

HOWELL TOWNSHIP PLANNING BOARD
SPECIAL MEETING

1
JANUARY 30, 2023

The meeting was called to order by Chairman Paul Boisvert and the opening statement was read by the Board Secretary.

ROLL CALL: Showed the following members were present: Joseph Cristiano, Brian Greenfield, Nicholas Huszar, Robert Seaman, Megan Talente, Brian Tannenhaus, Councilman Fred Gasior, Matthew Kyle, Christopher Mercer and Chairman Paul Boisvert.

Also in attendance were Ron Cucchiaro, Board Attorney, Laura Neumann, Board Engineer, Isabel Rodriguez, Board Planner, Shari Spero, Board Licensed Tree Expert, Russell Schlafer, Board Traffic Expert and Board Secretary, Eileen Rubano.

PLEDGE OF ALLEGIANCE:

APPROVAL OF MINUTES: There were no minutes to approve at this meeting.

VOUCHERS: None

CORRESPONDENCE: There was no correspondence

RESOLUTIONS: There were no resolutions to memorialize

SUBMISSION WAIVERS BEFORE THE BOARD: There were no submission waivers.

APPLICATIONS BEFORE THE BOARD:

- a. **Case No. SP-1100 / Monmouth Commerce Center, LLC**

SEE TRANSCRIPT ATTACHED

MASTER PLAN STATUS REPORT: There was no Master Plan update.

Since there was no other business, Mr. Tannenhaus made a motion to adjourn. Motion was seconded by Mr. Seaman and carried. Meeting adjourned at 10:28 p.m.

Respectfully submitted,



Eileen Rubano
Recording Secretary

NOTE: A CD or DVD of this meeting is available on request.

In The Matter Of:
In Re; Momouth Commerce Center

Transcript of Proceedings
January 30, 2023

COPY

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1 TOWNSHIP OF HOWELL
2 PLANNING BOARD
3 Monday, January 30, 2023
4 Commencing at 7:05 p.m.

5 In the Matter of:

6 MONMOUTH COMMERCE
7 CENTER, LLC
8 CASE NO. SP-11100

TRANSCRIPT
Of
PROCEEDINGS

9 B E F O R E:

10 PAUL BOISVERT, Chairman
11 NICHOLAS HUSZAR, Vice Chairman
12 BRIAN GREENFIELD, Class II
13 COUNCILMAN FRED GASIOR, Class III
14 JOSEPH CRISTIANO
15 ROBERT SEAMAN
16 MEGAN TALENTE
17 BRIAN TANNENHAUS
18 MATTHEW KYLE, Alternate #1
19 CHRISTOPHER MERCER, Alternate #2

20 RONALD CUCCHIARO, ESQ., Board Attorney
21 LAURA NEUMANN, PE, PP, Engineer
22 RUSSELL SCHLAFFER
23 JENNIFER BEAHM, PP, AICP, Planner
24 SHARI SPERO, LTE, Certified Tree Expert

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

26 SILL, CUMMIS & GROSS, PA
27 Attorneys for the Applicant
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33 BY: MERYL GONCHAR, ESQ.
34 ADAM J. FAIELLA, ESQ.

35 Reported by: Diane M. Holmes, CCR

1 CHAIRMAN BOISVERT: So tonight's a
2 special meeting. So we just have one thing on the
3 agenda, and we'll get started, and that's case
4 number SP-1100, Monmouth Commerce Center.

5 HOWELL TOWNSHIP MODERATOR: And we have
6 Meryl Gonchar and Adam Faiella as counsel.

7 MS. GONCHAR: Good evening.

8 MR. FAIELLA: Good evening. I'm here,
9 but I'll turn off my video to save the bandwidth for
10 everybody unless I'm needed.

11 CHAIRMAN BOISVERT: Really quick, I
12 just want to remind the board members I want to
13 allow the testimony, let them complete the testimony
14 and then the board members will ask their questions
15 afterwards.

16 So get a pen and paper if you want to
17 ask a question, but let's let them complete their
18 first. Okay?

19 HOWELL TOWNSHIP MODERATOR: Ms.
20 Gonchar, who else do you need brought in?

21 I have Adam. I have Justin Taylor. I
22 believe I brought in Steve Cattani, but I don't see
23 him. If you need him, I'll bring him back in.

24 Anyone else?

25 MR. FAIELLA: And our court reporter as

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4	EXAMINATION	PAGE
5	JUSTIN TAYLOR	
6	EXAMINATION BY MS. GONCHAR	7
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1 well.
2 CHAIRMAN BOISVERT: Okay. And that's
3 it?
4 MS. GONCHAR: That's all at the moment.
5 Yes. Thank you.
6 HOWELL TOWNSHIP MODERATOR: Perfect.
7 Thank you.
8 MS. GONCHAR: Meryl Gonchar, Sills,
9 Cummis & Gross, and with my partner, Adam Faiella,
10 we are representing Monmouth Commerce Center, the
11 applicant this evening for this continued hearing.
12 You will recall we were before the
13 board and presented testimony in September, again in
14 December, and we were last before the board I think
15 at your reorganization meeting on January 5.
16 At which time, the matter was simply
17 carried to preserve notice at that time and to find
18 a date, and we would like to thank the board for
19 accommodating us with this request for a special
20 meeting.
21 We know you have rather heavy agendas
22 and a number of matters that are scheduled going
23 forward, and when we complete this evening's
24 testimony, we will still have at least one, possibly
25 two witnesses for direct, likely one, but we may

1 well ask for the board to consider another special
 2 hearing unless your schedule has been modified since
 3 we were last before you on January 5.
 4 At which time, as I recall, there were
 5 rather large applications on each of your upcoming
 6 agendas. So if we can please keep a moment at the
 7 end of the hearing to discuss scheduling issues.
 8 As the board may recall, we have
 9 presented our civil engineer and our architect. We
 10 did bring back both of those witnesses to a second
 11 hearing to address open issues that had arisen
 12 during the first hearing, and the board also allowed
 13 public questions of the architect.
 14 So that, unless the board has
 15 additional questions, we have completed our direct,
 16 and I believe the public and the board has asked
 17 their questions of the architect.
 18 Our first witness this evening is, as
 19 indicated, Justin Taylor. He is the project traffic
 20 engineer, and we would request, as we had previously
 21 with the architect, that, when he completes his
 22 direct and the board has asked their questions, if
 23 time remains, that the public be -- that the matter
 24 be open to the public, because, you know, if we can
 25 complete his testimony and the need to have him

1 present tonight, we would appreciate that. It just
 2 makes everybody's scheduling easier going forward
 3 the less people whose schedules have to be
 4 accommodated.
 5 Unless the board has any housekeeping
 6 matters for us, we are prepared to have Mr. Taylor
 7 sworn.
 8 HOWELL TOWNSHIP MODERATOR: I just have
 9 one, and that is that Councilman Gasior and Mr.
 10 Mercer have both certified that they've either
 11 watched the two videos or read the two transcripts.
 12 So they are now eligible to vote as well.
 13 MS. GONCHAR: Thank you, and those
 14 two -- for clarification, those are members of the
 15 board who were sworn in commencing with 2023?
 16 HOWELL TOWNSHIP MODERATOR: Correct.
 17 MR. CUCCHIARO: Okay. Mr. Taylor, do
 18 you swear or affirm the testimony you're about to
 19 give this board is the truth, the whole truth and
 20 nothing but the truth?
 21 MR. TAYLOR: I do.
 22 MR. CUCCHIARO: Please state and spell
 23 your name for the record.
 24 MR. TAYLOR: Justin Taylor,
 25 T-A-Y-L-O-R.

1 JUSTIN TAYLOR, having been first duly
 2 sworn, testifies as follows:
 3 EXAMINATION BY MS. GONCHAR:
 4 Q. Justin, can you please advise the board
 5 with whom you are associated, your position with the
 6 company and some of your educational and
 7 professional background?
 8 A. Sure. I'm a principal here in the firm
 9 of Dynamic Traffic. I'm a licensed engineer in the
 10 State of New Jersey as well as several other states.
 11 I'm also a certified professional
 12 traffic operations engineer by the Institute of
 13 Transportation Engineers.
 14 I've been practicing traffic
 15 engineering and design for a little over 20 years
 16 now. I've testified at hundreds of boards in the
 17 State of New Jersey including this board.
 18 It's a pleasure to be back in front of
 19 Howell.
 20 CHAIRMAN BOISVERT: Okay. The board
 21 will accept your credentials.
 22 Q. Just for the record, you continue to
 23 hold your licenses and they're in good standing,
 24 Justin?
 25 A. They are.

1 Q. Thank you.
 2 All right. Could you please advise the
 3 board and the public what did you do to prepare for
 4 your appearance before the board this evening?
 5 A. Sure.
 6 As part of the traffic engineering part
 7 of the project, I have reviewed the ordinance and
 8 the master plan of Howell Township. I've been to
 9 the site on several occasions.
 10 We've also prepared a traffic impact
 11 study documenting the traffic impact of the project,
 12 and we have prepared and submitted design plans to
 13 Monmouth County for intersection improvements. I'll
 14 get into it a little bit later.
 15 Q. And could you please, if you will,
 16 reorient the board to the site and the area, and
 17 given your area of expertise, if you could please
 18 emphasize the roadway network that is relevant to
 19 the subject property and the application?
 20 A. Sure.
 21 At this point, I am going to share my
 22 screen. I'd like to call up A-18 which was admitted
 23 by Mr. Cattani which is the aerial exhibit maps.
 24 So give me a second, and let me know
 25 when that comes up for everybody.

1 Q. All right. Justin, again, Steve had
2 introduced this. Is this an exhibit that's been
3 identified previously during the course of the
4 hearings?

5 A. Yes. It was marked as A-18 by Mr.
6 Cattani.

7 HOWELL TOWNSHIP MODERATOR: Yes, it was
8 marked, Ms. Gonchar.

9 MS. GONCHAR: Thank you.

10 Q. Okay. Please continue, Mr. Taylor.

11 A. Just to reorient everyone, I'm sure Mr.
12 Cattani went through it in depth, but from a traffic
13 perspective, the site is located along the south
14 side of Randolph Road at its intersection with Brook
15 Road, Lakewood-Allenwood Road to the east, Oak Glen
16 Road to the northeast and then to our west is
17 Lakewood Farmingdale Road also known as -- I'll
18 probably refer to it for the rest of the hearing as
19 County Route 547.

20 I will note that 547 is under county
21 jurisdiction. It is classified as an urban major
22 collector roadway with a speed limit of 50 miles an
23 hour, and this then in turn to the north provides
24 connections to Route 55 and the interstate trucking
25 corridor which is relevant to the warehouse use that

1 you are proposing here.

2 I would note that Lakewood-Allenwood
3 Road/Brooke Road is classified as a minor collector
4 under Howell jurisdiction, and that provides access
5 over to other municipalities within Ocean and
6 Monmouth County, Wall, Brick, Point Pleasant and
7 those types of municipalities.

8 Q. Justin, I may have misunderstood. Did
9 you say 95 or 195?

10 A. 195.

11 Q. Okay. Thank you. I can never tell if
12 it's a connection or old age setting in.

13 All right. So if you can continue, let
14 me ask you this. You referenced preparation of a
15 traffic impact study, and was that -- can you give
16 us the name of the study just for reference and then
17 we can identify it?

18 I believe it's also listed on the items
19 that are on the exhibit list and what comprise the
20 record.

21 A. Sure.

22 I think it was marked into Evidence as
23 A-5, and it's -- it's entitled traffic impact study
24 prepared by Dynamic Traffic dated 12/16/21 and last
25 revised 6/2/22.

1 Q. Okay.

2 HOWELL TOWNSHIP MODERATOR: That is
3 correct.

4 MS. GONCHAR: Thank you.

5 A. So as part of that traffic impact study
6 and as part of analyzing the traffic impact of the
7 proposed project, what we initially do is collect
8 existing traffic data.

9 We need to figure out what the
10 conditions are out on the roadway today to figure
11 out how things are operating under those conditions
12 and then to figure out what the impact would be of
13 our proposed traffic once we surcharge on the
14 traffic associated with the development.

15 So to do that, we conducted traffic
16 counts at numerous intersections in the surrounding
17 area including Lakewood Farmingdale, 547 and
18 Randolph, Oak Glen and Randolph Road,
19 Lakewood-Allenwood Road and Oak Glen Road, 547 and
20 Maxim Road, and 547 and 549 which is Herbertsville
21 Road/Old Tavern Road.

22 We conducted these traffic counts
23 during the peak commuting hours to find out the
24 impact of when people would be coming to and from
25 the proposed development.

1 Q. Justin, let me just interrupt. You
2 said you did these during the a.m. and p.m. peak.

3 Can you explain how you determine what
4 the a.m. and p.m. peak is and whether that varies
5 per road?

6 A. So, essentially, what we look at is the
7 peak commuting hours. We look at 7 to 9 in the
8 morning, and we look at 4:30 to 6:30 in the evening,
9 and those hours encompass what we term the commuting
10 hours in the traffic engineering field, and what we
11 find typically is that the peak hour that we're
12 going to analyze falls within that two-hour window,
13 and so we picked the highest hour within the two
14 hours of counts to come up with our peak hour
15 analysis, and that's a great segue.

16 Typically, we would look at all the
17 intersections we counted. We would come up with
18 what we term the network when overall the entire
19 intersection has the most volume traveling through,
20 and we reduce those volumes.

21 However, in order to perform a really
22 conservative analysis for this study, what we looked
23 is the individual peak of every intersection, and
24 even though they may not directly coincide with each
25 other, we pick that highest hour during the morning

1 and the highest hour during the evening to determine
 2 what our volumes would be for our analysis points.
 3 We then -- because we conducted these
 4 in October of '21, we followed the prescribed
 5 methodology for COVID adjustment that the NJDOT set
 6 forth. We reviewed these volumes in comparison to
 7 historic volumes that we had in the area, and
 8 anywhere we found that they were lower, we increased
 9 them to account for the potential impact that might
 10 have been going on during October of 2021 due to the
 11 COVID pandemic.
 12 So we built --
 13 Q. So let me -- so you're suggesting that
 14 you made two adjustments to what you counted, both
 15 of which would increase the numbers over -- possibly
 16 increase the numbers over what you actually counted.
 17 One based on DOT recommendations if the numbers were
 18 lower and they were lower as a result of less
 19 traffic due to COVID. That's one, correct?
 20 A. That's correct.
 21 Q. And the second one, again, that if
 22 there were a number of intersections, you took the
 23 highest of all of the intersections and adjusted up
 24 to the number?
 25 A. So what we looked at is we took the

1 peak of each individual intersection and then
 2 utilized that volume within the analysis.
 3 So, normally, we might see that the
 4 intersection is a little higher at one and a little
 5 bit lower at the other, but when you look at an
 6 aggregate, the network peak where it has the most
 7 volume traveling through the network, you would use
 8 that network. Say it's 7:15 to 8:15.
 9 Instead, what we did here is we looked
 10 at the peak hour of each intersection, and they
 11 varied slightly between 15 minutes and half an hour
 12 difference on some of them, but we took that highest
 13 volume for all of them and we used that in our
 14 analysis.
 15 Q. Thank you.
 16 Okay. Go ahead.
 17 A. So those background traffic, now we
 18 have a model of what's going on out there today.
 19 In order to determine what the impact
 20 of the project is, we look to the Institute of
 21 Transportation Engineers publication Trip Generation
 22 which is a manual that the ITE publishes every
 23 several years documenting trip generation
 24 characteristics for hundreds of land uses so that
 25 we, as transportation professionals, can draw from

1 this regional and updated data to calculate what the
 2 trip generation for projects would be.
 3 For this specific project, we utilized
 4 Land Use Code 150 which is defined as warehousing by
 5 the ITE. This is consistent with what the
 6 township's current definition of warehousing is as
 7 well. We're not talking about it from a center.
 8 We're not talking about a distribution center.
 9 We're talking about generic big box warehousing.
 10 So we utilized the manual and the
 11 proposed warehouse size of 940,400 square feet to
 12 calculate what the peak-hour trip generation would
 13 be.
 14 Now, this is laid forth in my traffic
 15 impact study, but just for the board's edification,
 16 what we're talking about is about 136 trips in the
 17 morning and 139 trips in the evening. Now, this is
 18 a combination of in and out volume. It's also a
 19 combination of passenger vehicle and truck trips.
 20 We do break out the truck trips because
 21 of this type of land use because we understand the
 22 trucks have a different impact to the operation of
 23 the roadway network, and we want to make sure that
 24 we're fully encompassing that when we do our
 25 analysis.

1 So once we have that trip generation,
 2 we then distribute it out to the roadway network and
 3 the model that we built, and I'll get into this a
 4 little bit later. Actually, you know what? Maybe
 5 it's a better time to pop up.
 6 I know we've got A-18. I'm just going
 7 to throw up A-17 was marked as the overall site plan
 8 rendering, again, introduced by Mr. Cattani, and
 9 this is the same one that he introduced at a
 10 previous hearing.
 11 But once we -- once we have the trip
 12 generation of the project, then we need to route it
 13 out into the surrounding roadway network. In this
 14 situation with the warehouse development that we're
 15 proposing, there's going to be several different
 16 distributions we're talking about because we're
 17 going to be drawing employees from the local area
 18 and the further regional area, but we also have a
 19 distribution of trucks to and from the interstate
 20 roadway network.
 21 As I mentioned, Route 195 is located to
 22 the north and intersects with County Route 547 and
 23 provides great connectivity to that -- the
 24 interstate roadway network.
 25 To that end, we've designed the site to

1 orient all of our trucks to and from the west on
 2 Randolph Road which provides a direct connection to
 3 County Route 547 and then thusly to Route 195, but
 4 we do anticipate, as I said, some of the employees
 5 that are going to be coming to and from the site may
 6 live in Brick or southern Wall or points to the
 7 east, and they may be coming in from
 8 Lakewood-Allenwood Road. They may be coming from
 9 points south, and so we distributed all those
 10 volumes out onto the roadway network, and then we
 11 performed what's called capacity analyses.
 12 We do no-build analyses, as I said, to
 13 get what would happen out there without the
 14 construction of the project, and then we do build
 15 analyses, and anywhere we find that there is impact
 16 from the project, what we look to do is potentially
 17 mitigate the impact of that project.
 18 So one of the things --
 19 Q. Let me just ask you to make sure we
 20 understand.
 21 So you do the actual counts which give
 22 you the existing conditions. That's your
 23 foundation. Yes?
 24 A. Yes.
 25 Q. Which you've indicated how you've

1 adjusted to make that a conservative -- an accurate
 2 but conservative picture of what's happening on the
 3 roadway network today, correct?
 4 A. That's correct.
 5 Q. And then you use the ITE manual to get
 6 the numbers anticipated from the project and you
 7 then apply those numbers to the network.
 8 Now, you mentioned a no build and a
 9 build. Can you explain what the impact -- what
 10 those mean and what the impact of those are?
 11 A. Sure.
 12 What we need to find is, again, what
 13 the baseline operation of this -- this roadway
 14 network would be without the project and then
 15 compare it to what the operation would be with the
 16 volumes associated with the project. So we have a
 17 no build and we have a build.
 18 Q. And how do you know when -- what year
 19 you apply to the no-build analysis?
 20 A. So what we look for is the opening of
 21 what we project the potential project from opening,
 22 and we add a background growth rate as we pull from
 23 the NJDOT to accommodate that -- that background
 24 growth.
 25 So give me one second, and we project a

1 build year of 2025, and based on the NJDOT
 2 information, we grow annually compounded at 2.5
 3 percent per year to get to the no-build operation.
 4 Again, that gives us the baseline conditions at the
 5 day or, you know, when we anticipate the project to
 6 open.
 7 Q. Okay. That's, if our project is not
 8 built, what would the roads be like just based on
 9 the growth anticipated by NJDOT?
 10 A. That's correct.
 11 Q. Thank you.
 12 A. And to build off that a little bit,
 13 Meryl, we also take a look at things that have been
 14 approved but not yet constructed in the area that
 15 would also add traffic to the background roadway
 16 network.
 17 At the time of preparation of the
 18 study, there was one development that has been
 19 approved along Randolph Road, another warehouse
 20 development, and we incorporated that into our
 21 no-build model to more accurately portray what the
 22 volumes would be.
 23 Q. Okay.
 24 A. So what we did is we conducted our
 25 no-build and build analysis. At the -- at the

1 intersections I previously mentioned, we're talking
 2 about, as we come down Route 547, we looked at
 3 Herbertsville Road. We looked at the park and Maxim
 4 Road. We looked at our intersection, and then,
 5 again, we looked at the intersection of Oak Glen and
 6 Randolph, Oak Glen and Lakewood-Allenwood, and we
 7 analyzed the driveways.
 8 From an off-site intersection
 9 standpoint, what we found was that, and probably no
 10 surprise to any of the board members, at 547 and
 11 549, Herbertsville Road, there are capacity
 12 constraints. This is an intersection that the
 13 county has been looking at for several years on
 14 projected improvements to increase the capacity of
 15 the intersection, and we find that, as it's
 16 operating, when we add traffic to it, there are some
 17 increases in delays on the movements that we're
 18 adding to.
 19 What we determined is, with some
 20 signal-timing modifications, we can bring those
 21 levels of service back and those delays back to
 22 mostly no-build conditions, and I would note that
 23 this has been submitted to the county, and they have
 24 reviewed it, and I'll get into that a little bit
 25 later, but we would propose to them some

1 signal-timing modifications at that intersection.
 2 When we look at the park at Maxim Road,
 3 the same thing. We find -- with some minor signal
 4 modifications, just a little tweak in green time, to
 5 improve the operation, we can maintain good levels
 6 of service similar to those in the no-build
 7 condition.

8 When we get to the intersection of
 9 Randolph and 547, what we find is, in the no-build
 10 condition, we have rather large failures or lack of
 11 capacity at the intersection. Not just for us, but
 12 in that no-build condition, we're looking at pretty
 13 substantial levels of service F, and that indicates
 14 that the existing volume coming out of Randolph Road
 15 as well as with the background growth and the other
 16 development, that there's going to be challenges
 17 getting out of the intersection.

18 This is something we knew. This is
 19 something that came up in the last time this board
 20 was listed to an application on this piece of
 21 property, and what we've done is designed an
 22 intersection that's going to not only accommodate
 23 the traffic associated with this project, but it
 24 also improved the operation of what's out there
 25 today to really handle the volumes that are

1 like I said, accommodate the traffic but really
 2 improve the operation of that intersection.

3 We then looked at improvements along
 4 Randolph Road and then Oak Glen. At the initial
 5 inception of the previous application for this, we
 6 had meetings with the township, and it was requested
 7 that we provide half-width widening along Randolph
 8 Road as well as some improvements along Oak Glen.

9 This plan continues those -- those
 10 improvements that are being proposed. So Randolph
 11 Road is being widened to provide a consistent half
 12 width of 14 feet along the entire frontage of the
 13 property. There will also be dedication of
 14 right-of-way to meet the master plan half width of
 15 30 feet. This will encompass a 12-foot lane and a
 16 2-foot shoulder along our entire frontage of the
 17 project.

18 We're also, as I mentioned, making
 19 improvements along Oak Glen Road. At Oak Glen, it
 20 was requested that we develop a left-turn lane from
 21 Oak Glen Road to Randolph Road, and, actually, I can
 22 zoom in here on A-17 a little bit to get a better
 23 view of this, but what we've developed is a
 24 left-turn lane as you travel north along Oak Glen
 25 Road to be able to turn left as well as a through

1 currently using the roadway as well as our traffic.

2 This includes widening of 547. It
 3 includes widening of Randolph Road, and it includes
 4 the installation of a traffic signal at this
 5 location. Again, this has been submitted to the
 6 county, and they have taken it under review, and
 7 I'll touch a little bit later on where we stand with
 8 that, but as I said, what we're looking to do is
 9 create turning lanes at that intersection to
 10 accommodate the traffic to and from Randolph Road.

11 So this will include a right-turn lane
 12 as you travel northbound along Randolph Road to turn
 13 in -- along 547, excuse me, so you can turn right
 14 into Randolph Road. It will include a southbound
 15 left-turn lane. So as you're coming to and from
 16 Route 195 and traveling south, you'd be able to make
 17 a left in a dedicated lane, and it includes widening
 18 Randolph Road to provide separate left- and
 19 right-turn lanes to accommodate vehicles going in
 20 both directions to give stacking for both of them
 21 and allow them to bypass each other.

22 And with that, we can take it from
 23 levels of service of F to an overall level of
 24 service B at the intersection. So I think, you
 25 know, we've developed a plan here that's going to,

1 lane to continue northbound on Oak Glen Road.

2 What that allows us to do is mirror
 3 that on the other side, and we are providing a
 4 left-turn lane and a right-turn lane at the
 5 intersection of Oak Glen Road and Allenwood Road,
 6 Lakewood-Allenwood Road.

7 In addition to this widening through
 8 here, we are also providing right-of-way dedication
 9 to meet the master plan half width of 33 -- 33 feet.

10 I will note that all of this has also
 11 been submitted to Monmouth County for their review.
 12 As I mentioned, 547 is their jurisdiction as are the
 13 other intersections along 547 that are off-site from
 14 this project, and we've been through several
 15 iterations with the county back and forth.

16 So -- excuse me. Give me one sec.

17 Actually, before I get to that, let's
 18 stay on the site plan and talk about the driveways
 19 and the on-site circulation that -- that's being
 20 proposed currently.

21 So to zoom in a little bit along
 22 Randolph Road, we are proposing three driveways.
 23 Now, you'll see the shape and the layout of both the
 24 eastern and the western are slightly unique. This
 25 design is really a function of some of the concerns

1 that we had heard on the last application for
 2 this -- for this property.
 3 The major concern we were hearing was
 4 trucks and trucks traveling to the east along
 5 Randolph Road and not oriented back to the subject
 6 property. I mean not pouring back into 547.
 7 So what we've come up with is a design
 8 that fully channelizes these driveways forcing them
 9 all to make a left out of the site and return to
 10 547. It also will be a right turn in only to grab
 11 the trucks as they come from 547 eastbound on
 12 Randolph Road.
 13 Now, I will note that we have about
 14 2500 feet of frontage along Randolph Road. An
 15 ordinance will allow that one access drive for each
 16 250 feet of frontage.
 17 So for this frontage, what we are
 18 talking about there's a permissible number, about 10
 19 driveways, but given the orientation and the layout
 20 of the site, it really doesn't make sense, and from
 21 a traffic engineering perspective, we really like to
 22 minimize the number of conflict points.
 23 So we took a hard look at how we could
 24 orient and distribute the traffic throughout the
 25 site and to the various -- to the various driveways,

1 and so this is the -- this is the layout that we've
 2 come up with. Orienting the trucks at either end,
 3 they will allow the access then into the truck
 4 courts from both the east and the west side of the
 5 building, and then we will look into concentrate the
 6 employees, the passenger vehicles at this center
 7 driveway.
 8 The center driveway is proposed to be
 9 full movement, and the reason behind that is we
 10 don't want to limit the access for employees as they
 11 come to and from the site. We want to allow them to
 12 travel where they live and be able to get into the
 13 facility and in the most efficient way possible.
 14 So we've provided the full movement
 15 driveways for passenger vehicles in the center of
 16 the property, and then, again, the eastern and
 17 western driveways will be right in and a left out,
 18 and all the trucks will be restricted to those two
 19 driveways.
 20 As part of the previous submission of
 21 this, there was a driveway proposed out to
 22 Lakewood-Allenwood Road or Brook Road as it's titled
 23 at this southern point here. That driveway has been
 24 removed, and that is really a function of the layout
 25 of the project and trying to balance safe and

1 efficient access with impervious coverage and
 2 conflict points, and we felt that, once we removed
 3 the building that was in that quadrant of the
 4 property, it really wasn't necessary to provide
 5 access to Lakewood-Allenwood Road. We can still
 6 safely and efficiently do it with all access on
 7 Randolph Road.
 8 So as designed, what we're projecting
 9 is level of service C or better for all three of the
 10 driveways along Randolph Road, and what that says to
 11 me is that we've appropriately numbered them -- the
 12 driveways so that we -- we're not going to have
 13 cuing issues. We're not going to have backups on
 14 the site. We're going to efficiently process the
 15 traffic associated with the project and while
 16 minimizing those conflict points along the roadway.
 17 Q. So is it -- Justin, is it your
 18 testimony as an expert in traffic and traffic
 19 engineering that these driveways, as you've
 20 described them, all three of them will function in a
 21 safe and efficient manner allowing safe and ingress
 22 and egress for trucks and vehicles, passenger
 23 vehicles?
 24 A. Yes, it is, and that shows pretty well,
 25 Meryl, into the actual design of the roadways. I

1 mean the access aisles. We worked hand-in-hand with
 2 the civil engineer to ensure that we were going to
 3 be able to safely circulate both the large
 4 wheel-based tractor trailers and the passenger
 5 vehicles throughout the site.
 6 We also looked to guidance of the fire
 7 official while laying this out, and so we are
 8 proposing a minimum width of 30 feet for access
 9 aisles everywhere throughout the site. We're
 10 proposing about a 70-foot width aisle in the
 11 location where the tractor trailers need to be
 12 making their parking maneuvers, but everywhere else
 13 on the site it's a minimum of 30 feet.
 14 We took that guidance from the fire
 15 bureau as well as the ordinance to allow for
 16 efficient circulation throughout the facility.
 17 Q. And does that carry through also to the
 18 access from the -- into the site?
 19 A. Yes. So everywhere we're providing
 20 two-way aisles we're providing a minimum of 30 feet.
 21 At the location where the eastern and
 22 western driveway split into separate left- and
 23 right-turn lanes, the aggregate of each lane is
 24 greater than 30 feet.
 25 Q. Okay. All right.

1 A. So I think, Meryl, what I would move on
2 to is the next aspect of the project that we already
3 looked at is working, again, with the civil engineer
4 to ensure that we're providing sufficient parking
5 for the project.

6 Now, the ordinance requires one parking
7 space for 5,000 square feet for warehouse and one
8 parking space for 300 square feet for office. For
9 the project, this equates to a parking requirement
10 overall of 383 parking spaces. We are providing 401
11 parking spaces. So we do meet that requirement.

12 So it's my opinion that the site is
13 adequately and appropriately parked to support the
14 demand that would be generated by the project.

15 Q. Justin, so you're indicating that we
16 are merely 18 spaces above the requirement, and the
17 requirement of the ordinance is written as a minimum
18 requirement, correct?

19 A. That's correct.

20 Q. All right. There is no maximum. We're
21 not exceeding any maximum per the ordinance. Is
22 that correct?

23 A. That's correct. Yep. The ordinance
24 provides a minimum, and in exceeding that, we will
25 provide the sufficient parking.

1 I would note that ITE also conducts
2 parking studies, and based on their parking
3 generation fifth edition for warehousing, the rate
4 that they project is 0.39 spaces per thousand.

5 Now, they subsumed an office into the
6 warehouse component. So you look at it as a total,
7 but for the site, that would say project a demand of
8 approximately 367 spaces.

9 So, again, I'm comfortable that what
10 we're providing is sufficient to support the demand
11 of the project.

12 Q. Okay.

13 A. There is now an EV requirement for all
14 development within New Jersey. We will be in
15 complete compliance with that. We'll need 17 spaces
16 that we will distribute in appropriate locations
17 throughout the facility, but we will ensure that the
18 site plan is compliant with that requirement.

19 Q. Okay.

20 A. We also looked at the loading spaces.
21 We are providing 178 loading spaces along the face
22 of the four buildings. Four of those are projected
23 to house compactors. So -- excuse me. Eight of
24 those are projected to house compactors.

25 So what we're really looking at is

1 about 170 loading docks for the four buildings as
2 well as 93 trailer parking spaces in the center
3 court between the buildings, and this -- these
4 spaces and these parking spaces for the trailers as
5 well as the number of loading docks allows for the
6 efficient use for the warehouses.

7 It allows the separate tenants to
8 dedicate docks to incoming or outgoing goods. It
9 allows them to do a dual operation so they can
10 unload or load at the same time and is really in
11 line with current industry standards for -- for
12 loading dock design and trailer parking storage.

13 So I feel that the layout of this is in
14 good practice with what we see in typical warehouses
15 throughout New Jersey.

16 Q. And is it your testimony that the way
17 this has been laid out, both the arrangement of the
18 parking for passenger vehicles as well as for truck
19 parking, taking into account the movements that will
20 be required to -- for trucks to operate at the
21 loading bays?

22 Is this a safe, efficient means of
23 accommodating these movements and these elements at
24 the site?

25 A. It is. I think the ability to early

1 I would note that ITE also conducts
2 parking studies, and based on their parking
3 generation fifth edition for warehousing, the rate
4 that they project is 0.39 spaces per thousand.

5 Now, they subsumed an office into the
6 warehouse component. So you look at it as a total,
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18 site plan is compliant with that requirement.

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20 A. We also looked at the loading spaces.
21 We are providing 178 loading spaces along the face
22 of the four buildings. Four of those are projected
23 to house compactors. So -- excuse me. Eight of
24 those are projected to house compactors.

25 So what we're really looking at is

1 separate the operation of the trucks and the
2 employees helps the site, and we've been able to do
3 that by providing the spine road through the middle
4 for passenger vehicles allowing access to and from
5 the parking fields along the north face and southern
6 faces of the buildings and then isolating the truck
7 maneuvers to the outside aisles and then the center
8 between the two buildings with the loading docks.

9 Q. Let's go back to some of the items
10 before we move on to the next topic. I just want to
11 make sure that I understood the testimony.

12 Randolph Road there will be a
13 dedication and the effect of that dedication will
14 bring the width of the road up to the half width
15 recommended in the township's master plan. Is that
16 accurate?

17 A. Yes. That's correct.

18 Q. So, currently, that road is not at what
19 the master plan recommends for it in terms of width?

20 A. That's correct. Yes.

21 There's a right-of-way dedication from
22 the half width to meet the master plan requirement
23 as well as an actual widening and roadway
24 construction to meet the half width.

25 Q. Okay. And you also talked about

1 improvements at other intersections. So those --
 2 where we are creating, for example, an additional
 3 turning lane, where we're striping for that, we are
 4 providing additional capacity, is that the right way
 5 to describe it, to the existing condition?
 6 A. Yes. That's correct.
 7 We are adding capacity by providing the
 8 widening and restriping of the turn lanes at Oak
 9 Glen Road and Lakewood-Allenwood Road and Oak Glen
 10 Road and Randolph Road and then the intersection
 11 improvements that I discussed at County Route 547
 12 and Randolph Road.
 13 Q. Okay. And, now, with the improvements
 14 that you discussed, you've gone through and you
 15 discussed the various intersections, and all of this
 16 information is contained in the traffic report
 17 that's part of the record, correct?
 18 A. Yes. That's correct.
 19 Q. All right. And is it accurate to say
 20 that where -- obviously, in the no-build condition
 21 we would not be -- we would not be involved if there
 22 was a no build. Whatever deterioration there might
 23 be in terms of the roadway or intersection
 24 operation, that would happen and there would be no
 25 mitigation unless a governmental entity stepped into

1 resubmitted them in early January addressing the
 2 minor stormwater comments that they had, and we
 3 believe that we've addressed those to the
 4 satisfaction that we do anticipate conditional
 5 approval coming up in their next meeting in February
 6 of the DRC, but the only outstanding items we still
 7 have with them, technically, are the stormwater
 8 comments, and they were minor in nature.
 9 Q. Okay. All right. And so is it
 10 accurate to say that the county has accepted the
 11 information contained in the traffic report that you
 12 submitted to them in support of the application?
 13 A. Yes.
 14 Q. All right. And that contains the same
 15 basic -- the same base -- the information that is
 16 before this board in terms of the counts, in terms
 17 of the ITE information upon which you base the
 18 traffic generation numbers and that has been
 19 accepted as accurate by the county?
 20 A. That's correct. The same traffic
 21 impact studies that the board and its professionals
 22 reviewed is the one that county reviewed and has
 23 approved.
 24 Q. All right. And I think in terms of --
 25 I know we have a review letter that we have not gone

1 do so. Is that accurate?
 2 A. Yes. That's correct.
 3 Q. Okay. And is it -- is it accurate to
 4 say that where -- where this proposed development,
 5 if built in the design year that you've established,
 6 that with the improvements that we are proposing, we
 7 are mitigating the impact to the extent that they
 8 result in a deterioration in levels of service at
 9 those intersections?
 10 A. Yes. That's correct.
 11 Q. Okay.
 12 A. I mean the intersections along 547 are
 13 all under county jurisdiction, and we have submitted
 14 them, as I said, on several occasions in an ever
 15 narrowing comment letters from them.
 16 At this point, based on the comment
 17 letters that we received in November and December,
 18 all of the traffic comments on the operation of the
 19 intersections and the capacity analysis, the traffic
 20 study had been addressed to their satisfaction.
 21 I would also note that in December we
 22 received a letter from Tom Lombardi at the county
 23 saying that they have no further comments regarding
 24 the roadway design.
 25 So, at this point, we just recently

1 through.
 2 Anything else that we -- I mean from
 3 the -- this board's review letters, you had
 4 mentioned the county, but these review letters,
 5 anything else that -- that you have not covered on
 6 the direct other than those reviews?
 7 A. No. I don't believe so.
 8 We did receive a review letter from CME
 9 Associates dated August 29, 2022, with review to the
 10 traffic impact of the project. I can gladly tell
 11 the board that we can comply with everything within
 12 that letter.
 13 There are some minor technical comments
 14 that we will gladly address in the site plan. There
 15 is -- there are some construction drawings that are
 16 being requested that we will gladly submit to them
 17 as a condition of any approval for this board as you
 18 would with any other construction drawings, but we
 19 take no exception to any of the comments within
 20 the -- within the review letter.
 21 I think there was one point of
 22 clarification that they asked for, and it's the
 23 terminology and utilization of the truck that we use
 24 for our truck circulation plans. We enabled a truck
 25 that we use as a 53S, NJ 53S as opposed to a WB67,

1 and the reason we do that is they are essentially
2 the same truck.

3 New Jersey has a requirement that the
4 distance between the kingpin of the trailer and the
5 center of the rear axles has to be 41 feet. So what
6 we have done is modeled that as opposed to the 67
7 which allows for long hall trucking throughout the
8 midwest where you're actually allowed a 45-foot
9 distance between the two.

10 So they're still the same tractor.
11 They're still the same 53-foot traffic. They just
12 model the largest legal vehicle that's allowed on
13 the roads in New Jersey.

14 Q. Okay. Can you -- there was a question
15 with regard to the intersection or a comment with
16 regard to the intersection of Oak Glen Road and
17 Lakewood-Allenwood, Brook Road and some warrant
18 analyses.

19 A. Yes. So we -- we were requested to
20 look at it. We were -- we did provide within the
21 traffic impact study that the intersection under
22 no-build conditions does warrant a traffic signal in
23 that location, and I think that, per the requirement
24 here, they asked whether we'd -- the county had any
25 additional comments on it.

1 I can report that the county had no
2 comments on the operation of that intersection.

3 MS. GONCHAR: Other than that, we
4 would -- subject to our right to recall, I believe
5 that addresses our direct traffic testimony for this
6 evening.

7 MR. CUCCHIARO: Justin, can you just
8 stop sharing so we can get back to seeing everybody?
9 Mr. Chairman.

10 CHAIRMAN BOISVERT: Sure.

11 MR. CUCCHIARO: I've got a couple
12 questions.

13 One, I saw the November report from the
14 county. I did not see the December one. So could
15 you just supply that to the board's secretary after
16 the hearing tonight?

17 MR. TAYLOR: Absolutely.

18 MS. GONCHAR: Can I just clarify?
19 Sorry. We sent that over. It's on your list now.
20 We realized when we saw the list today that it was
21 not there.

22 MR. CUCCHIARO: Okay.

23 HOWELL TOWNSHIP MODERATOR: I do have a
24 copy.

25 MR. CUCCHIARO: Okay. All right.

1 MS. GONCHAR: That came -- generally,
2 the reports I think are part of the memos that go
3 out from the county. This one came in randomly in
4 terms of the date, but it is in your file now.

5 MR. CUCCHIARO: Okay. All right.
6 Thank you for that.

7 Also, I just want to make sure. So,
8 Mr. Taylor, your conclusions and your analysis all
9 lie upon all of the improvements that you discussed
10 that are under the county's jurisdiction?

11 MR. TAYLOR: They do, yes. They do
12 rely upon the improvements that we are proposing
13 along County Route 547.

14 MR. CUCCHIARO: Okay. Also, I remember
15 in the previous iteration of this project which
16 involved a larger warehouse, I believe there was
17 testimony that the project just couldn't work in the
18 absence of the new traffic light.

19 Is that still the case in this project
20 which has been modified or no?

21 MR. TAYLOR: Yes. Given the existing
22 deficiencies that are already at Randolph Road in
23 our no-build condition, the traffic signal would be
24 necessary for the operation -- the safe operation of
25 this project.

1 MR. CUCCHIARO: Okay. And the traffic
2 signal, that's the one that would be at County Route
3 547 and Randolph Road?

4 MR. TAYLOR: That's correct.

5 MR. CUCCHIARO: All right. Just
6 looking back at the November report from the county,
7 it mentions the required acquisition of a certain
8 amount of property. I think it's 4,396 square feet.
9 I'm sorry. It was more than that.

10 MS. GONCHAR: Thirty-nine thousand.

11 MR. CUCCHIARO: Thirty-nine thousand
12 eight hundred ninety-two square feet. Does that
13 acquisition facilitate the traffic signal or is that
14 for some other purpose or for all purposes that's
15 necessary?

16 MR. TAYLOR: So that -- it goes
17 hand-in-hand with the traffic signal. In order to
18 accomplish the widening, the lane geometry that I
19 described, we are widening all three approaches, the
20 northbound, the southbound and the westbound
21 approach at that intersection, and in order to fit
22 those improvements, we need to acquire property from
23 the adjacent corners, and that's detailed in the
24 county improvement plans that were submitted to the
25 county.

1 MR. CUCCHIARO: Right.
 2 Amongst that -- or, actually, I don't
 3 know if it's included in that number or it's
 4 separate, but it talks about 4,396 square feet of
 5 property that's required to be obtained from Howell
 6 Township.

7 What's the status of that.

8 MS. GONCHAR: I can answer that. We
 9 are -- those are conditions to the county approval,
 10 and we have had ongoing discussions with other
 11 property owners.

12 We -- I don't believe we have had any
 13 discussions yet with Howell since this application
 14 remains pending, and as to all of them, obviously,
 15 the county maintains rights of condemnation which is
 16 an alternative to their -- in order to accomplish
 17 these improvements that benefit the county.

18 MR. CUCCHIARO: So when you talk about
 19 an approval, though -- and, again, this is the
 20 November letter. It could have changed in December.

21 In November, it says, and this is a
 22 quote, "Since the proposed improvements at County
 23 Route 547 and Randolph Road cannot be constructed
 24 without the acquisition of off-site property rights,
 25 we cannot recommend conditional approval until the

1 negotiations with regard to that acquisition would
 2 satisfy him to allow for a conditional approval.

3 MR. CUCCHIARO: But as we sit here
 4 tonight, there's not a conditional approval. You
 5 anticipate getting that the next time they meet.

6 MS. GONCHAR: Right. I think what
 7 Justin said is they made a submission and it should
 8 be scheduled for the next meeting in February. I
 9 think that was his testimony.

10 MR. CUCCHIARO: I just wanted to make
 11 sure I understood.

12 But that has to be accomplished in
 13 order for the -- those acquisitions have to be
 14 accomplished one way or the other for the light to
 15 work.

16 MS. GONCHAR: Well, based upon the
 17 current design, that is true.

18 I don't know if -- and I'll ask Justin.
 19 Would there be the possibility of a different
 20 design, not the one that we're working on now, but
 21 are there alternative designs that could be pursued
 22 shifting alignment or otherwise, but this is the one
 23 that has been proposed and is being pursued now?

24 MR. TAYLOR: Yes. That's correct.
 25 I mean there are other alignments of

1 applicant provides an executed agreement with the
 2 affected property owners."

3 So in November there was no conditional
 4 approval. They were waiting for the executed
 5 agreements.

6 So is there a conditional approval now
 7 or is the county still --

8 MS. GONCHAR: And I think what Justin
 9 said is they have made a submission since November.
 10 If you review those memos, there were two memos
 11 attached to that report both from engineers which
 12 continue to have opened a few -- very few open items
 13 in them in addition to the one that you read.

14 A subsequent submission has been made
 15 and will be scheduled, and I can report that I had a
 16 subsequent conversation with counsel to the planning
 17 board, and in fact --

18 MR. CUCCHIARO: To the county planning
 19 board.

20 MS. GONCHAR: Excuse me?

21 MR. CUCCHIARO: To the county planning
 22 board.

23 MS. GONCHAR: I'm sorry. The county
 24 planning board, the attorney for the county planning
 25 board, and, in fact, ongoing discussions or

1 the roadway that we can utilize.

2 MR. CUCCHIARO: I was just asking about
 3 what you were proposing now. I think you've
 4 answered that.

5 MS. GONCHAR: Okay. I didn't want it
 6 to appear that that was the only if there was a
 7 difficulty that they couldn't redesign, but it would
 8 be literally going back to the drawing board.

9 MR. CUCCHIARO: Okay. Just switching
 10 gears to the site itself, the ingress and egress for
 11 the tractor trailers that you've designed, I think
 12 I've heard your testimony and reading the reports,
 13 that would be exclusively for tractor trailers,
 14 right?

15 MR. TAYLOR: Yes.

16 MR. CUCCHIARO: A tractor trailer -- if
 17 you have a tractor trailer that's ingressing the
 18 site at the same time a tractor trailer is egressing
 19 the site, would they both be able to make that
 20 movement simultaneously?

21 MR. TAYLOR: Yes. I know that was a
 22 concern of the board the last time we did it, and so
 23 we ensured in this design, this layout, that they
 24 could make those maneuvers simultaneously.

25 MR. CUCCHIARO: Okay. All right.

1 That's all I have for now.
 2 Eileen, I don't know if -- or anyone,
 3 if technologically we have the capability if someone
 4 can email me the December report, and I can take a
 5 look at it, but tonight's not our last meeting
 6 anyway. So I'll look at it one way or the other,
 7 but just to conclude on that, you're making good
 8 faith efforts to acquire the property, and that's
 9 what you had represented to the county planning
 10 board and it's reflected in the November report.
 11 But as of now, whether it be the
 12 private property owners or Howell Township, there's
 13 been no acquisitions as of yet?
 14 MS. GONCHAR: That's correct.
 15 MR. CUCCHIARO: Okay.
 16 MS. GONCHAR: We thought it was
 17 premature while we were still at the local rather
 18 than acquiring land for an improvement that wouldn't
 19 be done if the warehouses aren't approved.
 20 MR. CUCCHIARO: All right. That's all
 21 I have for now, Mr. Chairman.
 22 MS. BEAHM: Mr. Chair, can I just ask
 23 one follow-up questions to that?
 24 CHAIRMAN BOISVERT: Sure.
 25 MS. BEAHM: Justin, I could have

1 MR. SEAMAN: Mr. Chairman, if I may,
 2 and, Justin, a question technically for you, but I
 3 believe this is the first time we've heard about the
 4 17 electric vehicle spaces.
 5 You know, I'm just wondering, is that
 6 going to be in one specific area? Does that pose
 7 any additional infrastructure or safety concerns for
 8 the building because that's quite a few?
 9 MR. TAYLOR: So we -- because of the
 10 number of parking spaces proposed within the site,
 11 we're required to provide 4 percent of the total in
 12 EV. So it works out to like 16.2 which we're going
 13 to have to round up to 17.
 14 I would envision they're going to be
 15 interspersed throughout. We have four buildings.
 16 Right. So you talk about four per building. Then,
 17 usually, what we do is we design it so you have one
 18 single tower providing it to two spaces.
 19 So there will have to be underground
 20 conduit run to these. There's going to have to be a
 21 little bit of space dedicated to these, but I don't
 22 think -- there's no safety concerns that go along
 23 with them. It's really just running the conduit,
 24 and for a commercial development such as this,
 25 they're -- really what they're called make ready

1 misunderstood, but I thought that there was a
 2 comment that the county review letters didn't have
 3 any comment on the Oak Glen, Randolph, Brook Road
 4 intersection.
 5 MR. TAYLOR: Yes.
 6 MS. BEAHM: Isn't the comment like
 7 right after the things that Ron was talking about
 8 asking that they request copies of the intersection
 9 improvements for this road to determine potential
 10 impact to the structures, those drainage comments?
 11 MR. TAYLOR: Those are drainage
 12 comments. Yes. That's correct.
 13 MS. BEAHM: And has that been done?
 14 MR. TAYLOR: Yes. That was part of the
 15 resubmission we sent to the county in the beginning
 16 of January.
 17 MS. BEAHM: Okay. So that's relatively
 18 recent?
 19 MR. TAYLOR: Yes, absolutely, within
 20 the last two weeks.
 21 MS. BEAHM: All right. Thank you.
 22 CHAIRMAN BOISVERT: Okay. Any other
 23 comments from our professionals?
 24 All right. Board members, any of you
 25 guys have any comments, questions?

1 stations. You know, we're going to start to install
 2 them. More people that have electric vehicles, but
 3 while it's developed, what the state really wanted
 4 is to make sure that the underground infrastructure
 5 was put in so that, as they needed to bring these
 6 online and they needed additional charging stations,
 7 that the infrastructure was really there.
 8 So I think while we haven't fully laid
 9 it out yet, they're going to be sprinkled throughout
 10 the various buildings.
 11 MR. SEAMAN: Thank you.
 12 MS. NEUMANN: Mr. Chairman, if I could,
 13 Russell's on from my office, and I know that Justin
 14 had agreed to the comments on our report, but a lot
 15 of our comments that go around the roadway
 16 improvement plan, specifically Randolph and Oak Glen
 17 Road, and while I understand that they agreed to
 18 comply with all of our items, I think that there's
 19 information, especially if it's been done and
 20 already submitted to the county should have also
 21 been submitted to my office for review.
 22 MR. TAYLOR: So, Laura, let me -- maybe
 23 I can clarify a little bit.
 24 The plans that we have submitted for
 25 Randolph and Oak Glen are the site plans. Within

1 the site plans, the striping and modifications that
2 we're proposing on Randolph and Oak Glen are within
3 that.

4 Should we be approved, there's going to
5 be detailed roadway construction drawings that have
6 to be prepared. That's not something we would
7 typically do for planning board applications but
8 subsequent to that, and Russell's on.

9 He and I had a conversation that it's
10 not atypical to do that as a condition of approval
11 knowing what the two-dimensional geometry is going
12 to be based on the site plans.

13 So that the analysis is contained
14 within the traffic study that was submitted. It was
15 updated in June, and the site plans show the
16 proposed improvements along the roadway.

17 MS. NEUMANN: Understood.

18 Q. So does the township board have the
19 information that the county has with regard to those
20 improvements --

21 A. They do.

22 Q. -- Justin?

23 A. Yes, they do.

24 Q. Okay. Thank you.

25 MS. BEAHM: The plans that were

1 submitted a couple weeks ago back to the county we
2 have?

3 MR. TAYLOR: No, but the plans that
4 were submitted back to the county are only the plans
5 at 547 and Randolph, not at --

6 MS. BEAHM: I mean I get it, but
7 Randolph is still like our -- the town is still
8 going to want to see the plans whether they have
9 jurisdiction over the intersection.

10 So I think it's a little disingenuous
11 to say that we have everything the county has
12 because we don't.

13 So my recommendation is, if you submit
14 something to the county, you should be submitting it
15 to our board as well because we may see something
16 that impacts us locally that they're not going to
17 look at. So that would be my recommendation.

18 MR. TAYLOR: I agree, Jen. That's
19 actually an oversight on my part, and I apologize.

20 Knowing that this is not our last
21 hearing, I will make sure they get to the board and
22 the board professionals tomorrow.

23 Q. Justin, to be clear, we're talking
24 about stormwater improvements at the intersection or
25 what was changed in the most recent plan?

1 A. No. What we were just talking about --
2 yes. Those modifications to the stormwater
3 infrastructure.

4 Q. Okay.

5 A. But for 547 and Randolph, I'll send
6 them out to everybody tomorrow, and I apologize.

7 MR. CRISTIANO: Mr. Chairman, I have a
8 question. Actually, it might be for Ron.

9 CHAIRMAN BOISVERT: Go ahead.

10 MR. CRISTIANO: How are we voting on
11 this project when the applicant don't even own the
12 land to finish the project?

13 MR. CUCCHIARO: Well, we have to vote
14 because they filed an application. So there's no
15 option to vote or not to vote.

16 In certain circumstances -- in most
17 circumstances, any decision, if it's positive, would
18 be based on obtaining outside agency approval.

19 However, I think, you know, it appears
20 there's going to be some reckoning because there's a
21 county meeting or decision that's coming up and a
22 decision expected.

23 We don't know exactly what the final
24 determinations are from the private property owners.
25 I don't know that the governing body in Howell

1 Township has been given an opportunity to opine one
2 way or the other as to whether they're interested in
3 providing or selling land.

4 So I think there's more to come on
5 that, but, you know, to the extent the county
6 planning board denies the application, which the
7 applicant doesn't think is going to happen, but if
8 they deny the application because, for instance,
9 Howell Township doesn't want to give any land or the
10 five property owners don't want to give private land
11 and if the county commissioners are not interested
12 in exercising eminent domain, that could impact on
13 the board's decision, but until those things happen,
14 I think we just have to sort of track it as we go or
15 if those things happen, you know.

16 MR. CRISTIANO: Thank you.

17 MS. GONCHAR: Also, if I may say, I
18 appreciate Mr. -- your counsel's opinion, but the
19 board -- there are outside agency approvals which
20 often have conditions.

21 So if something has been denied, that's
22 one thing, but the fact that outside agency
23 approvals have conditions is not justification for
24 the board's denial, in my opinion, when something is
25 outside of their jurisdiction.

1 MR. HUSZAR: Paul, I got two questions.
 2 CHAIRMAN BOISVERT: Go for it.
 3 MR. HUSZAR: Justin, on your map that
 4 you put up there, on the eastern and the western
 5 sides of the property is there enough space for
 6 tractor trailers to pass through simultaneously in
 7 either direction, especially on the eastern side
 8 where I believe there's parking for the workers?
 9 MR. TAYLOR: So there is the ability,
 10 yes. The 30-foot wide drive aisles have been
 11 designed to accommodate tractor trailers passing in
 12 both directions. It provides a 15-foot lane in each
 13 direction. So yes.
 14 MR. HUSZAR: Even with the parking on
 15 the eastern side?
 16 MR. TAYLOR: Yep. Absolutely.
 17 MR. HUSZAR: And then, Ron,
 18 clarification. I know we've talked about it in the
 19 past, but we're talking about Herbertsville Road,
 20 547, which is, you know, down quite a distance from
 21 the property.
 22 My understanding is, in evaluating
 23 these applications, the planning board's
 24 jurisdiction is over ingress and egress, correct?
 25 MR. CUCCHIARO: That's correct.

1 traffic are contemplated by the governing body.
 2 So, you know, more traffic is not a
 3 reason to deny. You have to be able to -- if you
 4 were going to consider it and use it as a reason to
 5 make a decision, it would have to be because it --
 6 that has an impact on the ingress and egress.
 7 MR. HUSZAR: Thanks.
 8 CHAIRMAN BOISVERT: Okay. Go ahead.
 9 COUNCILMAN GASIOR: Justin, I have a
 10 couple questions.
 11 I tried to write the numbers down
 12 quickly, but you gave a couple numbers earlier about
 13 the amount of entering and exiting trips both a.m.
 14 and p.m. What were they again?
 15 MR. TAYLOR: Surely.
 16 During the a.m. peak hour we anticipate
 17 105 entering and 31 existing, and then the p.m. peak
 18 hour it's 39 entering and 100 exiting, and that's
 19 total volume.
 20 COUNCILMAN GASIOR: Okay. So when you
 21 talk about peak hour, are you referring to a
 22 specific time period that these trucks will be
 23 coming in and out or is there over several hours?
 24 MR. TAYLOR: So that is what we term
 25 the peak hour of the street, and what we find is the

1 MR. HUSZAR: So I guess my question is
 2 why are we listening to things going on
 3 Herbertsville Road and 547 when in actuality we
 4 can't take that into consideration on voting on it?
 5 MR. CUCCHIARO: Well, you can take it
 6 into consideration in as much as those improvements
 7 or lack of improvements have an impact on how the
 8 site is going to function.
 9 So you have to look at it through the
 10 prism of what do these improvements mean, if
 11 anything, to ingress and egress?
 12 What does it mean to the ability to get
 13 in and out of the site?
 14 So, you know, that's the way that you
 15 would look at these improvements from our
 16 jurisdiction.
 17 MR. HUSZAR: It's not like we can't --
 18 hey, there's traffic backup at Herbertsville Road.
 19 We can't take that into consideration because that
 20 doesn't really deal with ingress and egress.
 21 MR. CUCCHIARO: That's correct, and
 22 here's the -- and it's not an interpretation or
 23 anything of the law.
 24 The courts have been very clear that
 25 when a ordinance is adopted that increases in

1 greatest impact to the surrounding roadway network
 2 typically is when the volumes -- the background
 3 volumes on the roadway are the highest. That's
 4 during those commuting hours.
 5 So there is traffic that will be coming
 6 to and from the site throughout the day, but we
 7 concentrate it into those peak three hours, because
 8 when the volume on the background is lower, the
 9 impact of the traffic associated with the project is
 10 lower.
 11 So we study during the morning and
 12 evening peak commuting hours.
 13 COUNCILMAN GASIOR: So in your
 14 extrapolation of all this, have you come up with
 15 some hypothetical number of how many trucks let's
 16 say per hour will be going in and out of there?
 17 MR. TAYLOR: So during these peak hours
 18 we project between -- in the morning we would
 19 project 19 total truck trips or five in and 14 out,
 20 and in the evening we would project 28 total trips
 21 or 15 in and 13 out.
 22 COUNCILMAN GASIOR: Per hour?
 23 MR. TAYLOR: Per hour.
 24 COUNCILMAN GASIOR: Per hour.
 25 Okay. Would you do me a favor and

1 bring up the map of that complex? I just have a
2 quick question.

3 MR. TAYLOR: Absolutely. You want the
4 site plan of the project?

5 COUNCILMAN GASIOR: Yes.

6 MR. TAYLOR: Give me one second.
7 Screen three.

8 Q. Justin, when you put it up, if you
9 could just reiterate what exhibit it is?

10 A. Absolutely. This is A-17.

11 COUNCILMAN GASIOR: Okay. Justin,
12 it's -- not that my eyes are that good. We know
13 that there's going to be two in and outs here. It
14 looks like they're almost identical to me the way
15 they're designed.

16 Could you -- I take it there's going to
17 be in a check-in place for these trucks to come in.
18 Would that be correct?

19 MR. TAYLOR: No. We don't -- we don't
20 contemplate having like a guardhouse or anything
21 like that.

22 COUNCILMAN GASIOR: All right. So
23 these trucks would just come in and go to whatever
24 assigned bay?

25 MR. TAYLOR: That's correct.

1 COUNCILMAN GASIOR: Okay. That's all
2 that I had. Thank you.

3 MR. TANNENHAUS: Mr. Chairman.

4 CHAIRMAN BOISVERT: Go ahead.

5 MR. TANNENHAUS: I have a question.

6 Mr. Taylor, in your testimony you had
7 mentioned there were three -- in developing your
8 truck traffic count, there were three different
9 types of warehouses that you had mentioned that the
10 ITE references, and the one you said you picked was
11 the one used for I think it was retail warehousing,
12 not distribution or whatever.

13 Could you provide some testimony as
14 to that and clarify what that -- what that type of
15 warehouse is that you used for your report and then
16 provide some testimony as to why you chose that one
17 and not the other two?

18 MR. TAYLOR: Sure. The land use code
19 that we used is 150, and it's defined as warehousing
20 by the ITE. The ITE in its most recent publication,
21 the eleventh edition of Trip Generation, actually
22 has, gosh, half a dozen different truck definitions.
23 Right. They're identifying and they're keeping pace
24 with the modernization and a changing dynamic of
25 what warehousing is today.

1 The reason we use 150 is we understand
2 that this is not a parcel hub. This is not a
3 distribution and fulfillment center. Right. That's
4 not what's being designed here.

5 So when we drill down to the correct
6 land use from ITE, that 150 is the one that we're
7 supposed to be using because it encompasses general
8 warehousing, big box warehousing. That's what's
9 proposed here.

10 The definition is a warehouse is
11 primarily devoted to the storage of materials but
12 also may include office and maintenance areas. So
13 that's kind of what we're -- go ahead. I'm sorry.

14 MR. TANNENHAUS: What does the 150
15 mean? Is that the section in that particular
16 guidance?

17 MR. TAYLOR: Yes.

18 MR. TANNENHAUS: Or is that the number
19 of trucks?

20 MR. TAYLOR: No. No. My apologies.

21 So the trip generation manual breaks
22 things down into individual land use codes. Right.
23 Each one of these different types of warehouses or
24 housing or office or any of those is a specific land
25 use code.

1 So Land Use Code 150 is general
2 warehousing. Land use Code 155 is distribution
3 facility. You know, Land Use Code 210 is --

4 MR. TANNENHAUS: So describe a
5 distribution facility as it relates to this piece of
6 property. What would constitute a distribution
7 facility and why is this not that one?

8 MR. TAYLOR: That's a great question,
9 Mr. Tannenhaus.

10 When you get into distribution
11 facilities, it's a much more labor-intensive,
12 person-intensive type of use. You would have
13 hundreds of more parking spaces because you have
14 people touching those things, and it's really --
15 picture an Amazon warehouse. Right. You have
16 things that come in in tractor trailers and they get
17 stored in the warehouse, and you need people to
18 individually pick the three things you order on
19 Amazon today.

20 This is not. This is the wholesale
21 warehousing of goods. Right. You have stuff that
22 comes in. You have people that hold things in it.
23 Nike, you know, needs a shoe warehouse, and they
24 bring their shoes in. Their shoe storage is there,
25 and then when they need to -- some store needs them,

1 they give them to them.
 2 So while I say -- why I say this is not
 3 distribution facility, it's not designed for that.
 4 It doesn't have the parking that you would need for
 5 the infrastructure. It doesn't have the access that
 6 you would probably need for a facility such as that,
 7 and so that's why we -- one, why we've used Land Use
 8 Code 150 and also why we designed it in conformance
 9 with I think what your ordinance would say is a
 10 warehouse.

11 MR. TANNENHAUS: Okay. Does utilizing
 12 this section -- is this the worst case scenario for
 13 the different types of warehouses or is this the
 14 best case scenario from a -- the lowest amount of
 15 trucks that could be coming to this facility as it
 16 relates to the traffic impact?

17 MR. TAYLOR: That's another great
 18 question.

19 Other than that fulfillment center,
 20 Land Use 150 generates the highest trip generation
 21 per square foot of the other warehouse uses in the
 22 ITE trip generation manual.

23 So knowing that we're not going to be a
 24 distribution facility, we've used the highest
 25 traffic generator rate to generate our traffic and

1 run our traffic impact.

2 MR. TANNENHAUS: How does the town know
 3 that this won't end up becoming that type of
 4 facility?

5 I can't recall if we had some testimony
 6 or not. Ms. Gonchar, is that something that you
 7 could recall? I don't remember if that was
 8 discussed yet.

9 MS. GONCHAR: In terms of the use,
 10 well, it's what we're asking for in your ordinance.
 11 You amended the ordinance to differentiate between
 12 types to disallow distribution type or pack-and-pick
 13 or pick-and-pack, whatever some of the other are
 14 often called, and in answer to your question, how
 15 does the town know that --

16 MR. TANNENHAUS: I think you answered
 17 my question.

18 MS. BEAHM: I think that might be
 19 helpful, Ms. Gonchar, to like -- I don't know if
 20 this is the right witness, but to have someone go
 21 through the definition because, you know, the
 22 definition of warehouse talks about short- and
 23 long-term storage of bulk materials. Whereas,
 24 distribution doesn't talk about employees or
 25 pack-and-pick or anything of that nature.

1 hit that and then Jen can give her opinion.

2 As part of this application, we went
 3 out and collected brand new traffic counts for the
 4 project.

5 MR. TANNENHAUS: What was the dates for
 6 that? I'm sorry. Because all I heard was the 2021
 7 dates.

8 MR. TAYLOR: So we collected data in
 9 October of 2021. Right. And we then grew that
 10 volume based on background growth rates provided by
 11 the NJDOT to a build year of 2025.

12 So at the time of application, the data
 13 that we provided to you was current, and I think the
 14 background growth rate, the COVID adjustment factor
 15 and the utilization of the individual intersection
 16 peak-hour counts gives you a very conservative model
 17 of what we're doing and a realistic picture of what
 18 the no-build and build analysis would be.

19 MR. TANNENHAUS: Okay. Thank you.

20 CHAIRMAN BOISVERT: Do you agree?

21 MR. SCHLAFER: I agree. That is a
 22 typical standard that we've been doing for the past
 23 few years. So I'm comfortable with that.

24 CHAIRMAN BOISVERT: Now, Justin, is
 25 this a 24-hour operation?

1 MR. TAYLOR: It has the potential to
 2 be. We don't have tenants yet, but it's my
 3 understanding that the zone does allow for 24-hour
 4 operation.
 5 CHAIRMAN BOISVERT: Just taking your
 6 trip numbers, okay, and 24 hours, that's 432 trips a
 7 day. That sounds like distribution to me.
 8 MR. TAYLOR: So I can --
 9 CHAIRMAN BOISVERT: Four hundred
 10 thirty-two trips a day.
 11 MS. GONCHAR: Can I ask a question?
 12 How is it -- can I just ask how you came up with
 13 that?
 14 CHAIRMAN BOISVERT: He said five in and
 15 13 out, and that was his conservative. So I just
 16 times that 18 trips by 24 hours. That's why I
 17 asked.
 18 MR. TAYLOR: So the volume that's
 19 associated with that is not -- is not distribution
 20 center. It's for general warehousing.
 21 We would anticipate for trucks in for
 22 the day 564 trips. Two hundred eighty-two trips a
 23 day in and 282 out for a warehouse such as this.
 24 MS. BEAHM: Justin, can I just ask,
 25 when you did these counts, were these manual counts

1 or did you have the counters down?
 2 MR. TAYLOR: So the traffic counts that
 3 we did were done manually. We had people out there
 4 on the street doing the counts.
 5 MS. BEAHM: Right. So -- but if you
 6 had counters, you would see like the volume of
 7 traffic on the road for like a 24-hour period as
 8 opposed to the hours that you had people out there
 9 counting, correct?
 10 MR. TAYLOR: If I had ATRs down, you
 11 would have -- yes, you would have a 24-hour
 12 distribution.
 13 MS. BEAHM: I just wanted to clarify
 14 that. Thank you.
 15 MR. TAYLOR: Yep.
 16 CHAIRMAN BOISVERT: Then I mean your
 17 trips actually would be higher than mine because
 18 you're saying 238 in and 238 out, and that's not in
 19 counting just the regular traffic that goes on
 20 around there. That's not like that would be the
 21 only traffic.
 22 MR. TAYLOR: No.
 23 CHAIRMAN BOISVERT: And I know what
 24 you're saying, 238. I do a lot of warehousing. Two
 25 hundred thirty-eight trips, that's a lot in and out.

1 Five hundred a day. Like I said, that's -- to me,
 2 that's distribution. That's --
 3 MR. TAYLOR: So I -- a distribution
 4 facility of this size is going to generate four or
 5 five times that. Right.
 6 What we're talking about and what's
 7 being proposed here is general warehousing. We're
 8 talking about, you know, a project that has the
 9 capability and the driveway geometry to accommodate
 10 that traffic as well as the surrounding roadway
 11 network that has the ability to accommodate this
 12 traffic with some of the improvements that are being
 13 proposed as part of the project.
 14 CHAIRMAN BOISVERT: Provided that the
 15 county allows you to do those improvements.
 16 MR. TAYLOR: That's correct. We will
 17 require county approval for the improvements to the
 18 intersection of 547 and Randolph. That's correct.
 19 CHAIRMAN BOISVERT: Okay. Anybody else
 20 from the board have any questions?
 21 MS. TALENTE: I do.
 22 In that road improvement on 547, does
 23 that include the bridge because that bridge is a
 24 10-ton weight limit?
 25 MR. TAYLOR: On 547, it's not -- so no.

1 The improvements that are being proposed on 547 are
 2 at the intersection of -- right at the intersection.
 3 There's no --
 4 MS. TALENTE: Because that intersection
 5 is heading towards 195. That bridge, the signs
 6 right there says it's a 10-ton weight limit on the
 7 bridge.
 8 How is a tractor trailer -- an empty
 9 tractor trailer can fit over that.
 10 MR. TAYLOR: I do not believe that the
 11 county has any issue with this route for trucks.
 12 Right. It's their roadway. It's actually part of
 13 the New Jersey access network for trucking.
 14 So I don't believe that there's any
 15 issue nor has the county raised any issue with the
 16 structure being able to accommodate the tractor
 17 trailer traffic.
 18 MS. TALENTE: So the sign's there just
 19 because?
 20 MR. TAYLOR: I'm not aware of the sign
 21 on 547 with the 10-ton label.
 22 MS. TALENTE: When you turn onto
 23 Randolph, it's right there.
 24 MR. TAYLOR: On Lakewood-Allenwood or
 25 Lakewood Farmingdale?

1 MS. TALENTE: No, on 547. I drove past
2 it today.

3 MR. TAYLOR: As I said, the roadway is
4 under the jurisdiction of the county, and they have
5 not expressed any issue with any of their structures
6 accommodating the traffic that we're proposing.

7 MS. TALENTE: Okay.

8 MR. HUSZAR: A tractor trailer that
9 would be turning from Randolph onto 547, let's say
10 everything goes well. The traffic light goes in.
11 Right.

12 Make a right onto 547 with a tractor
13 trailer. How far would the setback be from a
14 vehicle stopped at a traffic light to make that
15 safely without impeding oncoming traffic or stopped
16 traffic, I should say, at a red light?

17 MR. TAYLOR: Another great question,
18 and it's one of the things the county takes into
19 account.

20 It's one of the things as a traffic
21 engineer that we look at. We actually utilize
22 simulation software similar to what we provided to
23 you to see the on-site circulation of the trucks.

24 We're also proposing a wide sweeping
25 radius on the northeast corner. So as the truck

1 MR. HUSZAR: I'm visualizing a whole
2 lot, Brian.

3 MS. GONCHAR: All right. But, again,
4 just so we're clear, these are -- you're talking
5 about the county intersection. That's what you're
6 asking for?

7 Those plans would be submitted as a
8 courtesy to the board to your consultants, but those
9 plans are not before the board. They're before the
10 county planning board.

11 CHAIRMAN BOISVERT: Okay. Anybody else
12 on the board have any questions?

13 MR. SEAMAN: Mr. Chairman, that just
14 made me think of something real quick.

15 With the new driveway layout, do we
16 have a circulation plan showing the truck movements
17 with the revised layouts?

18 MR. TAYLOR: Yes. They were part of
19 the site plan submission that the board has.

20 Q. You have a sheet. Do we have a sheet
21 reference?

22 A. Yeah. Give me a sec.

23 MR. SCHLAFER: Sheet 101.

24 MR. TAYLOR: Thank you. 101 is on
25 site, and driveway circulation is 102. Thank you.

1 makes the right, we've given a good provided area
2 for the rear tires to track around that turn. It is
3 offset.

4 Give me one second. One second. My
5 scale is in my desk.

6 MR. TANNENHAUS: Mr. Taylor, is that
7 something that would be provided with these plans
8 that you recently submitted to the county?

9 MR. TAYLOR: Yes. It's within the
10 plans that was recently submitted to the county.
11 That's correct.

12 MR. TANNENHAUS: So we'll be able to
13 opine and make comments on it when we get those
14 plans. Is that a fair statement?

15 MR. TAYLOR: Yes.

16 So from the center line of Randolph
17 Road, the stop bar setback, about a hundred feet --
18 no. Excuse me. About 63 feet, and that has been --
19 as I said, that's been designed to accommodate a
20 vehicle staged in that left-turn lane coming
21 southbound and the tractor trailer to make a
22 right-hand turn.

23 MR. TANNENHAUS: Nick, I don't know
24 about you, but I'm a visual person. So until I see
25 the plans, it's tough for me to follow.

1 103 also has truck circulation. My apologies.

2 MR. SEAMAN: Thank you.

3 MR. SCHLAFER: We do have a couple of
4 technical comments as far as curb radii at
5 intersections. Just widening or narrowing them for
6 ease of access just that they've already agreed to
7 work on with us.

8 MR. TAYLOR: Yes. We take no exception
9 to any of the recommendations provided by your
10 professionals with regard to those.

11 MS. GONCHAR: And I think the board had
12 advised us that they would want to see revisions.
13 So those items that Mr. Taylor has indicated will be
14 incorporated. Rather than doing those piecemeal,
15 those will be incorporated when those sheets are
16 revised --

17 MR. TAYLOR: That's correct.

18 MS. GONCHAR: -- to accommodate Mr.
19 Schlafer's -- those recommendations that are to be
20 reflected in plan form.

21 CHAIRMAN BOISVERT: Anyone else from
22 the board have any questions?

23 MR. CRISTIANO: Yes.

24 Ms. Gonchar, I would like to hear from
25 how your project in our town benefits our town's

1 people.

2 MS. GONCHAR: Well, first of all --

3 MR. CUCCHIARO: Mr. Chairman. Our job

4 as the planning board is to determine whether the

5 application complies with the ordinance.

6 While it may be in everyone's interest

7 to find out how this would benefit the public, it's

8 not something that the law allows us to ask where a

9 use variance is not required.

10 To the extent that they do need relief,

11 their planner will testify to it, and, of course,

12 ingress and egress is something that's within our

13 jurisdiction, but overall how the use benefits the

14 public is not something that we have the legal

15 ability to pursue.

16 CHAIRMAN BOISVERT: Okay. So yeah.

17 Anybody else from --

18 MR. CUCCHIARO: Mr. Chairman, I have

19 one follow-up, please, question. I was trying to

20 catch all the details of the signs for the weight

21 limits.

22 Mr. Taylor, just as a matter of just

23 due course in preparing any traffic impact report,

24 do you look at whether -- or do you determine

25 whether there are weight limits on the roads?

1 I know you said the county didn't seem

2 to object, but that's not the same as confirming

3 whether one exists or not.

4 MR. TAYLOR: That's correct. I

5 typically drive the area. We look at the routes.

6 We look at designations of truck routes set forth by

7 the NJDOT.

8 All of these, because of this being a

9 500 series county route, puts it into what's called

10 the New Jersey access roadway network, and it's

11 designed to facilitate the maneuvering of the

12 vehicles and large vehicles between facilities and

13 the interstate roadway network which it does at 195.

14 So based on all that, I didn't see any

15 restriction that would preclude these tractor

16 trailers from utilizing the roadway.

17 MR. CUCCHIARO: How would you go about

18 confirming that? Is there some source that

19 delineates the existence of these weight limits?

20 MR. TAYLOR: So they're the -- New

21 Jersey sets forth a -- in 1632 of the New Jersey

22 Administrative Code, they talk about designated

23 travel routes for tractor trailer combinations, and

24 within that, it talks about, as I said, the national

25 network, the New Jersey access network and all other

1 unrestricted roadways within New Jersey.

2 MR. CUCCHIARO: But I'm saying is there

3 like a list somewhere, and if you're not on that

4 list, then there's no weight limit?

5 MR. TAYLOR: So in that it says that

6 all 500 series roadways, except for those set forth

7 in appendix B of that reference, are designed for

8 tractor trailers, and 547 does not fall within that

9 excepted or exception area of appendix B.

10 MR. CUCCHIARO: Okay. If it did, would

11 that impact any of your analysis if that weight

12 limitation -- and I'm not saying how, but would it

13 impact it in some manner?

14 MR. TAYLOR: So if I were to look at

15 it, I would have to look at why there was a weight

16 restriction imposed and what the thought process

17 behind it is.

18 I would also reach out to the county,

19 because it is their roadway, to find out if there is

20 any infrastructure that does not accommodate that,

21 and as I said, in multiple meetings with them and

22 multiple iterations of this project, they've not

23 raised any type of issue.

24 So those are the steps. I would start

25 here with 1632, and then I would go to the

1 jurisdictional agency of the roadway, and none of

2 those have raised red flags for this type of

3 project.

4 MR. CUCCHIARO: And, again, I'm just

5 trying to focus on what this board would be looking

6 at.

7 If, in fact, those weight limits were

8 accurate as Board Member Talente was expressing,

9 would there be an impact on ingress and egress do

10 you suspect?

11 MR. TAYLOR: No. I don't believe so.

12 MR. CUCCHIARO: So that access drive

13 that you have devoted to tractor trailers, they

14 could still get there?

15 MR. TAYLOR: That's correct.

16 MR. CUCCHIARO: Okay. All right.

17 Thank you, Mr. Chairman.

18 CHAIRMAN BOISVERT: All right. So any

19 other board members?

20 MS. TALENTE: Yeah. I have a question,

21 Paul.

22 CHAIRMAN BOISVERT: Go ahead.

23 MS. TALENTE: This might have been

24 answered, but in turning into the complex, can

25 trucks make a left-hand turn in or only a right-hand

1 turn in?

2 MR. TAYLOR: Only -- the driveways are
3 designed for right turn in only because we are
4 orienting all of the trucks to the county roadway
5 network and the signal that we're proposing.

6 MS. TALENTE: Okay. Thank you.

7 MR. GREENFIELD: Real quick.

8 You have signs up on that middle
9 entrance saying no truck traffic?

10 MR. TAYLOR: Yes. There will be signs
11 there. There was also some suggestion by your
12 professionals for additional signage interior to the
13 site to make it abundantly clear that the tractor
14 trailers should not be using the center aisle.

15 CHAIRMAN BOISVERT: Okay. Anybody
16 else?

17 MR. CRISTIANO: Yeah.

18 Ron, I asked that question about the
19 town's people. Can I ask that same question about
20 the town? How does this project benefit the town?

21 MR. CUCCHIARO: It's really -- it's
22 not -- it's just not the way that the law permits us
23 to proceed.

24 There was an ordinance that was adopted
25 that permitted it. The law looks at that as

1 tractor trailers could be coming I guess westbound
2 and just they need to make a left into this proposed
3 facility and they can't? Then what?

4 MR. TAYLOR: So given the weight
5 restrictions on Lakewood-Allenwood --

6 MR. HUSZAR: Or Oak Glen let's say.

7 MR. TAYLOR: We would not envision
8 tractor trailers taking the route of Oak Glen when
9 you can come down to the new signal and make the
10 left in that we're proposing on Randolph.

11 So the facility has been completely
12 designed and will be -- the patrons and the
13 operators and the tenants will be educated, but the
14 whole facility has been designed around the fact
15 that the trucks are oriented to and from 547. It's
16 why we have the driveways.

17 We heard the concern the last time of
18 public just of this fear of trucks traveling into
19 the east into the residential areas over there. So
20 we've taken great lengths to design the driveways to
21 preclude that.

22 When you're trucking, when you're
23 talking about how you're going to get to and from, a
24 lot of people are following their GPSs or following,
25 specifically as truck drivers, trucking GPS routes,

1 presumably the governing body felt at that time it
2 would benefit the town. Although the zoning has
3 changed, they have vested under the time of
4 application rule.

5 MR. CRISTIANO: Thank you.

6 CHAIRMAN BOISVERT: Anybody else?

7 MR. HUSZAR: Just one. I'm not trying
8 to beat a dead horse here.

9 CHAIRMAN BOISVERT: No. It's okay.

10 MR. HUSZAR: So I don't even know if
11 this is possible, Justin. I don't know if you have
12 this answer, but are tractor trailers allowed on
13 Lakewood-Allenwood Road?

14 MR. TAYLOR: On Lakewood-Allenwood I
15 don't know if they're specifically prohibited, but
16 on Lakewood-Allenwood there are weight restrictions.
17 There are several bridges as you travel east from
18 Oak Glen that have weight restrictions on them.

19 MR. HUSZAR: All right. Well, let's
20 just use Oak Glen, for instance, then.

21 I guess my question is what if a
22 tractor trailer makes a right onto Randolph and
23 needs to make a left into the complex and is kind of
24 just stuck there?

25 You know, is that a possibility where

1 and this will orient them down 547 to Randolph Road
2 and then to the right turn into the facility.

3 MR. HUSZAR: Okay.

4 MR. TANNENHAUS: Mr. Taylor, it's Brian
5 again here.

6 Is there a -- is there a service that
7 makes sure that the GPS maps and so forth are
8 updated appropriately to make sure that that's stuff
9 there or is it just inherently in there because of
10 the weight restrictions on those bridges?

11 MR. TAYLOR: So part of that is, yes,
12 it goes in there because of the weight restrictions
13 on those bridges. Part of it becomes you can
14 honestly reach out to Google and to Waze and to
15 those companies.

16 We've done it with working with
17 municipalities in looking to close roads. Right.
18 And you can change the routes, and what happened is
19 somebody in those traffic routing companies will do
20 a little bit background research. They can't just
21 arbitrarily change this, but they'll do some
22 background research and then potentially change the
23 route to preclude the travel along those roadways.

24 MR. TANNENHAUS: Mr. Cucchiaro.

25 MR. CUCCHIARO: Yes.

1 MR. TANNENHAUS: Is that -- is that
 2 something in the purview of this board?
 3 MR. CUCCHIARO: What specifically are
 4 you referring to?
 5 MR. TANNENHAUS: Making the requests to
 6 these various agencies, because I get what -- I get
 7 what Mr. Huszar is saying. You know, a new truck
 8 driver comes in from the area and now we're going to
 9 try to educate people, but let's be realistic.
 10 The truck driver's going to go where
 11 they want to go, and if there's a little bit of
 12 backup on 547, you know, they're going to make the
 13 first left that they can make that the GPS says
 14 approximately how they can get there and that means
 15 coming down Oak Glen Road which then puts them in a
 16 precarious situation because they go over a bridge.
 17 They make a right-hand turn onto Randolph Road and
 18 now they're stuck. They can't make a left-hand
 19 turn.
 20 So now they're jumping curbs to come
 21 into the site or they're coming from Lakewood in the
 22 other way.
 23 MR. CUCCHIARO: I think what's relevant
 24 here is, one, to hear from Mr. Taylor as to whether
 25 he feels it's relevant or not and why or why not,

1 and then what impact that would have on any of his
 2 conclusions that are in his report.
 3 So I would turn it over to Mr. Taylor
 4 to address that.
 5 MS. GONCHAR: What is the question?
 6 MR. TANNENHAUS: Mr. Cucchiaro, could
 7 you help me tailor that question?
 8 MR. CUCCHIARO: I think the question
 9 that Mr. Tannenhaus has is that there's a variety of
 10 ways that vehicles and tractor trailers may get to
 11 the site, and it's -- it's not beyond the reasonable
 12 probability that some tractor trailer driver is not
 13 familiar with the area, may rely upon GPS and it may
 14 take them, you know, through a different route to
 15 get there. One that may have the weight
 16 restrictions. Not the ones that Mr. Taylor talked
 17 about, you know, not being in the appendix, but the
 18 ones he said did exist.
 19 So my question in terms of how to -- or
 20 my recommendation in terms of how to respond to that
 21 is, one, is that something that is typically
 22 analyzed at all when you're putting a traffic report
 23 together, why and why not, and whether that would
 24 have any impact on the conclusions that Mr. Taylor
 25 came to?

1 MR. TAYLOR: So the routing of vehicles
 2 to the site is something we absolutely analyze as
 3 part of the traffic impact study. It's one of the
 4 things we want to look at to ensure that there is
 5 safe and efficient access to the site.
 6 As I've said, we have oriented all the
 7 traffic to and from 547 in order to keep the large
 8 vehicles away from the weight restricted bridges and
 9 away from the residential nature along Oak Glen and
 10 Randolph Road.
 11 I can tell you, if it's that big of a
 12 concern to the board, I have in other municipalities
 13 worked with the municipality to prohibit trucks on
 14 certain routes. There is a procedure you can do
 15 through the NJDOT to designate roadways no trucks.
 16 It's an evaluation that the -- you would have to
 17 submit to the NJDOT, and they make a determination
 18 whether it's a valid or not, but if it would make
 19 the board feel more comfortable, we can agree to
 20 undergo that procedure to apply to the DOT for these
 21 restrictions along the roadway.
 22 MR. CUCCHIARO: So, Mr. Taylor, in
 23 addition to that, just more specifically to one of
 24 the questions that Mr. Tannenhaus had, is it
 25 standard for any traffic engineer to understand how

1 a GPS might route you to get to a location versus,
 2 you know, the efforts that the applicant will take
 3 to create the route that is being presented?
 4 MR. TAYLOR: I can tell you, when we do
 5 distribution modeling, we do look at routing
 6 softwares. It's one of the things we look at to try
 7 find population centers. Where are the employees
 8 for this facility going to come from?
 9 So we look at the surrounding area. We
 10 look at the population centers that are around
 11 there, and we look at GPS routings to the facility.
 12 I don't absolutely always go through
 13 the truck routings because it's a little more
 14 difficult to figure out where they're going to go.
 15 It is something we look at.
 16 MR. CUCCHIARO: Even if GPS were to
 17 take certain drivers, you know, different routes
 18 that may not be as efficient and in some cases, you
 19 know, lead them towards roads they may not be able
 20 to access, is that something that would have changed
 21 your analysis or altered any of your conclusions?
 22 MR. TAYLOR: So I don't think so. I
 23 think what we have designed is to orient the
 24 vehicles correctly for where they're coming to and
 25 from.

1 You know, I mean we need to design to
2 the fact that the driver's going to follow the rules
3 or follow the laws and assume that that is going to
4 happen. Right.

5 We design for the prudent drivers, and
6 so I think we have done a great job in laying out
7 the site to keep the vehicles away from Oak Glen and
8 away from the residents on that side of the
9 development and orient them back towards 547.

10 MR. CUCCHIARO: I think, Mr.
11 Tannenhaus, what you can do is, understanding what
12 this planning board's role is and what its focus and
13 jurisdiction is, you know, apply whatever weight you
14 think is appropriate to the answer to the question
15 that you received from Mr. Taylor, and, you know, at
16 some point, you know, our traffic engineer, if more
17 information is not necessary, you know, can comment.

18 Otherwise, I think there's a couple
19 things that can happen tonight that our traffic
20 engineer is going to want to confirm or speak to Mr.
21 Taylor about.

22 MR. TANNENHAUS: Fantastic. Thank you.
23 I appreciate it.

24 MR. SCHLAFER: Yeah, and I did want to
25 just comment quickly.

1 a break.

2 CHAIRMAN BOISVERT: Okay. Yes. We're
3 going to take a quick five minutes and we'll be
4 back.

5 HOWELL TOWNSHIP MODERATOR: The board
6 will take a five-minute recess. They'll be back at
7 8:58.

8 (Whereupon, a recess was taken.)

9 HOWELL TOWNSHIP MODERATOR: The
10 planning board will now reconvene.

11 CHAIRMAN BOISVERT: Everybody's back.
12 Okay.

13 MS. GONCHAR: Are we back on?

14 CHAIRMAN BOISVERT: Yes, we are.

15 MS. GONCHAR: All right. Since we've
16 been -- I'm going to wait and see, because as I
17 understand it, I think what I just heard is that
18 traffic -- well, we're going to I guess open it up
19 for questions on direct, but it sounded like, and
20 you can clarify for me, that you anticipate that
21 there will be additional traffic testimony since I
22 think I heard someone say that they -- your
23 consultants will be looking at some additional
24 issues.

25 Is that accurate?

1 There are certain kind of GPSs that are
2 truck based that have different things as far as
3 putting in the length of the truck, how heavy they
4 are and will help guide a truck through roads that
5 are permitted for them generally.

6 MR. TANNENHAUS: I agree. I mean --
7 but they're not -- they're not infallible.

8 MR. SCHLAFER: No. I agree.

9 MR. TANNENHAUS: I will provide
10 testimony. You know, I'm an avid RV'er, and I have
11 such a GPS specific for RVs, and I can tell you that
12 sometimes even though it has the weight and the
13 height --

14 MR. CUCCHIARO: Mr. Tannenhaus, you're
15 not providing any testimony.

16 MR. TANNENHAUS: I'm sorry. I'm not
17 testifying. I apologize.

18 My experience with those specific GPS
19 systems specific for a vehicle type aren't always
20 right. Okay. That's it. Thank you for the
21 clarification.

22 CHAIRMAN BOISVERT: Anybody else?
23 Okay. So we're going to take a quick.

24 MS. GONCHAR: Okay. I had a few
25 questions on redirect, but they can certainly await

1 MR. CUCCHIARO: Well, I think -- and I
2 think it was my statement. What I was --

3 MS. GONCHAR: You moved on the screen
4 on my checkerboard. I had to find you. I
5 apologize.

6 MR. CUCCHIARO: Sure.

7 I was anticipating that, the questions
8 that we were asking that Mr. Taylor was answering,
9 we may have some additional response from our
10 expert, not necessarily Mr. Taylor.

11 I mean certainly it's up to you, but
12 that's what I was more referring to.

13 MS. GONCHAR: All right. Then you know
14 what then? Let me ask one additional, if I may, --
15 prompted by some of your questions.

16 I'm not sure, but I think the question
17 I was hearing and either counsel or -- we lost Mr.
18 Tannenhaus for the moment or at least on the screen.

19 MR. CUCCHIARO: He's here.

20 MS. GONCHAR: Okay.

21 Q. Justin, when you do your traffic study
22 and when you design a site with specific design to
23 direct traffic in a certain way, do you incorporate
24 into your analysis an assumption that people will
25 disregard statutes or signage or otherwise either by

1 design or otherwise not comply with safety laws or
 2 signage?
 3 A. No. No. We anticipate and we expect
 4 that the drivers, the motoring public are going to
 5 follow the rules and the laws of the road.
 6 So we take into account the directional
 7 signage, the restrictive signage and the restrictive
 8 geometry when we're laying this out. We assume that
 9 people are going to follow the laws.
 10 Q. So if you place curbing and direct
 11 driveways so that people can only go -- make a left
 12 exiting the site, do you do an analysis assuming
 13 people will drive over the curb to go right?
 14 A. No. No, we do not.
 15 Q. Okay. And is this the only industrial
 16 or truck-related use on Randolph Road?
 17 A. No, it is not. No.
 18 There's an industrial use across the
 19 way. There's also the 41 Randolph job that I
 20 referenced earlier that was approved by the township
 21 several years ago.
 22 Q. And to your knowledge, and I don't know
 23 if you know the answer, are those trucks directed by
 24 driveway design in one direction or another exiting
 25 their sites?

1 A. No, they are not. I don't know about
 2 the signage, but the geometry of the driveways are
 3 not designed to preclude a left or a right turn.
 4 Q. So those, to your knowledge, are full
 5 movement -- there are other driveways along Randolph
 6 Road that would allow trucks comparable to what
 7 you're discussing to go in either direction on
 8 Randolph Road?
 9 A. Yes. That's correct.
 10 Q. Okay. And the concerns that are being
 11 raised with regard to GPSs and trucks turning onto
 12 roads where they're not supposed to go, is there
 13 anything unique about the trucks that might be
 14 coming to the subject site that are different or
 15 distinct from trucks that are currently or will be
 16 coming or going to other -- those other industrial
 17 uses along Randolph Road?
 18 A. No, I don't believe so.
 19 Q. Okay. And, again, you've heard
 20 questions raised about truck drivers making --
 21 making mistakes or not following direction or
 22 getting stuck somewhere.
 23 With the -- do you view those as
 24 unlikely or substantial enough for you to reconsider
 25 your testimony previously?

1 A. No, I do not.
 2 Q. Okay. And is it your testimony -- even
 3 with the unlikely circumstance that had been raised,
 4 do you -- is your testimony -- does your testimony
 5 remain that the driveways and as designed will
 6 function in a safe and efficient way for the project
 7 as anticipated and designed?
 8 A. Yes. My professional opinion remains
 9 the same that they have been designed to safely and
 10 efficiently accommodate the traffic that we proposed
 11 for the site.
 12 Q. Okay. And some of these issues about
 13 maybe people trying to drive over the curb to go
 14 right coming out or coming from places that weren't
 15 anticipated, were any of those what I'll
 16 characterize as unlikely events -- and that's my
 17 characterization. Were any of those raised in any
 18 of the review letters that you've received as
 19 concerns from, for example, the county?
 20 A. No, they were not.
 21 Q. And any of the review letters you
 22 received from the board's consultants?
 23 A. Not that I'm aware of, no.
 24 MS. GONCHAR: That's what I have for
 25 direct subject to our right to recall.

1 MS. BEAHM: Can I just ask a couple
 2 questions?
 3 MR. TAYLOR: Sure.
 4 MS. BEAHM: The industrial building
 5 across the street, how long has it been there?
 6 MR. TAYLOR: A long while. I don't
 7 know exactly when it went in, but a while.
 8 MS. BEAHM: So equating the geometry of
 9 a driveway to a use that's been there for a long
 10 while to something that's being proposed in 2023 may
 11 not be apples to apples, correct?
 12 MR. TAYLOR: I think the question was
 13 more the type of vehicles that come to it.
 14 MS. BEAHM: I understand what the...
 15 question was. I'm asking you a different question.
 16 Is comparing an industrial use that's
 17 been there for quite a while to --
 18 MS. GONCHAR: He's trying to answer
 19 your question.
 20 MS. BEAHM: Respectfully, Meryl, I
 21 didn't interrupt you when you were asking a
 22 question.
 23 MR. CUCCHIARO: Everybody -- everybody
 24 hold on. Jen, why don't you ask your question
 25 again?

1 MS. BEAHM: So my question then is that
2 comparing the geometry of a driveway of an
3 industrial use that has been on Randolph Road for
4 quite some time to a use that's being proposed in
5 2023 perhaps may not be apples to apples. Correct
6 or not?

7 MR. TAYLOR: I think in the context of
8 the question we're talking about truck maneuvers.
9 We're talking about where vehicles are coming to and
10 from, and I think it is an accurate comparison.

11 MS. BEAHM: Okay. I would respectfully
12 disagree, but we're going to disagree to disagree on
13 that.

14 And 41 Randolph Road, what's the size
15 of that project?

16 MR. TAYLOR: Give me a sec. About
17 130,000 square feet.

18 MS. BEAHM: And what's the size of this
19 project?

20 MR. TAYLOR: Nine hundred forty
21 thousand.

22 MS. BEAHM: Great. Thanks. That's all
23 I have.

24 Q. Justin, if I can just follow-up, when
25 you're talking about -- the trucks come in and out

1 of the site one at a time. Is that correct?

2 A. Yes.

3 Q. And so the turning movements are on a
4 per truck basis?

5 A. Yes.

6 Q. So the geometry that we're speaking
7 about with regard to 40, that is still under
8 construction. Is it not?

9 A. I believe so. Yes.

10 Q. So that was approved within the last
11 few years?

12 A. Yes.

13 Q. Okay. So that the size of the building
14 might have something to do with the number of
15 trucks, but does it have anything to do with the
16 direction that each truck might be going and where
17 they're going to or coming from?

18 A. No, it does not.

19 MS. GONCHAR: Thank you. That's what I
20 have. Sorry.

21 CHAIRMAN BOISVERT: That's all you
22 have. Okay.

23 MS. GONCHAR: I'm sorry. I didn't know
24 if you were waiting for me to speak. I should stop
25 talking. I'm sorry.

1 CHAIRMAN BOISVERT: Okay. Does anybody
2 on the board have any questions or are we good right
3 now?

4 Okay. We're going to open it up to the
5 public.

6 MR. CUCCHIARO: Mr. Chairman, just to
7 reiterate that there's going to be -- there's going
8 to be a portion at the end that's for testimony, and
9 everyone will be able to comment on what they think
10 about the application.

11 Right now, this is for questions to the
12 applicant's engineer or the board's professionals
13 that have offered testimony tonight. So it's
14 questions, not comments.

15 CHAIRMAN BOISVERT: Thank you.

16 MR. TANNENHAUS: Mr. Cucchiaro, if I
17 could just ask a question.

18 MR. CUCCHIARO: Yes.

19 MR. TANNENHAUS: Are we technically
20 done with all of the sections, not necessarily the
21 applicant's witness testimony, but the section of
22 traffic, because we're going to be asking our
23 professionals on this testimony as well as it
24 relates to this.

25 It may be beneficial for the public to

1 hear what our professionals have to say so they can
2 further tailor their questions for you.

3 MR. CUCCHIARO: It's up to the board
4 chairman, but our professionals may also benefit
5 from hearing the questions and answers that the
6 public has as well.

7 MR. TANNENHAUS: Fair enough. Thank
8 you.

9 CHAIRMAN BOISVERT: Okay. So right now
10 we're going to open it up to the public, and like
11 Mr. Cucchiaro explained, it's just for questions to
12 the professional, not comments. That's going to be
13 when this is all said and done.

14 Right now, it's just for questions to
15 the applicant's professionals or even our
16 professionals, correct, Ron?

17 MR. CUCCHIARO: That's correct.

18 HOWELL TOWNSHIP MODERATOR: *You need me*
19 to read the statement, Paul?

20 CHAIRMAN BOISVERT: Please.

21 MR. CUCCHIARO: Eileen, just before you
22 do that, the one part of your statement that we're
23 not going to do is swear in the residents because
24 they're not providing testimony.

25 HOWELL TOWNSHIP MODERATOR: Perfect.

1 Thank you.
2 Okay. At this time, the chairman has
3 opened the hearing up for members of the public to
4 ask questions only of the applicant's witnesses or
5 the township's professionals.

6 If you use the raise your hand feature,
7 we will bring you into the meeting one at a time,
8 and you will have to have audio.

9 I'm not sure if, Ron, you need to swear
10 them in.

11 MR. CUCCHIARO: No. It's just
12 questions. So no one needs to be sworn in. You're
13 not providing testimony. So the video is not even
14 required under the rules.

15 HOWELL TOWNSHIP MODERATOR: Okay. And
16 anyone that's calling in, you can press star nine to
17 raise or lower your hand and star six to mute or
18 unmute yourself, and the person I have is Dave
19 Albertson.

20 MR. CUCCHIARO: Okay. Mr. Albertson,
21 we're just going to need you to state and spell your
22 name and give us your address and then you can begin
23 asking your questions.

24 MR. ALBERTSON: Okay. Thank you. My
25 name is Dave Albertson, D-A-V-I-D, last name

1 Albertson, A-L-B-E-R-T-S-O-N. I live at 28 Nate
2 Lane in Howell.

3 MR. CUCCHIARO: Okay. Go ahead, sir.

4 MR. ALBERTSON: Thank you, everyone,
5 for your time and allow me to present these
6 questions.

7 This goes to Mr. Taylor, if you don't
8 mind, just for clarification purposes. We're
9 anticipating 275 trucks per day if you're operating
10 at a normal kind of extended business hours less
11 than the 24-hour period, correct?

12 MR. TAYLOR: Yes. The number is
13 actually 282, but that's for a potential 24-hour
14 operation. Two hundred eighty-two trucks per day.

15 MR. ALBERTSON: Is that also including
16 the 401 parking spaces for employees and staff and
17 visitors?

18 MR. TAYLOR: So that takes into
19 account -- that's the truck traffic associated with
20 the project.

21 MR. ALBERTSON: Okay. So how many --
22 how many dedicated parking spaces were there for
23 staff employees and retail? I missed that.

24 MR. TAYLOR: There's no retail, but for
25 staff employees there is 401 parking spaces.

1 MR. ALBERTSON: So that's potentially
2 401 additional vehicles on a daily basis. So that
3 would be 1,950 trucks per week. Potentially almost
4 8,000 tractor trailers per month?

5 MR. TAYLOR: I honestly haven't done
6 the math over a month.

7 MR. ALBERTSON: Well, I'm just going by
8 what was presented.

9 Okay. I know we're talking about --
10 two more quick questions.

11 I know we're talking about a lot of the
12 traffic coming off of 547. There is a follow-up to
13 the bypass of where the bridge is. At some point on
14 the first initial meeting that we had there was a
15 sign that said minimum -- maximum 10 tons.

16 What is the weight of the average
17 tractor trailer of this 547 we're anticipate -- 537,
18 excuse me, that we're anticipating? Do we know
19 that?

20 MR. TAYLOR: I mean I don't have the
21 gross vehicle weight. I don't have it readily handy
22 for you. I apologize.

23 MR. ALBERTSON: Okay. I think that
24 would be in the best of the community and the board.

25 My second question is, and we'll circle

1 back to the weight, there are three of those bypass
2 bridges that are on the Lakewood-Allenwood roadway.

3 One -- two of them are 10-ton minimums
4 and the other one is a 15-ton maximum. Maximum.
5 Excuse me. I've been saying minimum. Two 10
6 maximums and one 15 ton.

7 MR. TAYLOR: That is correct.

8 MR. ALBERTSON: So that would also
9 probably be something of concern for the community
10 that, even if someone was to accidentally make a
11 wrong turn, I would think that the percentage of
12 them -- I'm not a gambling man, that small
13 percentage would probably be impeded if someone
14 makes a wrong term over 8,000 trucks on any given
15 month.

16 MR. TAYLOR: So the design of the
17 driveway has been laid out to fully channelize
18 prohibiting the right turn out and forcing trucks to
19 make a left out of the site purely for that reason.

20 We have designed it to orient everyone
21 to 547, and it will be signed. We have -- if the
22 township should so desire, we have no problem
23 granting Title 39 to make it an enforceable
24 maneuver, and the reason they've been laid out this
25 way is to push the trucks to the brand new

1 intersection that will be constructed and to the
2 roadway, New Jersey access network.

3 MR. ALBERTSON: Thank you, sir.

4 That would also include the Oak Glen
5 Road bypass bridge that is there. That was at one
6 point a maximum 10 ton.

7 MR. TAYLOR: Again, we're orienting
8 everyone towards 547 and then the county roadway
9 network.

10 MR. ALBERTSON: Okay. Fair enough.

11 So with that, I am not an engineer, but
12 I did have the opportunity to take out my tape
13 measure one afternoon knowing we were going to have
14 this meeting.

15 What is the width of a standard 537
16 tractor trailer? Do you know what that is, Mr.
17 Taylor?

18 MR. TAYLOR: 537. I don't know what a
19 537 tractor trailer is.

20 MR. ALBERTSON: So what's the
21 maximum -- give me the largest size tractor trailer
22 that would potentially be in any one of these bays
23 that can accommodate? What's the size and width?

24 MR. TAYLOR: You're talking about a
25 53-foot trailer.

1 MR. ALBERTSON: And that's the length.
2 What about the width?

3 MR. TAYLOR: The average width is about
4 8 feet.

5 MR. ALBERTSON: Eight feet.

6 So the bypass bridges that we're
7 referring to, the maximum space between from end to
8 end that I measured was 28.38 centimeters.

9 MR. TAYLOR: So can you tell me which
10 bridge you're referring to?

11 MR. ALBERTSON: So there's three. The
12 first one would be the one that's on Oak Glen. That
13 one was 22.83. The three that are on
14 Lakewood-Allenwood Road, the first one was 21.70.
15 That was the closest one closest to Oak Glen. The
16 other two were 22.76 and the last one was 23.77.

17 MR. TAYLOR: Yep.

18 MR. ALBERTSON: So if we're taking --

19 MR. TAYLOR: Thank you.

20 MR. ALBERTSON: Yeah. Thank you.

21 So if we're taking 8.5 and we're
22 multiplying that by 2 obviously, that's almost
23 17-feet wide, I think that would be cutting it
24 extremely close for impediment for any accidents
25 that would happen potentially on this roadway that

1 if two vehicles are going --

2 MS. GONCHAR: Excuse me. Excuse me.

3 Is there a question?

4 I thought this was questions. This is
5 unsworn testimony.

6 MR. ALBERTSON: The question is what
7 are we doing to prevent an accident happening?

8 We can't widen the bridges. So do we
9 take any of those actions into consideration?
10 That's the question.

11 MR. TAYLOR: Thank you, and it's a
12 great question, and we absolutely take into account
13 by designing the driveways to orient the trucks away
14 from Lakewood-Allenwood Road. We're pushing the
15 trucks to County Route 547.

16 So the bridge widths along
17 Lakewood-Allenwood Road don't really come into any
18 bearing of this because we're moving the tractor
19 trailers to the roadway network of the county on
20 547.

21 MR. ALBERTSON: Right. Thank you.

22 But if there was an accident there, we
23 don't -- it's pretty close. I think you would
24 agree, right?

25 We have two people that are trying to

1 impede 21 feet of space, and tractor trailers are
2 18-feet wide collectively going side-by-side.

3 That's a concern.

4 I have one last question and I'll let
5 everyone else.

6 Ms. Gonchar, you asked Mr. Taylor one
7 of the questions about the current businesses, and
8 Mr. Taylor was able to confirm these businesses
9 operate with some of these tractor trailers and some
10 have been impeded that the cutways aren't designed
11 to compare to what you guys are designing, but Mr.
12 Gasior asked a question earlier that I felt was
13 really important.

14 He asked the question of, when tractor
15 trailers are coming in and out, no one's checking
16 in, right? There's no check point, right, Mr.
17 Taylor? You said no one's checking in?

18 MR. TAYLOR: No. There's no gate
19 house.

20 MR. ALBERTSON: There's no gate house
21 thank you.

22 I just heard, Ms. Gonchar, just say
23 that they're going to know when to turn right or
24 left. The question was if they were going to be
25 able to turn in and out from Mr. Huszar's question.

1 So who's going to manage that when
 2 people make the right- or left-hand turn
 3 appropriately?
 4 MR. TAYLOR: So the driveways are
 5 designed with a full channelization to make the
 6 right -- the left turn out of the facility. It's
 7 going to be signed. There's going to be pavement
 8 stripping all with left-turn only signs, and so it's
 9 fully designed to force these vehicles to make that
 10 left out of the site.
 11 As I said, further than that, we don't
 12 mind granting Title 39 which would allow the police
 13 force to enforce those regulations and ticket, but
 14 the design has been very in-depthly thought out on
 15 how to channelize these vehicles into orienting them
 16 towards 547.
 17 MR. ALBERTSON: If the trucks are too
 18 heavy, the bridge will be comprised. If they're too
 19 wide, they'll be comprised, and if there's an
 20 accident --
 21 MS. GONCHAR: Question?
 22 MR. ALBERTSON: I digress.
 23 MR. CRISTIANO: Please let the town's
 24 person speak.
 25 MS. GONCHAR: This is questions.

1 MR. CUCCHIARO: It's questions.
 2 MS. GONCHAR: It's not sworn testimony.
 3 If they're going to testify, they need to be sworn.
 4 That's all I'm saying.
 5 MR. CUCCHIARO: First of all, the
 6 applicant's counsel is allowed to object any time
 7 she feels that a question is not a question. I
 8 think the chairman was in the middle of making a
 9 finding on it.
 10 CHAIRMAN BOISVERT: Yeah. I agree.
 11 Yes, it's questions only right now. She's not
 12 incorrect.
 13 MR. CUCCHIARO: I think Mr. Albertson
 14 was moving on also.
 15 MR. ALBERTSON: Actually, I appreciate
 16 the time. I digress. Thank you.
 17 HOWELL TOWNSHIP MODERATOR: Next person
 18 is Paige Hackett.
 19 MR. CUCCHIARO: Okay. We need you to
 20 state and spell your name and give your address.
 21 MS. HACKETT: Hi. My name is Paige
 22 Hackett. P-A-I-G-E. Hackett, H-A-C-K-E-T-T. My
 23 address is 578 Newtons Corner Road.
 24 MR. CUCCHIARO: Go ahead.
 25 MS. HACKETT: My questions are what are

1 your exact dates of your October 2021 study?
 2 MR. TAYLOR: Traffic counts were
 3 conducted October 28, 2021.
 4 MS. HACKETT: So all of those were all
 5 done on the same day, all those intersections?
 6 MR. TAYLOR: Yes.
 7 MS. HACKETT: And my other questions
 8 are did you account for school traffic which does
 9 not occur during those peak rush hours that you
 10 mentioned?
 11 Randolph Road is a highly traveled road
 12 by school buses. It's a main -- a main source of
 13 traffic from half of the town to Howell Middle
 14 School South that go that way.
 15 MR. TAYLOR: So during the morning peak
 16 hour we tend to find that the school peaks overlap
 17 with the peak commuting hour. You have a lot of
 18 schools starting in between that 7 and 9 whether
 19 you're middle school, high school or elementary
 20 school. So it is within the analysis of that time
 21 period.
 22 In the afternoon, we find that the
 23 actual background traffic, even though there might
 24 be some increase in school traffic, is typically
 25 lower than the peak commuting hour of the general

1 motoring public which is why we utilized the 4:30 to
 2 6:30 peak hour.
 3 MS. HACKETT: Even though traffic is
 4 lower, it is considerably different, though, with
 5 school buses and tractor trailers now being combined
 6 at the same time. Wouldn't you agree?
 7 MR. TAYLOR: I think the operation of
 8 the intersections that we're studying is actually
 9 going to be less during the school peak hour than it
 10 is during the peak commuting hour.
 11 I think the interaction between a
 12 school bus and the heavy vehicles doesn't change the
 13 capacity analysis that we reviewed for the project.
 14 MS. HACKETT: Okay. I'm sorry. Just
 15 to return to my previous question, I just checked
 16 the calendar, and October 28, was that a Thursday or
 17 a Friday?
 18 MR. TAYLOR: It's a Thursday I believe.
 19 MS. HACKETT: I am on my phone. So I
 20 have to --
 21 MS. BEAHM: It's a Friday.
 22 Of 2022 or 2021.
 23 MR. TAYLOR: 2021.
 24 MS. BEAHM: It would be Thursday.
 25 Yeah.

1 MS. HACKETT: My last question is your
2 testimony that the traffic on Maxim southern at the
3 park, that's Soldier Memorial Park?

4 MR. TAYLOR: Yes.

5 MS. HACKETT: You're saying that would
6 be fixed with light timing?

7 MR. TAYLOR: That's correct. There was
8 a minor timing modification that would be able to
9 help the existing operation of the signal.

10 MS. HACKETT: And did you study that
11 during sporting events, because that is a huge
12 soccer field area, softball field area, and I've
13 been at that intersection during tournaments and
14 sporting events, and I don't think that's something
15 that would be fixed with light timing.

16 MR. TAYLOR: So what we were looking to
17 do is analyze the impact of the project right at
18 this off-site intersection along the county route,
19 and what we're trying to encompass is those peak
20 commuting hours to see what kind of impact the
21 project's going to have.

22 So during that time we found minor
23 signal timing modifications were going to help the
24 operation of it.

25 MS. HACKETT: But you only studied it

1 Hollow Court.

2 So several of my questions were already
3 asked. I'm going to try to push one a little bit
4 further.

5 We're talking well over 325 homes -- as
6 a realtor, I need to know this, 325 homes within the
7 radius of where the proposed distribution center is
8 going to be.

9 In light of the -- and, also, me
10 previously mentioned about Soldier Memorial where
11 you have several hundred people coming in and out on
12 a fairly regular basis during peak sports and
13 township events.

14 My first question is how -- because
15 this study was done in 2021, has anybody determined
16 whether we are going to do a second traffic study in
17 light of post pandemic traffic patterns?

18 I drive these roads on a fairly regular
19 basis, and I can tell you the traffic is definitely
20 not fun most of the time.

21 My second question is about the noise
22 ordinances. Will the noise ordinances be impacted
23 because we have the noise ordinances between 10 p.m.
24 and 8 a.m. or, I'm sorry, 6 a.m. for the township?
25 How will the trucks abide by that?

1 during peak hours, not during an average sporting
2 event. You know, you're going to add all these
3 tractor trailers to the existing traffic, correct?

4 MR. TAYLOR: Yes. We are adding the
5 traffic associated with the project to the
6 background growth -- the background traffic volumes.

7 MS. HACKETT: Which is already
8 excessive.

9 MR. TAYLOR: Well, I think the
10 mitigation that we showed and that we proposed to
11 the county will accommodate any impact of the
12 proposed project.

13 MS. HACKETT: Okay. Thank you.

14 CHAIRMAN BOISVERT: Thank you.

15 HOWELL TOWNSHIP MODERATOR: Next we
16 have Annmarie Scottson.

17 MR. CUCCHIARO: Just let me know when
18 she gets in.

19 HOWELL TOWNSHIP MODERATOR: I put her
20 in. I don't know -- there she is.

21 MR. CUCCHIARO: Ms. Scottson, I just
22 need you to state and spell your name and give us
23 your address.

24 MS. SCOTTSON: Hi. Annmarie Scottson.

25 A-N-N M-A-R-I-E. Scottson S-C-O-T-T-S-O-N. 73

1 And, thirdly, how will this affect the
2 residents of Howell because it's going to?

3 MR. TAYLOR: So the only one of those
4 questions I'm the right witness or qualified to
5 answer is potentially the traffic counts, and one of
6 the reasons we do traffic counts and then we rely on
7 NJDOT growth factors and COVID adjustment factors
8 for that matter is so we can give an accurate and
9 conservative approach to the analysis.

10 As I stated, we conduct the traffic
11 counts. We followed the methodology that NJDOT was
12 requiring during the pandemic to grow volumes to
13 ensure that we were having the appropriate numbers,
14 and then we've added background traffic growth for
15 just average growth in the area.

16 So I think the numbers that we have
17 used in our study are accurate and even conservative
18 for the analysis that we've conducted.

19 MS. SCOTTSON: Did that take into
20 account the 36 new homes being built on Arnold?

21 MR. TAYLOR: No, not specifically, but
22 the two and a half percent growth rate encompasses
23 the background growth in the area, and that's one of
24 the reasons we use that and that's why the DOT
25 publishes those rates.

1 MS. SCOTTSON: Okay. Thank you.
 2 HOWELL TOWNSHIP MODERATOR: That's all
 3 you have?
 4 MS. SCOTTSON: That's all I have.
 5 Pretty much every other question was answered, and
 6 more of my comments would be more of testimony
 7 rather than questions.
 8 CHAIRMAN BOISVERT: Thank you.
 9 HOWELL TOWNSHIP MODERATOR: Thank you.
 10 Next I have Pat Heaney.
 11 MR. CUCCHIARO: We'll need you to state
 12 and spell your name and give us your address.
 13 HOWELL TOWNSHIP MODERATOR: You're
 14 muted.
 15 MR. HEANEY: Hi. Can you hear me?
 16 HOWELL TOWNSHIP MODERATOR: Yes.
 17 MR. HEANEY: Great. Thank you very
 18 much.
 19 My name is Pat Heaney. P-A-T
 20 H-E-A-N-E-Y. 56 Vienna Road.
 21 My question is regarding the off-site
 22 road improvements. You've spoken about this new
 23 intersection and some road widening, and my question
 24 is that I'm assuming there will be some stormwater,
 25 you know, some impervious surfaces there.

1 I'm sorry. My video was off. I
 2 realized that.
 3 There will be additional impervious
 4 surfaces with this road widening. Is that correct?
 5 MR. TAYLOR: Yes. That's correct.
 6 MR. HEANEY: And the stormwater, where
 7 will that -- is that -- I'm assuming that's not
 8 being handled on the site.
 9 Is that going into the existing
 10 stormwater system or will there be additional
 11 treatment for that flow?
 12 And maybe you might not be the right
 13 one to answer that question.
 14 MR. TAYLOR: So I can answer that.
 15 MR. HEANEY: Great.
 16 MR. TAYLOR: The improvements at 547
 17 and Randolph, disconnected from our site completely,
 18 are going to have their own stormwater
 19 infrastructure to handle the addition of impervious.
 20 We are required to follow all
 21 applicable state statutes of 7:8 of NJDEP when
 22 treating the stormwater. So that will be handled in
 23 itself over there.
 24 The stormwater associated with the
 25 widening along Randolph Road and along Oak Glen Road

1 which front along our site will most likely be
 2 handled internally to the site to accomplish that
 3 because we have the ability to bring it all on-site
 4 and treat it and detain it as necessary.
 5 MR. HEANEY: Okay. Thank you.
 6 So that will include treatment as well
 7 as detention. It just won't be detained and then
 8 put right into the existing system or right into the
 9 Metedeconk.
 10 It will be treated with green
 11 infrastructure or impervious -- permeable pavement
 12 or something like that?
 13 MR. TAYLOR: So we've reached about the
 14 limit of my knowledge of infrastructure. Our site
 15 engineer is the one handling all that, but I can
 16 tell you it is designed in full conformance and
 17 review by the DEP and all current regulations
 18 associated with that.
 19 MR. HEANEY: Thank you. Thank you for
 20 your time.
 21 CHAIRMAN BOISVERT: Thank you.
 22 HOWELL TOWNSHIP MODERATOR: Next I have
 23 Nelson.
 24 MR. CUCCHIARO: Okay. Nelson, we need
 25 you to state and spell your last name and give us

1 your address.
 2 HOWELL TOWNSHIP MODERATOR: Nelson,
 3 you're muted.
 4 MR. SANTOS: Hi. I'm sorry. My name
 5 is Nelson Santos, 768 Oak Glen Road.
 6 MR. CUCCHIARO: Mr. Santos, if you just
 7 spell your last name for us.
 8 MR. SANTOS: Santos, S-A-N-T-O-S.
 9 MR. CUCCHIARO: Go ahead, Mr. Santos.
 10 MR. SANTOS: My question is about
 11 the -- what's the weight of those trailers when they
 12 are loaded the maximum weight?
 13 MR. TAYLOR: I don't have that answer
 14 at my fingertips. I can tell you they're in the
 15 tens of thousands of pounds.
 16 MR. SANTOS: I'm sorry. But as a
 17 traffic engineer, you don't know what trailer
 18 supposed to maximum is 80,000 pounds?
 19 MR. TAYLOR: So I don't have the
 20 specific weight of the ten trucks that are going to
 21 be coming to and from the site.
 22 MR. SANTOS: They can't be no more than
 23 80,000 pounds. That's the maximum legal weight in
 24 New Jersey. They can be less but not more, but they
 25 can get to 80,000. That's 40 tons.

1 MR. TAYLOR: Okay.
 2 MR. SANTOS: All right. That was just
 3 my question. Thank you.
 4 HOWELL TOWNSHIP MODERATOR: Thank you.
 5 I have no one else with their hand
 6 currently raised.
 7 MR. CUCCHIARO: Let's just give it a
 8 moment or two.
 9 HOWELL TOWNSHIP MODERATOR: I do. Hold
 10 on. I have Janet Coakley.
 11 MR. CUCCHIARO: Okay. Just state and
 12 spell your name and give us your address.
 13 HOWELL TOWNSHIP MODERATOR: I'm trying
 14 to bring her in, but she's not --
 15 MR. CUCCHIARO: Okay.
 16 HOWELL TOWNSHIP MODERATOR: I'm going
 17 to try the next person. I have Marc Parisi.
 18 MR. CUCCHIARO: Okay. Mr. Parisi, if
 19 you can state and spell your name and give us your
 20 address.
 21 MR. PARISI: Good evening. Marc
 22 Parisi. Last name is P-A-R-I-S-I, 2 Castle Court.
 23 MR. CUCCHIARO: Go ahead.
 24 MR. PARISI: Good evening, everybody,
 25 council member, board members, professionals. I got

1 public works and engineering.
 2 MR. CUCCHIARO: Okay. So just before
 3 we move on, Ms. Gonchar will have to take a look at
 4 it, but do you have any objections at this point?
 5 MS. GONCHAR: I do.
 6 MR. CUCCHIARO: Okay. Go ahead.
 7 MS. GONCHAR: My objection is that this
 8 was not submitted in advance to give us an
 9 opportunity to review it. Once it's introduced, I
 10 think we'll be prejudiced by not knowing what it is.
 11 We have always had the courtesy. We
 12 submit our documents and exhibits in advance.
 13 Whether those standards still apply, those were
 14 implemented for remote hearings, and since this is
 15 only questions, I'm not sure why there are documents
 16 being -- which are in the nature of evidence rather
 17 than questions.
 18 MR. CUCCHIARO: Well, it's a question
 19 that's based on the testimony that's going to relate
 20 to a document, but I think I understand the
 21 objection.
 22 Mr. Chairman, what I would recommend is
 23 that Mr. Parisi submit the documents and we will
 24 distribute to everyone. It may mean, however, we're
 25 going to have to bring Mr. Taylor back, but without

1 a couple things.
 2 I have a couple documents that I may
 3 want to submit as evidence on behalf of the public.
 4 Do you want me to be sworn?
 5 HOWELL TOWNSHIP MODERATOR: No. This
 6 is for questions only, Marc.
 7 MR. CUCCHIARO: All right. Well, let
 8 me just -- Mr. Parisi, are the documents related to
 9 questions you're going to ask?
 10 MR. PARISI: Yes.
 11 MR. CUCCHIARO: What are they before we
 12 get into it?
 13 MR. PARISI: It's an OPRA request from
 14 the county regarding a traffic study.
 15 MR. CUCCHIARO: What document, though,
 16 did you get from the OPRA request?
 17 MR. PARISI: It's going to be the OPRA
 18 request, the response and then an emailed
 19 correspondence that went back and forth with the
 20 county regarding the OPRA request.
 21 MR. CUCCHIARO: And who was the OPRA
 22 request made to? Is that just the custodian of
 23 records or anyone in particular?
 24 MR. PARISI: Yeah. It was the
 25 custodian of records. It was the department of

1 submitting the documents, I think you can still ask
 2 your question at least preliminary, Mr. Parisi, and
 3 then we can move on from there.
 4 MR. PARISI: Okay. So my question
 5 would be to the traffic experts and I guess Ms.
 6 Gonchar.
 7 Are you aware of any other traffic
 8 studies that were done at the intersection of 547
 9 and Randolph Road that have not been testified to
 10 tonight?
 11 MS. GONCHAR: If I may, since you're
 12 directing it at me, the only traffic report that my
 13 witness is testifying to is the one that he prepared
 14 that's relevant to this application.
 15 MR. PARISI: So my question to you
 16 would be are you familiar with Resource Engineering
 17 and does your firm represent Resource Engineering in
 18 a lawsuit currently pending, MON-L-2495-20?
 19 MR. CUCCHIARO: Mr. Parisi, you're
 20 asking that to Ms. Gonchar or Mr. Taylor?
 21 MR. PARISI: I'm asking Ms. Gonchar if
 22 the law firm she works for represents another entity
 23 on Randolph Road that's currently in litigation
 24 under the --
 25 MS. GONCHAR: You're breaking up.

1 MR. CUCCHIARO: Ms. Gonchar, are you
2 familiar with that action?

3 MS. GONCHAR: I've never heard that
4 name actually.

5 I do know that one of my partners is
6 involved in litigation with regard to other property
7 in Howell. He joined the firm, I think, and the
8 matter came with him. I'm not aware of that name.
9 It's not familiar to me.

10 MR. PARISI: There's a property that's
11 next to the Monmouth Commerce Center property that
12 is current -- there was a proposal to build a waste
13 transfer station. It's in litigation. The name of
14 the plaintiff is Resource Engineering, and your firm
15 is representing that -- the plaintiff in that
16 litigation and --

17 MS. GONCHAR: Is that testimony or is
18 there a question? You asked me if I'm familiar?

19 MR. CUCCHIARO: Ms. Gonchar, let's let
20 Mr. Parisi finish.

21 So, Mr. Parisi, Ms. Gonchar has given
22 you what her knowledge is with regard to that
23 litigation.

24 MR. PARISI: So, in 2018, the county
25 passed a resolution 2018-0803 on September 27, 2018,

1 to issue a traffic study for the intersection of
2 Randolph Road and 547.

3 MR. CUCCHIARO: Let's just hold it
4 right there and say to the applicant's team is
5 anybody aware or have knowledge of that resolution?

6 MR. TAYLOR: I'm not intimately
7 familiar with it. No.

8 MS. GONCHAR: I'm not aware of it
9 either.

10 MR. CUCCHIARO: Okay.

11 MR. PARISI: So taxpayers of Monmouth
12 County spent \$32,000 to provide for this traffic
13 study that presumably was done at some point.

14 I don't know when the traffic study was
15 done, but on August 29 of this year -- or of last
16 year, 2022, I sent an OPRA request to the county
17 asking for that traffic study because I thought that
18 traffic study would provide data that would be
19 relevant and germane to this intersection since it
20 was paid for by the county in regards to the waste
21 transfer station and traffic impacts at the very
22 intersection that we've been discussing for two
23 hours and 40 minutes tonight, and I think that this
24 record is incomplete for both the board, the
25 applicant and the public if we do not have that

1 traffic study and data from that traffic study that
2 could possibly impact this board's decision
3 regarding this application.

4 MR. CUCCHIARO: Let's morph that a
5 little bit into a question for Mr. Taylor.

6 Mr. Taylor, if such a report does
7 exist, what would its relevance be to this
8 application?

9 MR. TAYLOR: At this point, if it's not
10 a project that is moving forward, I don't think it
11 has any relevance to this application.

12 We're required to look at the
13 conditions as they are today and as they are
14 approved today, and we've designed our intersection
15 to accommodate that.

16 That being said, there is additional
17 capacity being built into that traffic signal and
18 those roadway improvements. There is capacity to
19 accommodate additional traffic at that intersection.

20 I don't know what this traffic study
21 that you're talking about, but we don't build things
22 on roadway improvements like this just to
23 accommodate the traffic of our project. It's
24 short-sighted to do that.

25 There's additional capacity built into

1 that intersection. So I think, you know, other
2 development along Randolph Road would be able to
3 utilize the traffic signal being built as part of
4 this project.

5 MS. BEAHM: Ron, can I just ask a
6 question?

7 You keep referring to the traffic
8 signal being built. Does the county have plans for
9 this traffic signal currently?

10 MR. TAYLOR: Yes.

11 MS. BEAHM: They do.

12 And what's the time frame associated
13 with it?

14 MR. TAYLOR: They have our plans that
15 are proposed to be built as part of this project.

16 MS. BEAHM: Okay. Does the county have
17 plans to construct the signal?

18 MR. TAYLOR: The county does not have a
19 capital improvement project to build the signal.

20 MS. BEAHM: Right. Thank you.

21 MR. PARISI: So I requested the traffic
22 study on August 29, 2022. I got a response from the
23 county on October 7, 2022, after they requested
24 numerous extensions of time, and their response --
25 and I shall read it for you, and I'm willing to

1 provide it to you if you request.
 2 It says, "The County of Monmouth,
 3 Division of Engineering and Traffic Safety, has no
 4 documents responsive to your request at this time.
 5 The traffic study is a 'draft' and therefore is not
 6 eligible for release."

7 So I then sent follow-up questions
 8 regarding when they anticipated that this document
 9 may no longer be a draft and be released to the
 10 public, and they said that they basically had no
 11 information responsive to that.

12 So what I surmise from that is that the
 13 traffic study was paid for, it was been done, it's a
 14 draft, and for reasons that I'm not aware of, the
 15 county won't release it, but based upon the
 16 resolution that was passed in September of 2018, it
 17 most definitely related to this particular
 18 intersection, and I think that this board should do
 19 whatever it can for this applicant to get their
 20 hands on this traffic study and that should be
 21 incorporated into this application.

22 So that's one thing that I wanted to
 23 address. Did you want to talk about that anymore or
 24 did you want me to move on?

25 MR. CUCCHIARO: Well, it's questions.

1 expert, are you aware that 547 is designated as a
 2 scenic road on the Monmouth County master plan from
 3 2016?

4 MR. TAYLOR: I am fully -- I'm not
 5 aware of that. I am aware that it falls within the
 6 New Jersey access route based on truck routing.

7 MR. PARISI: Okay. I have the Monmouth
 8 County transportation mobility map, Monmouth County
 9 master plan September 2016 that designates 547 as a
 10 scenic road.

11 MS. GONCHAR: Excuse me.

12 MR. CUCCHIARO: Mr. Parisi, just before
 13 you go on from that, if it were a scenic road,
 14 Justin, what would that mean?

15 MR. TAYLOR: It's not going to change
 16 the type of vehicles that are permitted along the
 17 roadway.

18 The Scenic routes have design criteria
 19 that they prefer depending on curbing, depending on
 20 utility work and things of that nature. It does not
 21 change the vehicle type permitted along the roadway.

22 MR. PARISI: My next question to Mr.
 23 Taylor would be how do you formulate your
 24 projections without knowing who the tenants are
 25 going to be for this project?

1 So I mean that was more of a statement as to what
 2 you think the board and the applicant should do.

3 MR. PARISI: Fair enough.

4 MR. CUCCHIARO: So you can move on to
 5 your next question.

6 MR. PARISI: Regarding the exhibits
 7 that were made publicly available, I just wanted to
 8 say that Exhibit B-24, the board traffic engineer's
 9 review, the link to it didn't work, and I emailed
 10 with Ms. Rubano this morning and she provided me a
 11 copy of it.

12 So I want it to be known on the record
 13 that the public did not have access to Exhibit B-24
 14 prior to the hearing today.

15 MR. CUCCHIARO: No. That's not a true
 16 statement because you communicated and you got it.
 17 You're a member of the public and you had access.

18 MR. PARISI: Other members of the
 19 public.

20 MR. CUCCHIARO: The public notice
 21 provides that it can be accessed online or in the
 22 planning department: So anyone in the planning
 23 department would have had access.

24 MR. PARISI: That's correct.

25 My question for the applicant's traffic

1 MR. TAYLOR: We follow the methodology
 2 prescribed by the Institute of Transportation
 3 Engineers and it's utilized by traffic professionals
 4 utilizing the data within the trip generation
 5 manual.

6 MR. PARISI: And that's assuming that
 7 every tenant is going to fit with -- operate within
 8 the same manner distributing or warehousing the same
 9 types of goods or products?

10 MR. TAYLOR: No, not at all. It
 11 depends -- it takes into account that there are
 12 fluctuations within different tenants, and within a
 13 warehouse development, you're going to have some
 14 more and some less intensive, but it is recommended
 15 when the tenancy is unknown -- specific tenancy is
 16 unknown that you apply the most applicable land use
 17 code within the trip generation manual which we've
 18 done with Land Use Code 150.

19 MR. PARISI: Okay. Thank you.

20 How many trucks daily do you project
 21 are going to be coming and going from this project?

22 MS. GONCHAR: Excuse me. Wasn't this
 23 answered?

24 CHAIRMAN BOISVERT: Yeah, it was asked
 25 and answered a few times.

1 MR. PARISI: Is that the approximately
2 432 number, Chairman, that you came up with?

3 CHAIRMAN BOISVERT: Actually, I think
4 the number is a little higher. It was 238 in. 238
5 out I believe.

6 MR. PARISI: So 476 roughly. Okay.

7 MR. TAYLOR: Let me set it straight.
8 The answer is 282 for a total of 564 trips.

9 MR. PARISI: That's total vehicles or
10 tractor trailers?

11 MS. BEAHM: I'm sorry. Is that for the
12 whole day or is that just the peak hour? That's not
13 your peak hour. That's the whole day?

14 MR. TAYLOR: That's the whole day,
15 correct. That's within a 24-hour period we would
16 anticipate 282 in and 282 out.

17 MR. PARISI: Can somebody tell me what
18 are the block and lots regarding the properties that
19 need to be -- that are part of the acquisition of
20 right-of-way?

21 MR. TAYLOR: Yep. You ready?

22 MR. PARISI: Go ahead.

23 MR. TAYLOR: Block 5, Lot 4; Block 5,
24 Lot 5; Block 5, Lot 6; Block 27, Lot 1.01; Block 27,
25 Lot 1.02 and Block 38, Lot 5.

1 MR. PARISI: Thank you.

2 And which one is the township owned
3 property?

4 MR. TAYLOR: Block 5, Lot 5.

5 MR. PARISI: My next question is
6 regarding engine breaking. There hasn't been any
7 testimony regarding that.

8 Is there anything that's going to be
9 done to prevent all of these tractor trailers from
10 engine breaking at any point along 547 that may
11 disturb the peace of people that live along 547 and
12 anything?

13 MR. TAYLOR: There's not anything
14 currently proposed along 547 to that effect.

15 MR. PARISI: Okay. And I guess my last
16 thing would be it's been testified to tonight
17 already that the township has since rezoned this
18 property and eliminated warehousing as a permitted
19 use on this property.

20 Why -- why would the town agree to give
21 up the acquisition of right-of-way for a project --
22 for a warehouse project when they no longer believe
23 that warehouses should be built here?

24 MS. GONCHAR: I'm going to object to
25 that. I don't think that's a traffic consultant

1 question.

2 MR. CUCCHIARO: That asks more about
3 what the governing body believes rather than
4 anything that the traffic engineer testified to, but
5 the board takes note.

6 MR. PARISI: And will the public be
7 given the opportunity to ask additional questions
8 when they come back with Mr. Taylor because it
9 sounds like there's some additional documents that
10 may have been submitted that were not made available
11 to the board and the public?

12 MR. CUCCHIARO: Any additional
13 testimony would obviously be open to
14 cross-examination but only on the additional
15 testimony, not a rehash of what was testified to
16 tonight.

17 MR. PARISI: Okay. That pretty much
18 covered everything.

19 Now, with regarding the OPRA request
20 and the resolution, I would like to submit that to
21 you all so that you guys have that.

22 Would you like me to email it to you,
23 Mr. Cucchiaro?

24 MR. CUCCHIARO: You can cc me if you
25 want. Email it directly to Eileen so it's part of

1 our official record, and she can distribute it to
2 the board members and Ms. Gonchar.

3 MS. GONCHAR: That's over our objection
4 as we don't believe it's relevant to the application
5 that's pending, but the board will make its
6 decision. As long as our objection is noted.

7 MR. CUCCHIARO: It is noted.

8 MS. GONCHAR: Thank you.

9 MR. PARISI: Oh, I saw one last
10 question.

11 I saw that in the traffic impact report
12 there was discussion about the 2018 traffic study
13 that included data from the Mc Donough & Rea traffic
14 engineering firm. That's included in this traffic
15 study.

16 Wasn't -- wasn't there an issue last
17 time about how we were -- Mr. Taylor was relying on
18 data that was obtained by another firm and that he
19 could not testify to the -- how that data was
20 obtained and now that's being --

21 MR. CUCCHIARO: That was an element of
22 the board's prior resolution. Yes.

23 MR. PARISI: Okay. And that, again, is
24 now being woven back into the current traffic study.
25 Am I correct? Did I read that correctly?

1 MR. TAYLOR: So we conducted all of our
2 own traffic data counts for the intersections that
3 we studied for the analysis.

4 MR. CUCCHIARO: So I guess the answer
5 to that is no then. You did not rely on Mc Donough
6 & Rea. You went out and performed your own traffic
7 counts?

8 MR. TAYLOR: That's correct.

9 MR. CUCCHIARO: Okay.

10 MR. PARISI: Okay. Thank you, folks.

11 My dog wants to go outside. I'll let you go. Bye.

12 HOWELL TOWNSHIP MODERATOR: Thank you.

13 MS. GONCHAR: We understand priorities.

14 Okay.

15 HOWELL TOWNSHIP MODERATOR: I have
16 Janet Coakley.

17 MR. CUCCHIARO: Is she on now?

18 HOWELL TOWNSHIP MODERATOR: Not yet.
19 Give her a minute. Now she may be coming in.

20 Janet, you're muted.

21 MR. CUCCHIARO: Okay. Ms. Coakley, if
22 you could just state and spell your name and give us
23 your address.

24 MS. COAKLEY: Just trying to get on.

25 MR. CUCCHIARO: We can hear you.

1 We don't want them all using the first
2 driveway, but I think it's an educational process
3 when you know which building you're going to.

4 MS. COAKLEY: So there will be signage
5 designating which building to enter, where to enter
6 for each building?

7 MR. TAYLOR: There will be signage
8 directing traffic to the various buildings. That's
9 correct.

10 MS. COAKLEY: But I mean along the
11 roadway, along Randolph Road, is there to be signage
12 there?

13 MR. TAYLOR: Yes. At the entrance
14 there is proposed signage to direct the traffic.

15 MS. COAKLEY: All right. And what is
16 to prevent the trucks from just all deciding they're
17 going to use the first entrance so, therefore, they
18 block traffic to allow the exit of the other
19 vehicles?

20 MR. TAYLOR: Well, we designed the
21 driveways to allow simultaneous entering and exiting
22 so any vehicle entering is not going to block a
23 vehicle from exiting the site.

24 MS. COAKLEY: No. That's not what I'm
25 saying.

1 MS. COAKLEY: Some friendly, elderly
2 instructions would be appreciated in the future.

3 MS. GONCHAR: I'm with you. I'm with
4 you.

5 MS. COAKLEY: Janet Coakley, 3039
6 Lakewood-Allenwood Road.

7 And my question is regarding the
8 signage for entry to the facility to prevent trucks
9 from all piling up at the first entrance instead of
10 moving on to the second entrance.

11 I can see that it could be -- could
12 become a major obstruction by not having the traffic
13 move on, and my dog wants to go out too.

14 MR. TAYLOR: Then I'll try to answer
15 quickly for you.

16 Each one of these buildings and each
17 one of the tenants is going to be assigned Building
18 A, Building B, and the signage of the driveways are
19 anticipated to orient the drivers, one from trucking
20 and employees, to move on to the next driveways, but
21 also to educate the truck drivers, that if you want
22 to go to Building B or you want to go to Building D,
23 you should be utilizing -- you know, use the next
24 driveway or an arrow directing you in that direction
25 so that it spreads that trucking out.

1 I'm saying I can anticipate that the
2 trucks exiting the facility having to go left will
3 have to cross a lane of traffic.

4 MR. TAYLOR: They will.

5 MS. COAKLEY: It would be advantageous
6 to the truckers if they all block the first
7 entrance, line up where the enter and allow those
8 trucks to exit thereby taking over the street in its
9 entirety.

10 MR. TAYLOR: So the right turn maneuver
11 at an unsignalized intersection is a free-flow
12 maneuver. Right. There is no conflict. So the
13 vehicles are able to enter without any delay and
14 circulate into the site.

15 However, with the signage and the
16 trucks oriented to where they want to go, there will
17 be utilization of both of the driveways, but as you
18 make a right turn in, there's no delay associated
19 with it because there's nothing blocking. It's a
20 free-flow maneuver.

21 MS. COAKLEY: I'll offer testimony when
22 that's appropriate. Thank you.

23 MR. CUCCHIARO: Okay. Do we have
24 anybody else, Eileen?

25 HOWELL TOWNSHIP MODERATOR: Yes. I

1 have Laura B.
 2 MR. CUCCHIARO: If you could state and
 3 spell your name and give us your address.
 4 MS. BERG: Can you hear me?
 5 MR. CUCCHIARO: Yes. Yes, we can.
 6 MS. BERG: Hi. Laura Berg, B-E-R-G, 41
 7 Greater Lake Road, Howell.
 8 I have two questions for Mr. Taylor. I
 9 know the traffic studies you said you did were more
 10 of the early time and the end time when traffic is
 11 going on.
 12 Did you do the traffic studies between
 13 hours 3 and 4:30?
 14 I know that warehouse employees are --
 15 typically, they work shift work which is between 7
 16 to 3, 3 to 11, 11 to 7, and you're saying there's
 17 400 plus spaces that are allowed for employees.
 18 I heard testimony about how many
 19 tractor trailers would be entering and exiting, but
 20 did you take into account the time between 3 and
 21 4:30 when many shift workers would be getting out of
 22 that building?
 23 MR. TAYLOR: So we analyzed it during
 24 the peak commuting hour, again, because you end up
 25 with the greatest conflict of vehicles during those

1 times.
 2 The average -- I will absolutely agree
 3 with you, if this is shift work and it's three
 4 shifts, there's the potential to be 7 to 3, 3 to 11,
 5 11 to 7. You may not get all shift work like that.
 6 You may get two shifts. You may get single shifts
 7 depending on the tenant that we have.
 8 All that being said, the volume -- the
 9 general prevailing volume and the commuting hours
 10 during 4:30 to 6:30 is a higher background volume.
 11 What you're going to find, even if there is traffic
 12 coming out of the facility at say 3 o'clock, the
 13 background volume on the roadway is going to be
 14 lower, and so the impact -- the greatest impact that
 15 we see when we analyze that is during that peak
 16 commuting hour which is why, as an industry, we look
 17 at 4:30 to 6:30.
 18 MS. BERG: But for somebody that drives
 19 the road, the 3 to 4:30 is actually a very traffic-y
 20 time, but I just wanted to verify the times.
 21 My next question is say the 547 to
 22 Randolph Road entrance is closed, whether it's snow
 23 or a light out or a traffic accident, is there an
 24 alternate route that these trucks would be sent to
 25 to get to the warehouse?

1 MR. TAYLOR: So you're asking if the
 2 traffic signal is out, is there another route?
 3 MS. BERG: For whatever reason, whether
 4 it's a car accident happened in that exact spot.
 5 You know, like rush hour traffic accidents do happen
 6 there like -- and were rerouted because it happens.
 7 It does happen.
 8 Is there another way for these trucks?
 9 Like how would they get to the facility if -- you
 10 know, like during a rainstorm, during a car accident
 11 in that section having access?
 12 MR. TAYLOR: So you were breaking up a
 13 little bit, but I think the general gist is, if
 14 there's some sort of emergency so the roadway can't
 15 operate the way it's designed, what happens to the
 16 traffic coming to the site? Is that the general
 17 gist?
 18 MS. BERG: Correct.
 19 MR. TAYLOR: So under those
 20 circumstances, knowing that it's an emergency, the
 21 police force would be most likely setting up detours
 22 to accommodate not only our traffic but the traffic
 23 along the roadway that needs to be done, and those
 24 detours would be set up with the knowledge of the
 25 vehicles that need to traverse the roadways and done

1 in accordance with the Howell Police Department.
 2 MS. BERG: Okay. Thank you.
 3 And one other question. The employees
 4 that would be exiting and entering the facility, I
 5 know you said that the trucks could only enter and
 6 exit a certain direction.
 7 Would employees be allowed to exit it
 8 whichever direction they want or is it also just one
 9 direction?
 10 MR. TAYLOR: So it's a great question.
 11 The center driveway designed for the employees is a
 12 full movement driveway. We anticipate the employees
 13 going the shortest, quickest route to and from work
 14 and to and from where they live.
 15 So we do anticipate them being able to
 16 make a left or a right out of this site onto
 17 Randolph and then travel either 547 in the same
 18 route the trucks do or over to Oak Glen and Brook
 19 and Lakewood-Allenwood in that direction.
 20 MS. BERG: Thank you so much. Those
 21 are my questions.
 22 MR. TAYLOR: You're welcome.
 23 HOWELL TOWNSHIP MODERATOR: Next I have
 24 Lawrence White.
 25 MR. CUCCHIARO: Okay. Please state and

1 spell your name and give us your address.
 2 MR. WHITE: Good evening. My name is
 3 Lawrence White, L-A-W-R-E-N-C-E W-H-I-T-E, 15 Wren
 4 Way.
 5 In your testimony this evening, Mr.
 6 Taylor, I heard you talking about consultation with
 7 the county about improvement of one of the
 8 intersections near to the warehouse.
 9 I want to confirm that you're talking
 10 about the intersection where Oak Glen Road passes
 11 547.
 12 MR. TAYLOR: No. The improvement we're
 13 talking about are at the intersection of Randolph
 14 Road and 547.
 15 MR. WHITE: Okay. And nothing else?
 16 MR. TAYLOR: Minor signal timing
 17 modifications at some off-site intersections. Yes.
 18 MR. WHITE: Okay. Thank you.
 19 I travel this route regularly. It's
 20 the way that I usually come home, and I got to tell
 21 you that coming off 195 --
 22 MR. CUCCHIARO: This is just for
 23 questions. You can testify at the end.
 24 MR. WHITE: Understand. Understand.
 25 And, actually, all of you live in hell.

1 Like I'm a Spanish teacher. I don't
 2 know like math, but we're -- that's significant.
 3 That's something that Mr. Turner (sic) needs to take
 4 into account because our roadways do have maximum
 5 weight limits and they are 10,000 pounds.
 6 MR. TAYLOR: I don't know if there's a
 7 question in there.
 8 MS. DOVENERO: It's more of a
 9 statement. It may be a question that you can
 10 revisit.
 11 These tractor trailer are coming down
 12 Route 18 which would come down 195 down 547. The
 13 other way they can enter into Randolph Road would be
 14 maybe Route 9. Where are they coming from?
 15 MR. TAYLOR: So the interstate trucking
 16 network, 195 is part of the interstate trucking
 17 network, provides access to the Turnpike.
 18 MS. DOVENERO: Correct.
 19 MR. TAYLOR: It provides access to
 20 Route 1. It provides access to 295 --
 21 MS. DOVENERO: Correct.
 22 MR. TAYLOR: -- but not just to
 23 multiple other roadways within the interstate
 24 roadway network.
 25 MS. DOVENERO: Agreed, but don't have a

1 You know what I'm going to say next. Thank you very
 2 much.
 3 MR. CUCCHIARO: Thank you.
 4 HOWELL TOWNSHIP MODERATOR: Next I have
 5 Candace Dovenero.
 6 MR. CUCCHIARO: Okay. If you could
 7 state and spell your name and give us your address.
 8 MS. DOVENERO: Candace Dovenero, 58
 9 Victory Road, Howell, New Jersey, 07531.
 10 MR. CUCCHIARO: Go ahead and ask your
 11 questions.
 12 MS. DOVENERO: I understand there are
 13 no tenants yet for this building, correct?
 14 MR. TAYLOR: Correct.
 15 MS. DOVENERO: And trucks we have -- I
 16 mean they're going to be using 547, correct?
 17 MR. TAYLOR: That's correct.
 18 MS. DOVENERO: Which they are attached
 19 to Route 18 which is off of 195. There is a weight
 20 limit of 10,000 pounds, again, which seems to be
 21 continuously ignored. A 53-foot tractor trailer,
 22 that's \$10,000 pounds. A loaded tractor trailer is
 23 at least -- we're talking 65 to 73 feet is at least
 24 80,000 pounds. So we're going over the poundage
 25 significantly.

1 weight limit of 10,000 pounds or tons. Sorry. I
 2 think it's tons. Yeah.
 3 MR. TAYLOR: So I don't -- I don't
 4 believe that there's a -- an issue with the truck
 5 route that is proposed for the facility. Right.
 6 MS. DOVENERO: I'm not really
 7 interested in the truck route. I'm interested in
 8 the infrastructure on our roadways that are leading
 9 to the warehouse that you want -- that you're
 10 proposing. Where are they coming from?
 11 So there's no weight limit in or out
 12 until they come into Howell, and then we need to
 13 worry about our -- then you're talking county roads,
 14 but then we have township roads. They're going to
 15 be traveled on as well, and that's something that
 16 needs to be revisited.
 17 MS. GONCHAR: Mr. Cucchiaro.
 18 MR. CUCCHIARO: Are you asking whether
 19 he's going to revisit that issue?
 20 MS. DOVENERO: I would prefer that he
 21 does because --
 22 - MR. CUCCHIARO: No. Are you asking
 23 that question because this is questions, not
 24 testimony?
 25 MS. DOVENERO: Mr. Cucchiaro, here's my

1 main issue. The traffic study was done during
 2 COVID. Okay. None of us -- I mean, as an essential
 3 worker, I did not drive during COVID nor did many of
 4 my other people that I know. So they're using an
 5 algorithm that is not valid. It's not.
 6 MR. CUCCHIARO: I think the question is
 7 whether there --
 8 MS. DOVENERO: Just she's going to
 9 object no matter, but during COVID no one drove.
 10 MR. CUCCHIARO: Mr. Chairman, I'm
 11 trying to --
 12 CHAIRMAN BOISVERT: I know.
 13 MR. CUCCHIARO: I'm not being
 14 successful. If there's no questions, we need to
 15 move along.
 16 MS. DOVENERO: That's fine. Move on.
 17 CHAIRMAN BOISVERT: Okay. Thank you.
 18 Is there anybody else, Eileen?
 19 HOWELL TOWNSHIP MODERATOR: I have no
 20 one right now -- well, now I have Steve Morlino.
 21 MR. CUCCHIARO: Okay. Mr. Morlino, if
 22 you could state and spell your name and give us your
 23 address.
 24 MR. MORLINO: Okay. Good evening.
 25 There's a delay here between me getting on and

1 whatever. I have a few questions.
 2 So I'm curious if your traffic study
 3 took into consideration how many trucks travel up
 4 and down Oak Glen Road in the opposite direction of
 5 547 towards 195 and turn onto Aldrich Road and go up
 6 Windeler Road and go up Route 9.
 7 MR. TAYLOR: So we took into account
 8 the trucks traveling out of our site to County Route
 9 547 and then oriented towards 195.
 10 As an off-site intersection, we took a
 11 look at a couple of the other signals through that
 12 corridor because there's the methodology we had done
 13 with the prior application for this project. We
 14 studied the intersections that I testified to
 15 earlier in the hearing.
 16 MR. MORLINO: So on Oak Glen Road, on
 17 any average day -- my development that I live in is
 18 directly off of Oak Glen Road.
 19 On any average day, just me pulling in
 20 and out of the development, there are numerous
 21 tractor trailers coming up Oak Glen Road towards 195
 22 and they make a left onto Aldrich Road. They're
 23 traveling on local roads.
 24 Most of them are coming from Fast
 25 Forward which is a trucking warehouse that was built

1 some 25 or 28 years ago and the agreement at that
 2 time was -- and here's my question. The agreement
 3 was that they would only go down to 547 and enter
 4 and exit the site off of 547. That hasn't been
 5 enforced in almost 30 years.
 6 So I'm curious. How do you believe or
 7 will there be any enforcement of these vehicles
 8 other than your stating that the ingress and egress
 9 is in one direction which I really doubt?
 10 And that's another question I have is
 11 how do you control people?
 12 It was talked about trucks turning left
 13 and going over the curb. I can see that happening
 14 because I see many truck drivers when they come into
 15 a community like Howell and they've never been here
 16 before and they travel. How will we control this?
 17 How do you anticipate controlling that?
 18 MR. TAYLOR: Let me answer that
 19 question and work my way backwards.
 20 As I mentioned, we are absolutely on
 21 board should the board want it with granting Title
 22 39. What that means is it gives the police
 23 department of Howell Township permission to enforce
 24 the turning maneuvers at the driveways. So anyone
 25 not following the signs and the signage and the law

1 can be ticketed.
 2 Two, we've designed the driveways to
 3 channelize them and point them in the correct
 4 direction towards 547. I don't know if you had a
 5 chance to review the plan, but it's not a typical T
 6 intersection you come up with. It's a channelized
 7 right which makes it impossible for tractor trailers
 8 to make that right-hand turn. They're only going to
 9 be able to make the left.
 10 With regards to enforcement and what's
 11 going on along another roadway, I can't really speak
 12 to that. I don't know what's going on there.
 13 That's way outside of what we would look at as part
 14 of this planning board application.
 15 MR. MORLINO: Okay. Well, I think the
 16 board needs to look at it. That's a question I
 17 have.
 18 Is the board going to look at that
 19 because, again, all of this traffic combined impacts
 20 this whole project?
 21 Is the board going to look at that?
 22 That's a question for the board.
 23 MR. CUCCHIARO: The board is going to
 24 evaluate all testimony and give it its proper
 25 weight, and so it takes your questions and the

1 comments that are going to be given and determines,
2 you know, how it's going to reach its conclusion,
3 but it's going to evaluate all the testimony.
4 That's how it's going to consider.

5 MR. MORLINO: Terrific. You brought up
6 weight, and that's another concern I have.

7 Another question I have is why we
8 didn't look at the weight limits on these roads. I
9 think it's critical, and I hope we take a second
10 look at that.

11 So, Mr. Taylor, will you be looking at
12 the weight limits on all the area roads leading up
13 to this warehouse site?

14 MR. TAYLOR: So my understanding of the
15 truck route that we have is that there is not a
16 restriction through there, and the county has no
17 issue with the 500 route connection between our site
18 and 195.

19 MR. CUCCHIARO: The simple answer is
20 you're satisfied with what you've done. You will
21 not be looking into it?

22 MR. TAYLOR: That's correct.

23 MR. MORLINO: Okay. Well, again, I
24 hope the board looks into it because some people in
25 the county government need a GPS to find Howell.

1 council member on board here.

2 If they should decide that it's not in
3 the best interest of the town to relinquish that
4 piece of property, what's the position of this
5 project? Can it go forward from the traffic
6 standpoint?

7 MR. TAYLOR: So should the properties
8 not be able to be acquired that are necessary for
9 the design that we have, we can take another look
10 and redesign that intersection to most likely avoid
11 those type of impacts.

12 MR. CUCCHIARO: I think, Mr. Taylor, I
13 had asked you that same question. At this moment in
14 time, this is the only plan that's before the board
15 and this is the only plan that's in question.

16 MR. TAYLOR: In answering his question,
17 what happens, well, then we look at another
18 solution. Right.

19 I can tell you there's another
20 engineering solution to avoid those properties.
21 It's not the optimal alignment for the roadway, but
22 there is a way to design it within conformance to
23 standards to most likely negate the need for that.

24 MR. MORLINO: Under the current
25 proposal we're reviewing right now, could it go

1 That being said, is there anything in
2 your traffic study that looked at the NOx emissions
3 from all of these trucks in the township and what
4 the impact is going to be climatically on the
5 environment, especially in consideration that we
6 have numerous recreation areas in this vicinity and
7 all these trucks are going to be running up and down
8 the road there adding to the level?

9 NOx emissions in the atmosphere, has
10 that been taken into consideration, and what's the
11 carbon footprint of this facility?

12 MR. TAYLOR: So that is outside my
13 realm of expertise. I'm not an environmental
14 scientist.

15 MR. MORLINO: Okay. I would ask the
16 board that they look into that. That's a question I
17 have. What is the carbon footprint impact?

18 I know that's probably for another
19 testimony we'll talk about, but I'm concerned about
20 the emissions and, you know, what the impact is
21 going to be.

22 The other question I had is I heard
23 discussion about the township owned property, some
24 4,000 square feet, that is needed to do this
25 project. If the town should decide -- and we have a

1 forward without that property?

2 MS. GONCHAR: Let me just jump in and
3 answer the question which is that intersection
4 design is not within the jurisdiction of this board.
5 That is within the jurisdiction of the county
6 planning board.

7 So this board under the state law
8 grants approvals subject to outside agency
9 approvals. It's the norm and it's authorized by
10 statute.

11 There are other approvals also outside
12 the jurisdiction which may have conditions on them
13 from Department of Environmental Protection, from
14 other, you know, agencies beyond.

15 So I'm going to suggest that my client
16 is not -- my client -- my witness is not going to --
17 he's answered the question that he believes there
18 are other alternatives, and if the condition of an
19 approval from the county is that we redesign the
20 intersection and construct the traffic signal,
21 that's the condition.

22 I don't believe that, in my view, this
23 board has a say in what the design of the
24 intersection is. That's the jurisdiction of the
25 county.

1 MR. MORLINO: I'm asking the traffic
 2 engineer if this project can go forward as designed
 3 without that piece of property? That's my question.
 4 MS. GONCHAR: And I think he answered.
 5 MR. MORLINO: Let him answer the
 6 question please.
 7 MR. CUCCHIARO: Hold on. Hold on.
 8 First of all, the question was asked. They're
 9 declining or they feel they have answered. That's
 10 the sum and substance of it.
 11 However, what I can say is that this
 12 board has never taken the position that it is
 13 approving the design.
 14 What I had asked Mr. Taylor earlier
 15 was, if that acquisition does not happen, does that
 16 impact the report he's given the board, and the
 17 answer was yes.
 18 MR. MORLINO: Okay.
 19 Q. Justin, was that your answer?
 20 A. I don't think that's true at all. I
 21 think the operation of the intersection, right,
 22 within the report would be the same.
 23 We would need to redesign how the
 24 roadway aligned, but the operation of that signal
 25 it's my opinion could be accomplished without the

1 piece of property.
 2 MR. CUCCHIARO: I asked you earlier
 3 whether those improvements were related to your
 4 report and whether your report was based upon those
 5 improvements. The record is the record.
 6 I understand, you know, your position
 7 now, but I think we can go back and take a look.
 8 MR. TAYLOR: Let me then clarify if I
 9 was unclear as I answered the question.
 10 The geometry of the intersection,
 11 regardless of where it falls within the space, is
 12 what we needed to accomplish the capacity. Right.
 13 We want -- we want a left turn into Randolph Road.
 14 We want separate turn lanes on Randolph Road.
 15 Whether the roadway alignment is
 16 shifted to the west to avoid acquisition of the
 17 property that's in question, that can be
 18 accomplished, and the conclusions in my report are
 19 based upon the capacity analysis of the intersection
 20 regardless of spatially where it falls along
 21 Randolph Road.
 22 So if I misunderstood your question, I
 23 apologize.
 24 MS. BEAHM: I don't think you
 25 misunderstood the question and I don't think that

1 was the question. I don't think the question had
 2 anything to do with the geometry.
 3 It was all of these improvement -- I
 4 don't care where in the right of way you're talking
 5 about, but the turn lanes, the signals, all of these
 6 improvements, so your conclusions in your report are
 7 contingent upon the improvements. Whether they
 8 happen I don't think was the question, and your
 9 answer a hundred percent was yes.
 10 MR. TAYLOR: We're saying the same
 11 thing.
 12 MS. BEAHM: No.
 13 MR. CUCCHIARO: I don't think we are,
 14 but the record is the record. I understand your
 15 position.
 16 Mr. Morlino, do you have any other
 17 questions?
 18 MR. MORLINO: Yes.
 19 My last question is the center driveway
 20 which is an open driveway as you referred to it,
 21 either right or left ingress and egress, what is the
 22 possibility of a tractor trailer coming down Oak
 23 Glen Road and making a left into that center
 24 driveway?
 25 What's going to preclude that from

1 happening?
 2 MR. TAYLOR: So the design of the
 3 driveway is for passenger vehicles. The design of
 4 the signage that will be at that driveway is to
 5 prohibit trucks from coming in that driveway.
 6 It's designed to accommodate passenger
 7 vehicles, and it will be signed for no trucks.
 8 MR. MORLINO: So is it possible if the
 9 truck driver made the wrong turn and he doesn't want
 10 to go loop around 547, somewhere turn around and
 11 come back, could he possibly make that left turn?
 12 MR. TAYLOR: So we will sign it, and it
 13 will be enforceable of no trucks utilizing that
 14 driveway.
 15 MR. MORLINO: Okay. Again, I guess my
 16 question is it can be done. My statement is it can
 17 be done, and a sign doesn't enforce anything.
 18 You indicated there would be no
 19 security booths, nobody monitoring traffic at the
 20 ingress and egress areas at this site. Is that
 21 correct?
 22 MR. TAYLOR: Yes. There are no
 23 security booths proposed for the project.
 24 MR. MORLINO: All right. You answered
 25 my questions. Thank you very much, everyone. Have

1 a good evening.

2 CHAIRMAN BOISVERT: Normally, we had
3 planned on ending this meeting at 10 o'clock. It's
4 now 10:24.

5 How many people do we have up, Eileen,
6 that still want to ask questions?

7 HOWELL TOWNSHIP MODERATOR: Five.

8 CHAIRMAN BOISVERT: I mean --

9 MS. GONCHAR: Look, we appreciate the
10 effort that our traffic consultant would not have to
11 be rescheduled. It looks like, in spite of your
12 best efforts, Mr. Chairman, which we appreciate, we
13 understand, and we appreciate your going beyond.

14 Now, it's up to -- obviously, the board
15 can continue. There are residents here. I'm just
16 saying I think there was a clear attempt to honor
17 the request that we not have to bring back this
18 witness, and we appreciate your best efforts to do
19 so.

20 CHAIRMAN BOISVERT: Yeah.

21 MS. GONCHAR: My question is --

22 CHAIRMAN BOISVERT: I know a couple of
23 us had some work we got to do early in the morning.
24 So I'm thinking 10:30 would be the hard stop.

25 I mean we might be able to fit one more

1 MR. TAYLOR: I am not available on
2 March 16 either.

3 HOWELL TOWNSHIP MODERATOR: Who was
4 that?

5 MS. GONCHAR: Justin.

6 MR. CUCCHIARO: Could we maybe do
7 this -- can we carry it for scheduling purposes only
8 to Thursday which is our regular meeting of February
9 1 -- February 2 just for scheduling only?

10 In between now and then, you know,
11 board members and everyone can confer and then we'll
12 publicly announce when the next date is on Thursday.

13 MS. GONCHAR: Forgive me for carrying
14 on. Adam, if he's on the line, if he's going to be
15 available Thursday?

16 MR. FAIELLA: Yes, I'm available on
17 Thursday.

18 MS. GONCHAR: Thank you. I have
19 another commitment. I don't want to speak for
20 anybody. That would be terrific if you can carry it
21 until then and see if there's any possibility.

22 MR. CUCCHIARO: All right. So what
23 I'll do, Mr. Chairman, the application of Monmouth
24 Commerce Center, LLC, case number SP-1100 be carried
25 to the board's February 2, regular meeting, 2023, 7

1 person in depending on -- you know, to get the
2 question in.

3 I mean what do you think about that,
4 Mr. Cucchiaro?

5 MR. CUCCHIARO: I think it's going to
6 take us to 10:30 to find another date to carry this
7 to.

8 CHAIRMAN BOISVERT: Yes, I was making
9 an effort. Making an effort.

10 HOWELL TOWNSHIP MODERATOR: Well, I
11 have the warehouse application on February 2. I
12 have a warehouse application February 16. I have a
13 warehouse application March 2. Right now I have
14 nothing on March 16.

15 MS. GONCHAR: I'm going to ask it at
16 the risk of somebody -- I'm glad I'm not in the
17 room. Let me put it that way.

18 Is there any possibility of another
19 special meeting? I don't know that anybody thinks
20 the two warehouse hearings can be handled --
21 accommodated on a single evening unless there is
22 something about one of those that would not likely
23 take a substantial part of the evening.

24 MR. CUCCHIARO: I would certainly never
25 jinx us and say that.

1 o'clock. It is a remote meeting. The instructions
2 on how to access the meeting are on the township's
3 website.

4 Again, this is for scheduling purposes
5 only. The purpose of considering it will be to make
6 a public announcement of when this application will
7 be carried to to continue the substantive testimony.

8 So for scheduling purposes only with no
9 further notice to property owners be carried to
10 February 2, 2023, 7 o'clock, remote meeting.

11 The documents that Mr. Parisi had, I
12 saw he emailed us already. So those will be at
13 least marked for Identification and made available,
14 and we'll make a formal determination on it at the
15 next substantive hearing.

16 MS. GONCHAR: Thank you for that, and
17 thank you to the board for their patience and
18 consideration.

19 CHAIRMAN BOISVERT: You're welcome.

20 MR. CUCCHIARO: That would be it, Mr.
21 Chairman.

22 (Proceedings conclude at 10:28 p.m.)
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CERTIFICATE OF OFFICER

I CERTIFY that the foregoing is a true and accurate transcript of the testimony and proceedings as reported stenographically by me at the time, place and on the date as hereinbefore set forth.

I DO FURTHER CERTIFY that I am neither a relative nor employee nor attorney or counsel of 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.



DIANE M. HOLMES, C.C.R.
Certificate No. XI01660

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