and think that we went through a great process with  
4 the Board, and we think that it is a good solution,  
5 a tenable solution to all of us, and vote for  
6 approval, and thank you for your time.

7 CHAIRMAN HOLTZMAN: Thank you, Mr.  
8 Marone.

9 MR. GALVIN: Raise your right hand.

10 Do you swear to tell the truth, the  
11 whole truth, and nothing but the truth so help you  
12 God?

13 MS. FLORIO: I do.

14 MR. GALVIN: State your full name for  
15 the record and spell your last name.

16 MS. FLORIO: Leslie Florio,  
17 F-l-o-r-i-o.

18 MR. GALVIN: Street address.

19 MS. FLORIO: 1125 Maxwell Lane.

20 MR. GALVIN: Thank you.

21 MS. FLORIO: I'm speaking tonight in  
22 two capacities really. One, as a resident whose  
23 unit overlooks the intersection of 12th Street and  
24 Sinatra Drive North, and secondly, as a member of  
25 the Maxwell Place Board of Trustees.

1                   As the others have mentioned tonight,  
2                   this application really began because of safety, and  
3                   we really hope it ends because of safety for all of  
4                   the people who come to enjoy the waterfront.

5                   I know some of you, you mentioned you  
6                   don't live near the waterfront area. I mean, you  
7                   can't believe what it was like last weekend. It  
8                   looked like the march of the ants going towards a  
9                   coveted piece of food. People were coming from the  
10                  north. They were coming from the south, coming from  
11                  the west. They were jogging, biking, pushing  
12                  strollers with dogs, scooters, everything, and cars,  
13                  everything. It was just unbelievable how many  
14                  people were there.

15                  So I look out my window, and I can't  
16                  tell you how many near misses I have seen at that  
17                  intersection, 12th Street and Sinatra Drive North.  
18                  Cars come bumper to bumper just stopping. There's  
19                  no traffic control.

20                  Pedestrians are confused, trying to  
21                  figure out how to possibly navigate that  
22                  intersection.

23                  So thankfully, there hasn't been any  
24                  serious accidents, but I am hoping, and I think it  
25                  is a matter of time, and I am really hoping that the

1 safety of that intersection is the primary reason we  
2 can push this application forward tonight.

3 I was also part of the plan that was  
4 presented tonight, and I just wanted to mention that  
5 it was truly a collaborative process. I was  
6 privileged to be part of it along with Tina, and we  
7 represented the Maxwell Place Homeowners  
8 Association.

9 The plan, as you can tell, represents a  
10 tremendous amount of research, data collection, two  
11 detailed traffic studies, and many thoughtful  
12 discussions among all the different stakeholders.

13 And all of the parties have spent a lot  
14 of time and a lot of resources to ensure that the  
15 Waterfront Park stays the safe place that I think it  
16 was intended to be, and it can be accessed and used  
17 safely by all of the residents of Hoboken.

18 We also want to make sure that the  
19 Maxwell Place community can continue to function  
20 safely and efficiently within our inner roadways.

21 So as in kind of conclusion, the data  
22 shows that the southbound direction of the traffic  
23 on Sinatra Drive North combined with the left turn,  
24 plus the enhanced pedestrian crossing areas all  
25 provide a much safer environment for pedestrians, as

1 well as, as John pointed out, the added benefit of  
2 more efficient traffic flow on Hudson Street.

3 The stop sign pedestrian crossings and  
4 the bump-out at 12th Street solve the original  
5 safety concern, and the bike lanes on Sinatra Drive  
6 North as well as on 11th Street provide safe travel  
7 lanes for bikers that are all coming to use our  
8 beautiful waterfront.

9 So in summary of a resident who watches  
10 near collisions almost every day at 12th Street and  
11 as a Maxwell Place Board member who is really  
12 concerned about the safety of all residents of  
13 Hoboken coming to the waterfront, I just urge you  
14 please move this application forward tonight.

15 The proposed plan resolves the safety  
16 concerns that will continue, the efficient  
17 performance of the roadways within the Maxwell Place  
18 community, and it will benefit all residents of  
19 Hoboken coming to enjoy our waterfront.

20 Thank you.

21 CHAIRMAN HOLTZMAN: Thank you, Ms.  
22 Florio.

23 COMMISSIONER STRATTON: Gary, can I  
24 make a suggestion?

25 CHAIRMAN HOLTZMAN: Sure. Go ahead,

1 Rami -- I'm sorry, Caleb.

2 (Laughter)

3 COMMISSIONER STRATTON: Caleb.

4 At intersections in the city that do  
5 not warrant a stop sign, we typically deploy stop  
6 for pedestrian signage. I would suggest that that  
7 would be an adequate interim fix, if the HOA chose  
8 that they wanted to use them, unless the engineers  
9 do not think that it's a good idea, we have used  
10 those signs before --

11 MR. HIPOLIT: We already did --

12 MR. JAHR: Yes.

13 COMMISSIONER STRATTON: -- and it  
14 alerts drivers to pedestrian crossings, and it is  
15 the state law to stop for pedestrians in the  
16 crosswalks, so --

17 MR. JAHR: Until it meets warrants for  
18 an actual stop sign, that would be a great interim  
19 measure to help motorists be more attentive to  
20 pedestrians.

21 CHAIRMAN HOLTZMAN: So this is a sign  
22 that is the kind that's in the street itself or on a  
23 pole?

24 COMMISSIONER STRATTON: It's in the  
25 street itself.

1 MR. HIPOLIT: It is in the pavement.

2 MR. JAHR: You could do either, but I  
3 like the pavement one better. I like the pavement  
4 one better especially because of the --

5 CHAIRMAN HOLTZMAN: The one that's a  
6 stick at the center line.

7 COMMISSIONER GRAHAM: In Hoboken you  
8 need that, because people just do not pay attention,  
9 and the cops are never there most of the time --

10 CHAIRMAN HOLTZMAN: Okay. That's a  
11 great addition

12 MR. PANTEL: Basically it's state law.

13 MR. JAHR: It is the law. It is the  
14 law, but those signs do have a big impact on  
15 drivers.

16 CHAIRMAN HOLTZMAN: Thank you, Caleb.  
17 You were wearing your Ryan hat on that, so that's  
18 okay.

19 (Laughter)

20 MR. HIPOLIT: Again, just so the Board  
21 understands, if they install those signs as part of  
22 the application, it will be their job to install  
23 them and reinstall them in the wintertime, and then  
24 reinstall them again. They're not city streets.

25 CHAIRMAN HOLTZMAN: Tina, did you hear

1 that?

2 Andy, could you just recap that for  
3 Ms. Hahn?

4 COMMISSIONER PINCHEVSKY: So they need  
5 approval to even put those on the road?

6 MR. HIPOLIT: They should have them as  
7 part of their approval.

8 COMMISSIONER PINCHEVSKY: Can we just  
9 give them approval to put them on, if they choose,  
10 and then they can decide later?

11 MR. GALVIN: I'm working on that --  
12 well, no. They said they needed them, right?

13 COMMISSIONER GRAHAM: Yes, they want  
14 them.

15 COMMISSIONER PINCHEVSKY: The  
16 break-away signs that were just recommended?

17 CHAIRMAN HOLTZMAN: Yes, the little  
18 street thing --

19 COMMISSIONER STRATTON: There is a  
20 number of ways to apply them. There is magnetic  
21 strips. You can bolt them down. You can  
22 temporarily --

23 CHAIRMAN HOLTZMAN: Yes, Ms. Hahn?

24 MS. HAHN: I just want to be clear that  
25 we would be fine doing that on our property at the

1 16 Handles intersection as referenced, but 12th  
2 Street is a county road, so I don't think that  
3 should fall under --

4 (Everyone talking at once)

5 MS. HAHN: -- I don't think that that  
6 would be effectively --

7 MR. WEAVER: You can do it under the  
8 cover of darkness.

9 (Laughter)

10 COMMISSIONER GRAHAM: It's on the  
11 record.

12 MS. HAHN: If the county wanted to  
13 install that, we would happily welcome it, but I  
14 don't think that that is our jurisdiction, so I  
15 don't want to --

16 CHAIRMAN HOLTZMAN: Okay.

17 MR. HIPOLIT: Reinstall your  
18 sidewalk --

19 CHAIRMAN HOLTZMAN: So we get one.  
20 Okay.

21 Any other members of the public that  
22 wish to speak, comments?

23 Okay. Mr. Jahr, you are up.

24 MR. GALVIN: What was that last thing  
25 while we're connecting?

1                   What do we call those?

2                   And until the warrant analysis to  
3 manage the stop sign, the association is going to be  
4 responsible for installing and manage the --

5                   MR. HIPOLIT: Stop for pedestrian  
6 signs.

7                   MR. GALVIN: What streets?

8                   MR. HIPOLIT: 11th and Sinatra Drive  
9 North.

10                   COMMISSIONER DOYLE: Southbound at  
11 Sinatra Drive North at 11th Street.

12                   MR. PANTEL: I have one question about  
13 this, showing the model of the p.m.

14                   It it's Mr. Jahr's testimony that the  
15 p.m. -- that the a.m. has the greater flows and  
16 presents the most problematic and potential  
17 situation, then what do we gain by going through the  
18 whole presentation?

19                   CHAIRMAN HOLTZMAN: Thank you, Mr.  
20 Pantel.

21                   We have a request from a member of the  
22 public. We are going to try to accommodate that, so  
23 that is what we are going to do.

24                   MR. PANTEL: No problem.

25                   MR. JAHR: I am going to be quick and

1 efficient for you.

2 VICE CHAIR MAGALETTA: And I have the  
3 same position as well, so --

4 MR. JAHR: What I'm going to go through  
5 is it only serves to solidify or give more examples  
6 of what I testified to at the first part of the  
7 meeting.

8 MR. WEAVER: I have questions about the  
9 first part as soon as we see the conclusion of your  
10 testimony.

11 MR. JAHR: Okay.

12 So what you are looking at is the p.m.  
13 peak hour with Sinatra Drive North being northbound.

14 I will point out, like I did for the  
15 other models, what's happening.

16 This is the p.m. peak hour. You see  
17 with Sinatra Drive North northbound, the traffic  
18 continues to flow well on Hudson and flows well on  
19 Frank Sinatra Drive. There is nothing remarkable to  
20 report about this, except that the Frank Sinatra  
21 Drive traffic in this section, as I am pointing out  
22 with my mouse, you know, continues -- you, know has  
23 a minimum backup.

24 So we are going to go to the next  
25 medal, which is going to be southbound with no left

1 turn.

2 All right. Once again, now this  
3 changes the flow of Sinatra Drive North to  
4 southbound.

5 You will see that we are not allowing  
6 the left turn, so once again, the cars from within  
7 the Maxwell development have to come out to Hudson.

8 You will notice that there is a slight  
9 larger cue that will accumulate on Hudson heading  
10 southbound towards Sinatra Drive.

11 You will notice also that the Frank  
12 Sinatra Drive cue will now get slightly longer  
13 heading back towards Sinatra Drive North.

14 However, in the p.m. hour because the  
15 volumes aren't as intense as the a.m. peak hour, you  
16 will notice that overall the entire model and entire  
17 traffic in the area flows well and in a better  
18 manner than you saw in the a.m. peak hour.

19 All right. I am going to now switch to  
20 allowing the left turn.

21 Okay. In this model, this allows Frank  
22 Sinatra Drive at its intersection with Sinatra Drive  
23 North to allow left turns out onto Frank Sinatra  
24 Drive.

25 You will see that the Hudson Street

1 approaches to 11th and 12th operate better than with  
2 not allowing the left turn. And, once again, the  
3 only area of concern that came out of this model was  
4 the northbound Frank Sinatra Drive heading towards  
5 Hudson, and you will notice that, you know, a  
6 significant volume comes from further down Frank  
7 Sinatra Drive. And, once again, you will see some  
8 cuing, but not back all the way to Sinatra Drive  
9 North.

10 And I am going to go to the last model,  
11 which is a complete waste of time actually, because  
12 it is two-way, and we all spoke about that. I mean,  
13 we've discussed that.

14 MR. WEAVER: Can we see 2A --

15 MR. JAHR: I am going to put it on  
16 right now for you.

17 Okay. This is modeling the traffic  
18 two-way on Sinatra Drive North, which provides an  
19 overall relief of traffic congestion throughout the  
20 area, not as much relief as in the a.m. because  
21 there are higher volumes in the a.m.

22 However, as we discussed earlier, the  
23 traffic slows better throughout the entire system  
24 when you make Sinatra Drive North a two-way street.

25 Okay. Have I covered your concern?

1                   But that is all of the models.

2                   MR. WEAVER: You have. At this point I  
3 wish to make testimony, so would you swear me in?

4                   MR. GALVIN: Raise your right hand.

5                   Do you swear to tell the truth, the  
6 whole truth, and nothing but the truth so help you  
7 God?

8                   MR. WEINER: Yes, I do.

9                   MR. GALVIN: State your full name for  
10 the record and spell your last name.

11                   MR. WEAVER: Daniel David Weaver,  
12 W-e-a-v, as in Victor, e-r.

13                   MR. GALVIN: And your street address?

14                   THE WITNESS: 1141 Garden.

15                   MR. GALVIN: You may proceed.

16                   MR. WEAVER: Your model -- maybe we can  
17 bring it back up -- your model never shows the  
18 traffic northbound on Frank Sinatra.

19                   Could you bring up the model back up in  
20 the p.m.?

21                   So it never shows northbound traffic  
22 backing up past the mid point of --

23                   MR. JAHR: Okay. Which -- which --  
24 okay -- we have four different things to pick.

25                   You want --

1                   MR. WEAVER: Any one of them, any of  
2 your p.m. analyses, they never show the northbound  
3 Frank Sinatra traffic backing up past the mid point  
4 of the park, but yet --

5                   MR. JAHR: Right.

6                   We know for a fact from time to time,  
7 that it does.

8                   MR. WEAVER: It does. But your  
9 analysis doesn't take that into account.

10                  MR. JAHR: No. In fact, my analysis  
11 does take it into account. My analysis proposes  
12 that there will need to be some timing changes at  
13 the intersection of 12th.

14                  THE WITNESS: So your analysis doesn't  
15 actually show real life conditions --

16                  MR. JAHR: I can show you -- there is a  
17 different model that I don't have with me tonight  
18 that shows the exact of what's happening today.  
19 That's how I calibrated this model.

20                  MR. WEAVER: Okay. So it doesn't show  
21 today's conditions. It shows --

22                  MR. JAHR: From tomorrow's --

23                  MR. WEAVER: -- the tweaked  
24 conditions --

25                  MR. JAHR: Right.

1                   MR. WEAVER: How do we get -- how do we  
2 get those tweaked conditions to happen?

3                   Who controls those lights?

4                   MR. JAHR: We need to make some minor  
5 timing changes. The city is already in discussions  
6 about it. We need to make some minor timing changes  
7 at the intersection of 12th -- again, until we put  
8 the left turn in, it doesn't make any sense to make  
9 these changes because we need to go to the county to  
10 change the light.

11                  THE WITNESS: So there is no left turn,  
12 and you are showing tweaks, which we have no control  
13 over.

14                  MR. JAHR: I'm not sure --

15                  MR. WEAVER: You're showing tweaks --

16                  MR. JAHN: That is not correct. We're  
17 working with the county demands --

18                  MR. HIPOLIT: No, no --

19                  (Everyone talking at once.)

20                  MR. REPORTER: Wait a second. You  
21 can't all talk at once.

22                  CHAIRMAN HOLTZMAN: One at a time,  
23 guys.

24                  Andy first.

25                  THE WITNESS: I just want to -- for the

1 record, your analysis is showing controls over  
2 lights, which the City of Hoboken doesn't have.  
3 Nobody in this room can control those lights, right?

4 MR. HIPOLIT: Let me stop you.

5 So what happens is the county has  
6 lights in Hoboken. All Hoboken has to do is make a  
7 request for a timing change, and the county will  
8 change it. It's easy to do it, as long as you have  
9 a study that shows it works, and we have that. We  
10 did that.

11 MR. WEAVER: But we can't get a light  
12 when we need one on a county road. I am trying to  
13 understand the rules.

14 MR. HIPOLIT: It is a big, big  
15 expense --

16 MR. WEAVER: So what about a left-hand  
17 turning lane, what category does that go in?

18 MR. JAHN: Yeah. You are talking about  
19 entirely different traffic elements, okay?

20 Making a timing adjustment at an  
21 existing traffic signal is nothing more than me  
22 giving them a model and say, "Hey, guys I found a  
23 way to make it better," and they will jump on board  
24 with that in a heartbeat and do it.

25 Adding a left-turn lane, you have to do

1 a warrant. You have to do counts, and you have to  
2 justify the need for it.

3 MR. WEAVER: But are you advocating a  
4 left-hand turning lane --

5 MR. JAHN: No.

6 What we discovered is that in order --  
7 we can actually make things better, even better than  
8 my model is predicting right now only in the p.m.  
9 peak hour. I want to point out, if we were to able  
10 to find the geometry maybe some day to add a 50 foot  
11 long left turn cue bay on Frank Sinatra Drive  
12 heading towards Hudson, but that's not shown here.  
13 We never put that in this model to show you.

14 MR. WEAVER: Thank you.

15 Which brings up an interesting point.

16 Your destinations for the traffic  
17 volumes that you show, how do you determine whether  
18 a destination would be, because a lot of the traffic  
19 in my experience is traffic which wants to go to the  
20 north end of Hoboken, east of Washington, and north  
21 of say Sixth Street because at Fourth Street, they  
22 can pull out and go onto Washington and get to their  
23 destinations. We are really talking about traffic  
24 which -- and if you are going west of Washington,  
25 you will really take Washington, Bloomfield, Park to

1 those destinations.

2 You are not going to bother to get into  
3 the east side traffic.

4 So really what we're talking about are  
5 destinations which are solely within or primarily  
6 within Shipyard and Maxwell Place, which would  
7 benefit greatly from a northbound Sinatra North.

8 So what were your ultimate  
9 destinations, and how did you calculate that for  
10 your model?

11 MR. JAHR: This is all based on the  
12 existing traffic that is out there today, so I don't  
13 need to worry about what everybody's destinations  
14 are because they are already there.

15 MR. HIPOLIT: They're doing that now --

16 MR. JAHR: They are already doing it  
17 now.

18 MR. WEAVER: How do you take into  
19 account the fact that I want to go to 1  
20 Constitution, and it is better for me to take that  
21 north on Hoboken -- on Frank Sinatra North than it  
22 is for me to go up and make the right onto Hudson,  
23 how does your model accommodate that?

24 MR. JAHR: My model accommodates -- you  
25 are talking about only two models. You're talking

1 about when we changed Frank Sinatra Drive to  
2 northbound -- I'm sorry -- I'm sorry --

3 MR. WEAVER: Which was approved --

4 MR. JAHR: -- when we changed -- so  
5 Sinatra Drive northbound -- to northbound from  
6 southbound, okay. So what we did is we backed out  
7 some of the existing volumes that are going into the  
8 intersection at Frank Sinatra Drive and 11th, and we  
9 moved them over to Sinatra Drive North, okay?

10 And the way we did that was by looking  
11 at the capacity at that intersection and figuring  
12 out how much we can move over and still keep the  
13 intersection of 12th and Hudson working adequately.

14 So we balanced what is happening at  
15 12th and Hudson and what is happening at Frank  
16 Sinatra Drive and Hudson.

17 This is very complicated where we are  
18 going with this, okay?

19 I guess, more importantly, can you be  
20 more specific as to your question as far as, you  
21 know -- you understand what is happening with this  
22 model that we're trying to balance --

23 MR. WEAVER: It's a fluid -- it's a  
24 fluid -- I totally get it.

25 MR. JAHR: -- a full system -- right --

1       so you're trying to really micro in on something,  
2       and in fact, you have to understand that this model  
3       takes into account the whole picture.

4                 MR. WEAVER:  It takes into account a  
5       lot of the picture, but even you said it goes on to  
6       infinity, which --

7                 MR. JAHR:  That's a different model.

8                 MR. WEAVER:  -- this was the a.m. --  
9       this was the a.m. --

10                MR. JAHR:  Right.

11                MR. WEAVER:  -- right, was the a.m.  
12       southbound on Hudson, and it goes into infinity,  
13       which testimony it doesn't.  I was just there this  
14       morning, but it goes to the far reaches of your  
15       model, so it just goes to -- and when you change one  
16       thing, it has ripple effects throughout all of  
17       Hoboken, right?

18                MR. JAHR:  Right.

19                MR. WEAVER:  So I guess that is my --  
20       you know, that is my fear is that certain  
21       assumptions were made.  We pulled some people off,  
22       but yet, they are not really showing a full and  
23       accurate picture of what's going to happen tomorrow,  
24       and no one -- it's a crystal ball --

25                MR. GALVIN:  Don't answer.

1                   I think he has tried. He has made an  
2                   adequate attempt to answer your questions, and you  
3                   guys can go back and forth over this over a beer,  
4                   but, you know, I think we hit the limit.

5                   MR. WEAVER: The a.m. southbound on  
6                   Frank Sinatra North, you had some cars coming out,  
7                   coming down and turning right on Frank Sinatra  
8                   North -- I'm sorry -- Frank Sinatra Drive, why would  
9                   they do that?

10                  MR. JAHR: Because right now they are  
11                  going to the day care on the corner.

12                  MR. WEAVER: They are going to the day  
13                  care on the corner?

14                  MR. JAHR: Yes.

15                  MR. WEAVER: You mean they are  
16                  dropping -- they're coming in from out of the area,  
17                  coming in and dropping off and coming down and then  
18                  making the right back out?

19                  MR. JAHR: I had to go check it myself.  
20                  I can tell you with a hundred percent confidence  
21                  that what happened is people come down, and they  
22                  drop off at the day care --

23                  MR. WEAVER: Okay. No, no, that's  
24                  fine.

25                  MR. JAHR: -- and come around the

1 corner --

2 MR. WEAVER: Hum, and you said 2A is a  
3 great job. 2A for traffic, I am quoting you, great  
4 job.

5 MR. GALVIN: No. He said flow, that it  
6 was awesome --

7 MR. WEAVER: For traffic --

8 MR. GALVIN: -- but the number one  
9 objective that he is trying to meet is safety, and  
10 that is not the safest way to do it.

11 MR. WEAVER: And you said primarily the  
12 problem -- and you would put a bunch of lights in,  
13 right, which presumably Maxwell Place would have to  
14 pay for, because it is their private street, which I  
15 understand they don't want to do that --

16 MR. GALVIN: Wait. Time out.

17 Also putting traffic lights, it is not  
18 just a matter of cost. They have to be warranted by  
19 DOT, and it is not easy to get a traffic light.  
20 It's not easy, not at all.

21 MR. WEAVER: If it is a private street,  
22 why does it have to be warranted?

23 MR. JAHR: No matter where you put it,  
24 you got to meet the NEDCD requirements. Just so you  
25 know, that plan you see behind you meets all of the

1 federal requirements for signing and striping. It  
2 has to, whether it's a private street or a public  
3 street, you have to meet those requirements.

4 This Board would not approve the plan  
5 if it didn't meet the minimum requirements from  
6 NEDCD. I couldn't give them that advice.

7 MR. WEAVER: So when you said it would  
8 be great for traffic, and you would put these lights  
9 here, we don't even know if we can have those  
10 lights.

11 CHAIRMAN HOLTZMAN: That is correct.  
12 That's correct.

13 MR. WEAVER: Right. You said it would  
14 be great for traffic --

15 CHAIRMAN HOLTZMAN: Those analyses --

16 MR. JAHR: Yes.

17 CHAIRMAN HOLTZMAN: -- haven't been  
18 done. That's correct.

19 MR. WEAVER: But we don't even know if  
20 we can have those lights there. You don't know if  
21 we can, and you don't know if we can't.

22 MR. HIPOLIT: Correct.

23 MR. JAHR: Correct.

24 MR. WEAVER: If it warrants it.

25 MR. GALVIN: Correct.

1                   MR. WEAVER: Hum, in your professional  
2 opinion, the left-hand turn with the bump-outs, have  
3 you seen the plan for that?

4                   MR. JAHR: Yes.

5                   MR. WEAVER: In your professional  
6 opinion, that's completely safe?

7                   MR. JAHR: Yes. It will provide  
8 adequate sight distance.

9                   In my opinion, no left turn is ever  
10 completely safe, so I do not agree with your  
11 statement that a left turn is completely safe.

12                   CHAIRMAN HOLTZMAN: On the other  
13 hand --

14                   MR. JAHR: On the other hand, with the  
15 bump-outs we're going to place, it will provide  
16 adequate sight distance as required as ASHCO --

17                   MR. HIPOLIT: And we spent some time at  
18 this intersection as it currently exists today,  
19 probably myself about a half a dozen times, and I  
20 don't know how many times John has been there, other  
21 than when I was with him, but we kind of mapped out  
22 what would be the safest way to do it, and that is  
23 where we came with up the bump-outs. We stood out  
24 there and actually measured a map, and that is how  
25 we came up with that.

1                   MR. WEAVER: Hum, I think the last  
2 one -- Title 39, is that in place right now?

3                   MR. GALVIN: No. We are asking them to  
4 do that.

5                   The applicant is to request from the  
6 council that it apply Title 39 to Sinatra Drive  
7 North and between Sinatra Drive and 12th Street.

8                   The other streets will be private  
9 roadways and will not be subject to Title 39.

10                  As I said earlier, though, if somebody  
11 is driving crazy, they are going to get a ticket for  
12 like careless driving or reckless driving.

13                  MR. WEAVER: For you, Dennis, what is  
14 the governing document in this development? Is it  
15 PUD?

16                  MR. GALVIN: I would ask Dave or  
17 Andy --

18                  CHAIRMAN HOLTZMAN: Mr. Roberts?

19                  MR. ROBERTS: It is the developer's  
20 agreement.

21                  MR. GALVIN: Dave, you're still here?

22                  (Laughter)

23                  MR. WEAVER: Since we all agree, I  
24 think it is a fair statement to say we all agree  
25 that that traffic is far reaching implications

1 behind this street.

2 Can they make revisions to this plan  
3 without going before city council?

4 MR. GALVIN: Yes, but not without  
5 coming back before us.

6 MR. WEAVER: Even though there is far  
7 reaching implications to the traffic --

8 MR. GALVIN: I misspoke.

9 They can't make changes without getting  
10 authorization, and where they would get that  
11 authorization is here.

12 MR. PANTEL: Because we have a prior  
13 site plan approval for this project, which we are  
14 seeking to amend now, including changing the course  
15 of direction of traffic on Sinatra Drive North from  
16 northbound to southbound, et cetera.

17 So clearly, let's not forget, this is  
18 an application for amended preliminary and final  
19 site plan approval that this Planning Board fairly  
20 has jurisdiction to review, and we would hope  
21 approve.

22 MR. ROBERTS: The other thing I would  
23 add, Mr. Chairman, is that the Title 39 requirement  
24 is in the existing developer's agreement, but the  
25 difference is the direction of traffic flow.

1                   CHAIRMAN HOLTZMAN: Thank you, Dave.

2                   MR. WEAVER: Lastly, because this Board  
3 has, in my opinion, a horrible track record in  
4 approving things that can't be reversed, Pier 13,  
5 Gary, I would -- and people have talked about snow  
6 and snow removal and snow management. I would  
7 suggest that a 12-month period for review would be  
8 better than six months because then we can see how  
9 this functions in the wintertime as well as in the  
10 summertime when the streets are clear and clean, and  
11 that it be -- that we suggest that it be official  
12 and publicly noticed, their 12-month review.

13                   And One more question: If we did want  
14 to change it back, if the city did want to change it  
15 back, Dennis --

16                   MR. GALVIN: Yes. I think it wouldn't  
17 be that easy to do.

18                   MR. WEAVER: It would not be that easy  
19 to do.

20                   MR. GALVIN: I don't think so.

21                   MR. WEAVER: Just as the removal of  
22 beer pavilions and hum --

23                   MR. GALVIN: I would say being  
24 completely candid with you and honest, which I  
25 always am, is that this was very hard to make all of

1 the moving parts go here and that to get a consensus  
2 that we would change in some significant way would  
3 be a difficult task, not impossible, but difficult.  
4 If we learned stuff when the plan is in action, and  
5 we learned stuff, I would think that things that are  
6 modest would easily be done, but things that are  
7 major, like completely redirecting the traffic flow,  
8 I think that would be a real heavy lift.

9 MR. WEAVER: No, no. That's fair  
10 enough.

11 I mean, the courts have not been kind  
12 to Planning Board's when we get family law judges  
13 who decide to dabble in municipal law.

14 MR. GALVIN: That is why we have the  
15 Appellate Division. I am not worried about it. You  
16 shouldn't either.

17 MR. WEAVER: I do, strangely enough.

18 MR. GALVIN: You can buy me a beer when  
19 I get that reversed.

20 (Laughter)

21 CHAIRMAN HOLTZMAN: And that is on the  
22 record.

23 MR. WEAVER: Yeah, yeah. You are not  
24 going to buy me a beer. You're never going to get  
25 that reversed.

1                   COMMISSIONER GRAHAM: Maybe you all can  
2 go talk about this over a beer and we could --

3                   MR. GALVIN: Sorry. My apologies.

4                   CHAIRMAN HOLTZMAN: Any other questions  
5 for the Board, Dan, or comments?

6                   MR. WEAVER: No. I would just say the  
7 12 months is probably better than the six months.

8                   COMMISSIONER GRAHAM: I would agree  
9 with Mr. Weaver on that.

10                  MR. WEAVER: Thank you.

11                  And I really do appreciate the time on  
12 the Board, and I am sorry I kept you until ten  
13 o'clock. I get to go home now, and you guys get to  
14 stay.

15                  CHAIRMAN HOLTZMAN: Good night, Dan.

16                  (Laughter)

17                  Okay. Dennis, you have a number of  
18 resolutions. Can you read them out for the  
19 Commissioners?

20                  MR. GALVIN: The conditions that I  
21 compiled and, Glenn, I will email these to you, so  
22 you don't have to worry about getting them all.  
23 All right?

24                  The applicant is to request from the  
25 city council that it apply Title 39 to Sinatra Drive

1 North between Sinatra Drive and 12th Street.

2 Two: The applicant is to record an  
3 access easement over all privately owned roads  
4 within the development in order to provide access to  
5 the public. These easements are to be reviewed and  
6 approved by the Board's engineer and the city  
7 attorney.

8 Three: The parking signage is to be  
9 revised to only limit parking -- I put this down.  
10 You might want to change this, though.

11 CHAIRMAN HOLTZMAN: Start begin.

12 MR. GALVIN: The parking signage is to  
13 be revised to only limit parking near schools during  
14 Monday through Friday. There will be no parking  
15 restrictions on the weekends.

16 Is that all right?

17 MR. HIPOLIT: Correct, that's right.

18 CHAIRMAN HOLTZMAN: Did we get that  
19 right?

20 VICE CHAIR MAGALETTA: And holidays.

21 MR. HIPOLIT: Weekends and holidays,  
22 right, yes.

23 CHAIRMAN HOLTZMAN: Did we get that  
24 right?

25 MR. HIPOLIT: Yes.

1 VICE CHAIR MAGALETTA: Yes.

2 MR. GALVIN: No. Don't be quiet.

3 CHAIRMAN HOLTZMAN: Don't be quiet now.

4 MS. HAHN: I say on weekends, yes.

5 On the holidays, I think we just need

6 to evaluate exactly which holidays we are talking

7 about because there's holidays that school is

8 open --

9 CHAIRMAN HOLTZMAN: School is still in  
10 session, right.

11 MS. HAHN: -- actually I would prefer  
12 to leave it as weekends only. It is just cleaner.

13 MR. GALVIN: Is that okay?

14 COMMISSIONER PINCHEVSKY: I think when  
15 public schools are closed.

16 MS. HAHN: That's not saying -- public  
17 schools are closed in the summer --

18 CHAIRMAN HOLTZMAN: Monday through  
19 Friday?

20 COMMISSIONER GRAHAM: Monday through  
21 Friday.

22 COMMISSIONER PEENE: Yes.

23 COMMISSIONER PINCHEVSKY: Specifically  
24 it is 7 a.m. -- no, I don't want that to include the  
25 other signs, right? These are only specifically for

1 the 7 a.m. to 7 p.m. signs.

2 MR. GALVIN: That's what I'm referring  
3 to.

4 MS. HAHN: Exactly.

5 CHAIRMAN HOLTZMAN: Monday through  
6 Friday.

7 MR. GALVIN: All right.

8 Four: The plan is to indicate that  
9 bike lanes are to be painted green and that the  
10 striping is to comply with NACTO guidelines,  
11 N-A-C-T-O.

12 Five: The plan is to be revised -- as  
13 opposed to ASHCO or something like that -- Five:  
14 The plan is to be revised to show a lighted  
15 crosswalk and an ADA compliance push button.

16 Six --

17 COMMISSIONER PINCHEVSKY: Can I  
18 interrupt real quick?

19 I think the striping is what separates  
20 the bike lane from the road, but I think the  
21 painting that you were referring is actually for the  
22 bike lane itself, not the striping.

23 MR. HIPOLIT: It is on the bike lane.

24 COMMISSIONER PINCHEVSKY: But the  
25 striping is what's in between. It's not the actual

1 bike lane, right?

2 The striping is the four foot --

3 MR. HIPOLIT: Striping between it is  
4 regular yellow --

5 COMMISSIONER PINCHEVSKY: -- but I  
6 think what Dennis just said, he was referring to the  
7 striping should be painted in accordance with --

8 CHAIRMAN HOLTZMAN: I think the word is  
9 just a generic word of painting versus striping, but  
10 the green bike lane --

11 COMMISSIONER PINCHEVSKY: -- so I just  
12 think --

13 CHAIRMAN HOLTZMAN: -- paint --

14 COMMISSIONER PINCHEVSKY: -- it's a  
15 minor tweak.

16 CHAIRMAN HOLTZMAN: Right.

17 MR. GALVIN: Six: The Board retains  
18 traffic jurisdiction for a period of --

19 COMMISSIONER DOYLE: You missed five.

20 MR. GALVIN: I missed five?

21 No. I got it. But thank you.

22 COMMISSIONER DOYLE: I'm sorry.

23 MR. GALVIN: No, no. That's good.

24 CHAIRMAN HOLTZMAN: Five was the  
25 lighted crosswalk with an ADA compliant push button.

1 MR. GALVIN: All right.

2 Six: The Board retains traffic  
3 jurisdiction for a period of --

4 MR. HIPOLIT: One year.

5 COMMISSIONER GRAHAM: One year.

6 MR. GALVIN: -- 12 months at the  
7 approval of the memorialized resolution.

8 The Board's professional staff is to  
9 review the impact of the plan and recommend  
10 modifications, if warranted.

11 Does that sound good?

12 MR. HIPOLIT: Yes.

13 MR. GALVIN: Okay.

14 Seven: If a future warrant analysis  
15 determines that a stop sign is needed at 12th Street  
16 eastbound at its intersection with Sinatra Drive  
17 North and/or on Sinatra Drive North southbound at  
18 11th, the Board hereby grants approval for their  
19 installation provided this is accomplished --

20 CHAIRMAN HOLTZMAN: Provided the  
21 warrant is accomplished?

22 MR. GALVIN: No. The installation of  
23 the stop sign is accomplished in consultation with  
24 the Board's engineer and until the warrant analysis  
25 demands a stop sign, the association is going to be

1 responsible to install and manage the stop for  
2 pedestrian signs at the southbound -- southbound  
3 intersection --

4 MR. HIPOLIT: On Sinatra Drive North at  
5 11th.

6 MR. GALVIN: -- at Frank Sinatra North  
7 on 11th Street --

8 MR. JAHR: No. Just Sinatra north.

9 MR. HIPOLIT: On Sinatra Drive North at  
10 11th.

11 CHAIRMAN HOLTZMAN: Let's make sure we  
12 get the language right.

13 Just read it back, please.

14 MR. GALVIN: Pedestrian signs at the  
15 southbound intersection on --

16 COMMISSIONER DOYLE: Of.

17 MR. GALVIN: -- of Frank Sinatra  
18 Drive --

19 MR. JAHR: No, no. Sinatra Drive  
20 North.

21 MR. GALVIN: -- of Frank Sinatra --

22 CHAIRMAN HOLTZMAN: No "Frank." Get  
23 rid of the "Frank."

24 (Laughter)

25 MR. GALVIN: We need a change there,

1 guys.

2 CHAIRMAN HOLTZMAN: Sinatra Drive North  
3 at 11th.

4 MR. GALVIN: Of 11th --

5 CHAIRMAN HOLTZMAN: No. "At."

6 MR. GALVIN: -- at 11th Street.

7 Anything else?

8 COMMISSIONER PINCHEVSKY: There was the  
9 requirement about not making it neighborhood  
10 specific in terms of permanent parking that it's  
11 open to the public --

12 COMMISSIONER FORBES: It's available to  
13 the public --

14 CHAIRMAN HOLTZMAN: That the public  
15 should -- the parking spots are open to the --

16 COMMISSIONER PINCHEVSKY: But the  
17 applicant agreed -- the applicant agreed that the  
18 parking on the private property will remain  
19 available to the public.

20 CHAIRMAN HOLTZMAN: It's sort of built  
21 into the -- yeah --

22 COMMISSIONER PINCHEVSKY: I'm sorry.

23 COMMISSIONER PEENE: Would it be  
24 four-hour meters we see around town or --

25 CHAIRMAN HOLTZMAN: It's a generic

1 statement.

2 MR. GALVIN: So the applicant agreed  
3 that the existing public parking will remain public?

4 COMMISSIONER PINCHEVSKY: The existing  
5 public street parking will remain public.

6 A VOICE: Shall.

7 CHAIRMAN HOLTZMAN: Shall.

8 COMMISSIONER PINCHEVSKY: Shall.

9 Lawyer talk.

10 MR. GALVIN: Let's just change it to  
11 street. The existing street parking will remain  
12 available to the public at large.

13 CHAIRMAN HOLTZMAN: Okay.

14 Are there any other adjustments or  
15 conditions from the Commissioners?

16 MR. PANTEL: Just a nit.

17 Dennis, that the access easement, as I  
18 indicated earlier, over the internal roadways would  
19 actually be granted by the association, which  
20 controls the roads under the master deed and Title  
21 39 will be also requested.

22 MR. GALVIN: So I am using "applicant,"  
23 but you're saying it should be --

24 CHAIRMAN HOLTZMAN: The HOA?

25 MS. HAHN: Yes.

1 MR. PANTEL: Yes.

2 And you heard from the Board members  
3 that they will do that.

4 MR. GALVIN: Okay. So I am changing  
5 "applicant" to "association."

6 CHAIRMAN HOLTZMAN: Do you have  
7 something else?

8 MR. PANTEL: In items one and two.

9 CHAIRMAN HOLTZMAN: One more thing,  
10 Director Forbes?

11 COMMISSIONER FORBES: Just I know that  
12 there was the discussion about the HOA being  
13 responsible for the plowing and --

14 MR. HIPOLIT: Maintenance.

15 COMMISSIONER FORBES: -- maintenance.  
16 So I just wanted to make sure whether that's in the  
17 access easement or otherwise, that that's in that --

18 MR. HIPOLIT: That should go in the  
19 resolution.

20 CHAIRMAN HOLTZMAN: Let's put it in the  
21 resolution just to double say it.

22 MS. HAHN: One quick thing. I just  
23 want to make sure we note the movement of the  
24 handicapped parking spot, too --

25 (Everyone talking at once)

1 CHAIRMAN HOLTZMAN: Time out. Time  
2 out.

3 MR. GALVIN: I didn't get it.

4 CHAIRMAN HOLTZMAN: Time out.

5 MS. HAHN: I'm just saying the  
6 handicapped parking spot.

7 CHAIRMAN HOLTZMAN: One second. Let's  
8 just get --

9 MR. HIPOLIT: The association is  
10 responsible for maintenance of all streets in this  
11 development, and I think to say including snow  
12 plowing.

13 CHAIRMAN HOLTZMAN: Snow plowing,  
14 cleaning. Do we have to list everything?

15 MR. HIPOLIT: No. Director Forbes is  
16 on this Board. It's all maintenance.

17 CHAIRMAN HOLTZMAN: Okay.

18 Yes, Director?

19 COMMISSIONER FORBES: Just that the  
20 correction on the plans for the number of total  
21 parking spaces.

22 CHAIRMAN HOLTZMAN: So we are in  
23 agreement it is 25.

24 MR. HIPOLIT: 25 parking spaces  
25 proposed.

1                   CHAIRMAN HOLTZMAN: Just hang on a  
2 second. Dennis is a half a step behind us here.

3                   A VOICE: I think it was 27 --

4                   MR. PANTEL: No. It is corrected from  
5 27 to 25.

6                   CHAIRMAN HOLTZMAN: 25 parking spaces.  
7 Okay. So you put that in there.

8                   MR. GALVIN: That's awesome.

9                   CHAIRMAN HOLTZMAN: Now, also Tina was  
10 pointing out to us and reiterating the fact that the  
11 handicapped spots --

12                   MR. HIPOLIT: The signs near the  
13 handicapped spots on the -- on 11th --

14                   CHAIRMAN HOLTZMAN: Because there's a  
15 change to what the plan is, so when you take it,  
16 just record it.

17                   Can you just spell that out for Dennis,  
18 please, Andy?

19                   MR. HIPOLIT: The no parking signs near  
20 the handicapped space on 11th need to be adjusted,  
21 and we will work the adjustment out --

22                   CHAIRMAN HOLTZMAN: Needs to be  
23 adjusted to what? Let's give it a little more  
24 specificity.

25                   MR. HIPOLIT: So they can actually park



1       you are trying to follow up on this resolution, that  
2       somebody has to go and then pull out 18 hours of  
3       testimony to figure out what the heck it was. I  
4       want it in the resolution, so that we can have some  
5       ability to make sure the enforcement is correct.

6                   MR. HIPOLIT: Right.

7                   The last thing I have is: No parking  
8       is permitted on Sinatra Drive North.

9                   MR. GALVIN: Got it.

10                  We are going to get revised plans,  
11       right?

12                  So if you get revised plans, once the  
13       plan is revised -- the conditions are for those  
14       things that are not shown on the plan, but if it  
15       comes out right on the plan, then we are okay.

16                  CHAIRMAN HOLTZMAN: I want the language  
17       to be right.

18                  MR. HIPOLIT: There is some language in  
19       my letter that goes in there -- the points in my  
20       letter --

21                  CHAIRMAN HOLTZMAN: I still want the  
22       language in the resolution, please.

23                  Thank you.

24                  COMMISSIONER DOYLE: Are you talking  
25       about something additional?

1                   MR. HIPOLIT: No. They should just  
2 attach my letter to the resolution.

3                   CHAIRMAN HOLTZMAN: What we have  
4 here -- I'm sorry to be a pain in the neck about it,  
5 but what we have here is after things pass through  
6 this Board, they end up in other people's hands that  
7 are in charge of enforcement in the city, and they  
8 sit there and they go, "What are you talking about,  
9 because it's not in the resolution."

10                  MR. GALVIN: It is not spelled out.

11                  CHAIRMAN HOLTZMAN: We are not going to  
12 give them a "What are you talking about" option.

13                  MR. GALVIN: Okay. I got you.

14                  So the plan is to be revised to show  
15 the handicapped parking space as being relocated to  
16 where?

17                  MR. JAHR: To the west side of the  
18 loading zone.

19                  COMMISSIONER DOYLE: To the west side  
20 of the north loading zone --

21                  CHAIRMAN HOLTZMAN: The west side of  
22 the north loading zone on --

23                  COMMISSIONER DOYLE: -- on the western  
24 portion of 11th Street.

25                  There are two loading zones on the

1 north side of 11th Street.

2 CHAIRMAN HOLTZMAN: I am sorry, but I  
3 want to get it right. We have come this far.

4 MR. GALVIN: Okay. Got it.

5 Then also we are going to attach Mr.  
6 Hipolit's letter.

7 Is that a problem?

8 CHAIRMAN HOLTZMAN: Absolutely.

9 MR. PANTEL: That is fine.

10 CHAIRMAN HOLTZMAN: Great.

11 MR. GALVIN: You don't care. You guys  
12 are almost done with that --

13 CHAIRMAN HOLTZMAN: So do we need to  
14 read any of these back, or is everybody comfortable?

15 Does anybody need a re-read on this or  
16 are we okay?

17 MR. PANTEL: Submit the last letter  
18 from Mr. Hipolit --

19 MR. HIPOLIT: April 30th.

20 CHAIRMAN HOLTZMAN: What was the date,  
21 Andy?

22 MR. HIPOLIT: April 30th.

23 CHAIRMAN HOLTZMAN: April 30th. Okay.

24 MR. ROBERTS: Gary --

25 CHAIRMAN HOLTZMAN: Yes.

1                   MR. ROBERTS:  -- I'm just thinking,  
2                   just take a look at the developer's agreement, which  
3                   has some overlapping language with some of the  
4                   conditions that the Board included in this  
5                   resolution, so I am wondering if there should be a  
6                   reference to any amendments in the developer's  
7                   agreement that, in other words, once the Planning  
8                   Board makes its approval with these conditions, that  
9                   there is any requirement for any changes in the  
10                  developer's agreement that happens to be referenced  
11                  in our resolution.  That's more I guess a question  
12                  for Dennis.

13                  MR. GALVIN:  I think you are raising a  
14                  really good point.  I would have overlooked it in  
15                  the rush of everything.

16                  I think with -- just let's hold on for  
17                  one second.

18                  MR. PANTEL:  I don't think they were  
19                  doing anything here that would modify the  
20                  requirements of the developer's agreement.

21                  The developer's agreement even  
22                  contemplates that there will be a request for Title  
23                  39 enforcement, when required, so we reached that  
24                  going where there's going to be a Title 39  
25                  request --

1                   MR. GALVIN: Why can't we have you just  
2                   consult with the city attorney just to make sure  
3                   that the developer's agreement is in order based on  
4                   this change?

5                   MR. ROBERTS: Two things I saw. One  
6                   was a reference to Title 39 to all private streets  
7                   in the development, not just Sinatra Drive North,  
8                   and there was language in the developer's agreement  
9                   that the Title 39 would be requested, and it would  
10                  not be rescinded or something to that effect.

11                  MR. PANTEL: Right. We're certainly  
12                  not rescinding.

13                  CHAIRMAN HOLTZMAN: So we want to make  
14                  sure that one thing doesn't supersede the other.  
15                  Let's get it square.

16                  MR. PANTEL: Okay.

17                  So the condition then would be just to  
18                  confirm with city counsel, s-e-l, that any revision,  
19                  that the approval terms will be --

20                  MR. GALVIN: Let me try it. I am  
21                  sorry. I apologize to you.

22                  MR. PANTEL: Okay.

23                  MR. GALVIN: The applicant is to seek  
24                  the modification of the development agreement, if  
25                  necessary, or --

1                   MR. ROBERTS: Be consistent with the  
2 Board's approval or something to that effect.

3                   MR. GALVIN: Well, it's going to  
4 consult with the city attorney, and he's going to  
5 say, this is what I just got approved, do you think  
6 we need to have a modification of the developer's  
7 agreement based on this new approval, and then you  
8 and the city attorney can decide if you need to  
9 modify the developer's agreement --

10                  MR. ROBERTS: We don't want to have the  
11 developer's agreement not be consistent with the --

12                  CHAIRMAN HOLTZMAN: So, Mr. Pantel, you  
13 will consult with the city's attorney. You will  
14 double check that, and you will circle back to the  
15 Board with some kind of a letter confirming what  
16 happened upon that consultation?

17                  MR. PANTEL: Yes. We will report back  
18 to you. That is fine.

19                  CHAIRMAN HOLTZMAN: Okay.

20                  Anybody need a readback on any of the  
21 conditions?

22                  Is there a motion on the floor, Mr.  
23 Peene?

24                  COMMISSIONER PEENE: So moved.

25                  CHAIRMAN HOLTZMAN: Is there a second?

1 COMMISSIONER MC KENZIE: Second.

2 CHAIRMAN HOLTZMAN: Please call the

3 vote, Pat.

4 MS. CARCONE: Commissioner Magaletta?

5 VICE CHAIR MAGALETTA: No.

6 MS. CARCONE: Commissioner Stratton?

7 COMMISSIONER STRATTON: Yes.

8 MS. CARCONE: Commissioner Forbes?

9 COMMISSIONER FORBES: Yes.

10 MS. CARCONE: Commissioner Doyle?

11 COMMISSIONER DOYLE: No.

12 MS. CARCONE: Commissioner Graham?

13 COMMISSIONER GRAHAM: Yes.

14 MS. CARCONE: Commissioner Mc Kenzie?

15 COMMISSIONER MC KENZIE: Yes.

16 MS. CARCONE: Commissioner Pinchevsky?

17 COMMISSIONER PINCHEVSKY: Yes.

18 MS. CARCONE: Commissioner Peene?

19 COMMISSIONER PEENE: Yes.

20 MS. CARCONE: Commissioner Holtzman?

21 CHAIRMAN HOLTZMAN: Yes.

22 Thank you, everybody.

23 MR. PANTEL: It is 7 to 2.

24 MS. CARCONE: 7 to 2.

25 MR. PANTEL: Thank you very much.

1                   CHAIRMAN HOLTZMAN: Thank you very  
2 much, Mr. Pantel. We are done with you so to speak.

3                   MR. PANTEL: So to speak.

4                   (The matter concluded.)

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C E R T I F I C A T E

I, PHYLLIS T. LEWIS, a Certified Court Reporter, Certified Realtime Court Reporter, and Notary Public of the State of New Jersey, do hereby certify that the foregoing is a true and accurate transcript of the testimony as taken stenographically by and before me at the time, place and date hereinbefore set forth.

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

s/Phyllis T. Lewis, CCR, CRCR

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PHYLLIS T. LEWIS, C.C.R. XI01333 C.R.C.R. 30XR15300  
 Notary Public of the State of New Jersey  
 My commission expires 11/5/2015.  
 Dated: 5/11/15  
 This transcript was prepared in accordance with  
 NJAC 13:43-5.9.