

CITY OF HOBOKEN
PLANNING BOARD

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REGULAR MEETING OF THE HOBOKEN :November 6, 2014
PLANNING BOARD : 7:10 p.m.
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Held At: 94 Washington Street
Hoboken, New Jersey

B E F O R E:

- Chairman Gary Holtzman
- Vice Chair Frank Magaletta
- Commissioner Stephen Marks
- Commissioner Brandy Forbes
- Commissioner Ravi Bhalla
- Commissioner Ann Graham
- Commissioner Rami Pinchevsky
- Commissioner Daniel Weaver
- Commissioner Caleb McKenzie

A L S O P R E S E N T:

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

PHYLLIS T. LEWIS
CERTIFIED SHORTHAND REPORTER
CERTIFIED REALTIME REPORTER
Phone: (732) 735-4522

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

2 DENNIS M. GALVIN, ESQUIRE
3 730 Brewers Bridge Road
4 Jackson, New Jersey 08527
5 (732) 364-3011
6 Attorney for the Board.

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1 CHAIRMAN HOLTZMAN: Good evening,
2 everybody.

3 I want to call the meeting to order.
4 This is the Hoboken Planning Board Meeting. This is
5 our regular monthly meeting. It is Thursday,
6 November 6th. It the now 7:10. We are going to
7 call the meeting to order.

8 I would like to advise all of those
9 present that notice of this meeting has been
10 provided to the public in accordance with the
11 provisions of the Open Public Meetings Act, and that
12 notice was published in The Jersey Journal and on
13 the city website. Copies were also provided to The
14 Star-Ledger, The Record, and also placed on the
15 bulletin board in the lobby of City Hall.

16 Pat, please call the roll.

17 MS. CARCONE: Commissioner Holtzman?

18 CHAIRMAN HOLTZMAN: Here.

19 MS. CARCONE: Commissioner Magaletta?

20 VICE CHAIR MAGALETTA: Here.

21 MS. CARCONE: Commissioner Marks?

22 COMMISSIONER MARKS: Here.

23 MS. CARCONE: Commissioner Forbes?

24 COMMISSIONER FORBES: Here.

25 MS. CARCONE: Commissioner Bhalla?

1 COMMISSIONER BHALLA: Here.

2 MS. CARCONE: Commissioner Graham?

3 COMMISSIONER GRAHAM: Here.

4 MS. CARCONE: Commissioner Mosseri is
5 absent.

6 Commissioner Pinchevsky?

7 COMMISSIONER PINCHEVSKY: Here.

8 MS. CARCONE: Commissioner Weaver?

9 COMMISSIONER WEAVER: Here.

10 MS. CARCONE: Commissioner Conroy is
11 absent.

12 Commissioner McKenzie?

13 COMMISSIONER MC KENZIE: Here.

14 CHAIRMAN HOLTZMAN: Thank you.

15 So the first item on our agenda tonight
16 is the memorialization of the resolution for the
17 approval of 705 Clinton Street.

18 All of the Commissioners, you received
19 a copy of this. Were there any questions or
20 comments in regard to that copy that was
21 distributed?

22 No questions or comments, okay.

23 Dennis, did you have anything that you
24 wanted to include or add on this?

25 MR. GALVIN: On the 705 Clinton?

1 CHAIRMAN HOLTZMAN: Yes.

2 MR. GALVIN: Yes.

3 Mr. Matule had made a -- we had
4 originally had a condition that said that they would
5 be -- that we wanted each parking space identified
6 with a specific condominium unit, and he called me
7 up and was seeking relief from that, and I told him
8 I couldn't grant him that relief.

9 So I thought the Board was pretty clear
10 at the last hearing that they wanted to identify a
11 unit with a parking space, so strange things
12 wouldn't happen.

13 So I brought two versions in case you
14 decided to disagree with me, but I think that that
15 is what you said, and that is what you meant.

16 COMMISSIONER GRAHAM: I agree. That is
17 what we said, and that's what we want.

18 CHAIRMAN HOLTZMAN: Commissioner
19 Pinchevsky, I know that was certainly something that
20 you were interested in that at the last hearing.

21 Is that to your satisfaction that the
22 resolution is drafted as the Board concurred?

23 COMMISSIONER PINCHEVSKY: Yes. I think
24 that is an important portion of the resolution.

25 I did vote against the application, so

1 I don't know if I should be commenting.

2 MR. GALVIN: No, you can certainly
3 comment, but you can't vote. Only people who voted
4 in favor of the resolution can vote for it.

5 CHAIRMAN HOLTZMAN: Good, great.

6 Are there any other questions or
7 comments from any of the Commissioners?

8 All right.

9 Then is there a motion on the floor to
10 accept the resolution as drafted with the parking
11 staying as Dennis explained it?

12 COMMISSIONER MC KENZIE: I move it.

13 CHAIRMAN HOLTZMAN: There's a motion to
14 accept that.

15 Is there a second?

16 COMMISSIONER MARKS: Second.

17 CHAIRMAN HOLTZMAN: Steven, great.

18 Call the roll, please.

19 MS. CARCONE: Commissioner Marks?

20 COMMISSIONER MARKS: Aye.

21 MS. CARCONE: Commissioner Forbes?

22 COMMISSIONER FORBES: Yes.

23 MS. CARCONE: Commissioner Bhalla?

24 COMMISSIONER BHALLA: Yes.

25 MS. CARCONE: Commissioner Graham?

1 COMMISSIONER GRAHAM: Yes.

2 MS. CARCONE: Commissioner McKenzie?

3 COMMISSIONER MC KENZIE: Aye.

4 MS. CARCONE: Commissioner Holtzman?

5 CHAIRMAN HOLTZMAN: Yes.

6 (Continue on next page)

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CITY OF HOBOKEN
PLANNING BOARD

- - - - - X
 RE: MAXWELL PLACE :November 6, 2014
 Applicant: PT Maxwell, LLC : 7:15 p.m.
 Southbound Traffic Flow, etc. :
 - - - - - X

Held At: 94 Washington Street
Hoboken, New Jersey

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2 DENNIS M. GALVIN, ESQUIRE
3 730 Brewers Bridge Road
4 Jackson, New Jersey 08527
5 (732) 364-3011
6 Attorney for the Board.

7 DRINKER, BIDDLE & REATH, LLP
8 500 Campus Drive
9 Florham Park, New Jersey 07932
10 (973) 549-7000
11 BY: GLENN S. PANTEL, ESQ.
12 Attorneys for the Applicant.

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1 CHAIRMAN HOLTZMAN: Okay. There is one
2 item on our agenda this evening.

3 This is the Maxwell Place streets, and
4 it looks like the attorney is still conferring with
5 his team out there, so we will give him a minute or
6 so.

7 Mr. Pantel, are you ready for us?

8 MR. PANTEL: Yes, we are.

9 CHAIRMAN HOLTZMAN: Take a minute, if
10 you need it.

11 MR. PANTEL: If you'd give me one more
12 moment because we just received a letter from a
13 mayor, and I wanted a moment to discuss it with my
14 traffic consultant.

15 Can I do that?

16 CHAIRMAN HOLTZMAN: Sure.

17 MR. PANTEL: Thank you.

18 (Recess taken)

19 CHAIRMAN HOLTZMAN: Mr. Pantel?

20 MR. PANTEL: We appreciate the minute
21 that you have given us.

22 CHAIRMAN HOLTZMAN: We are attempting
23 to get you a microphone, Mr. Pantel.

24 MR. PANTEL: We appreciate the minute
25 you have given us.

1 CHAIRMAN HOLTZMAN: Okay. Glenn, the
2 floor is yours.

3 MR. PANTEL: Great. Thank you very
4 much.

5 Good evening.

6 We are before you tonight on, as you
7 know, the application for amended final site plan
8 approval for the Maxwell Place project to obtain
9 approval from the Planning Board to maintain the
10 existing flow of traffic on Sinatra Drive North in a
11 southerly direction as it approaches Frank
12 Sinatra -- Sinatra Drive.

13 MR. GALVIN: And who is the applicant
14 at this point?

15 MR. PANTEL: The applicant is Toll --

16 MR. GALVIN: Toll?

17 (Counsel confers.)

18 MR. PANTEL: Thank you.

19 As a technical matter, the applicant
20 versus an affiliate of Toll, is P.T. Maxwell, LLC.
21 That's the applicant, who is the developer of the
22 Maxwell Place project.

23 We have with us tonight our traffic
24 consultant, Mike Maris, who will testify regarding
25 the latest plan as has been provided to the Planning

1 Board. We are pleased to have the opportunity to
2 have worked over the past few months with your
3 professionals in coming up with what we believe to
4 be a very sound plan, which as I noted earlier,
5 maintains the existing pattern of traffic along
6 Sinatra Drive North.

7 It would also encompass certain
8 relatively moderate modifications to the parking
9 areas and the like along with the roadway network
10 there, which will be explained in a little more
11 detail by Mr. Maris in his testimony before the
12 Board.

13 So if there are no further questions,
14 at this point what I would like to do is have Mr.
15 Maris address the Board, go through the proposal,
16 including various exhibits that we prepared as a
17 result of some of the feedback that we had from the
18 Site Plan Review Committee, and of course, he would
19 be more than glad to respond to any questions, which
20 you may have as well.

21 Thank you.

22 CHAIRMAN HOLTZMAN: Can you swear him
23 in?

24 MR. GALVIN: Yes.

25 Raise your right hand.

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

4 MR. MICHAEL MARIS: Yes, I do.

5 M I C H A E L M A R I S, 125 State Street,
6 Hackensack, New Jersey, having been duly sworn,
7 testified as follows:

8 CHAIRMAN HOLTZMAN: State your full
9 name for the record and spell your last name.

10 THE WITNESS: Michael Maris, M-a-r-i-s.

11 MR. GALVIN: Mr. Chairman, do we accept
12 Mr. Maris' credentials as a traffic engineer?

13 CHAIRMAN HOLTZMAN: Yes.

14 MR. GALVIN: You may proceed.

15 THE WITNESS: Mr. Chairman, with me is
16 Yianni Maris, who has also worked on this project
17 and has attended the various committee sessions, so
18 he will be helping me with the presentation.

19 Basically our plan goes back about a
20 year when we started looking at the intersection of
21 12th Street and Sinatra Drive North, and the fact
22 that there is a lack of traffic flow at that
23 intersection, and at that point we started looking
24 at the possibility of keeping Sinatra Drive North a
25 southbound roadway.

1 We did some projections, et cetera, and
2 we found out that it would work better if it was
3 maintained as a southbound roadway, and we had
4 submitted various documents to that effect.

5 At some point we met with members of
6 the city, and they provided us with a conceptual
7 plan of what they thought the roadway ought to look
8 like, and that plan included bicycle lanes to tie
9 into your overall plan for the city. It included
10 parking, striping and signing.

11 We took that plan, and we prepared a
12 more detailed -- it is still conceptual, it's not a
13 construction document -- but a more detailed plan in
14 enough detail, so that your professionals can look
15 at it and tell us whether they like the signs or
16 make comments.

17 We did receive comments. There were
18 meetings in the field. We revised the plan. There
19 was a meeting with the committee, two meetings with
20 the committee, and this plan that Yianni is going to
21 present to you today is basically the end result of
22 all of these meetings.

23 We think this plan provides a good
24 roadway, a safe roadway. It provides for bicycles,
25 and basically, as you will see, when Yianni presents

1 a plan, it connects to the existing and planned
2 bicycle routing throughout the city.

3 So at this point, if I may have Yianni
4 get up and show you what the plan is.

5 I am here, and I can answer any
6 questions that you have.

7 MR. PANTEL: Thank you.

8 Yianni?

9 CHAIRMAN HOLTZMAN: Can we get Yianni
10 sworn in?

11 MR. GALVIN: Do you swear to tell the
12 truth, the whole truth, and nothing but the truth,
13 so help you God?

14 MR. JOHN MARIS: I do.

15 J O H N E. M A R I S, 126 State Street,
16 Hackensack, New Jersey, having been duly sworn,
17 testified as follows:

18 MR. GALVIN: State your full name and
19 spell your last name.

20 THE WITNESS: John Maris, M-a-r-i-s.
21 People like to call me "Yianni."

22 MR. GALVIN: Do you accept Mr. Yianni's
23 credentials?

24 CHAIRMAN HOLTZMAN: Yes.

25 THE WITNESS: Thank you very much.

1 I am going to direct you to our easel.
2 We have the first exhibit, which I believe you all
3 have a copy of it. It just shows the location of
4 Maxwell Place with reference to the rest of the
5 city.

6 Maxwell Place, for those of you who are
7 kind of unfamiliar with it, is bounded on the west
8 by Hudson Street, on the east is the river and Frank
9 Sinatra drive. To the north is 12th Street, and to
10 the south it is pretty much bounded by Frank
11 Sinatra.

12 MR. PANTEL: I would like to mark for
13 the record Exhibit A-1, that aerial photo that Mr.
14 Maris just referred to.

15 CHAIRMAN HOLTZMAN: Could you also just
16 date that also, Mr. Pantel?

17 MR. PANTEL: Yes. I put today's date
18 on it with Exhibit A-1.

19 (Exhibit A-1 marked.)

20 CHAIRMAN HOLTZMAN: Thank you.

21 THE WITNESS: The next plan that I will
22 show is the actual plan that we prepared. It
23 consists of two sheets.

24 The first sheet is the conceptual
25 signing plan, and then the second sheet is the

1 details showing the various signs.

2 MR. PANTEL: I will mark as Exhibit A-2
3 that proposed signing and striping plan.

4 (Exhibit A-2 marked.)

5 CHAIRMAN HOLTZMAN: Yianni, why don't
6 you move that three giant steps forward?

7 There we go.

8 THE WITNESS: Here.

9 This is the plan that is a result of a
10 few months of work and a number of iterations. We
11 have gone back and forth with staff and the
12 committee meetings.

13 What it shows is the intersection of
14 12th and Sinatra Drive North, which is right there.

15 That location my dad had spoken about
16 was being the one that kind of set the ball rolling
17 where there was no traffic control.

18 What we have done is we proposed to put
19 a stop sign on 12th here and also on the southbound
20 side of Sinatra Drive.

21 This is the one-way section here.

22 This is two-way.

23 And then what we are going to do is we
24 are proposing to build out an actual hard curb
25 because the radius here doesn't really allow for it.

1 We will put a stop bar and move everything out.

2 Moving west is the intersection of 12th
3 and Maxwell. We are not really proposing any
4 changes there.

5 The Shipyard lane is under stop
6 control. Maxwell is under stop control as well, and
7 12th continues in the both directions.

8 CHAIRMAN HOLTZMAN: So the stop signs
9 that are there are existing conditions, correct?

10 THE WITNESS: Yes, and we are not
11 changing that.

12 And in the package that you guys
13 received, there are also some aerials that have the
14 intersection overlaid with our proposed plan. It
15 might be a bit easier for you to see what is
16 existing versus what is on our plan because you
17 don't have existing conditions necessarily shown
18 here.

19 At the intersection of 12th Street and
20 Hudson, again, that is a signalized intersection.
21 We are not really proposing any changes. However,
22 there was some discussion at our committee meeting
23 that there are -- there is a problem on 12th Street
24 where people stop right in front of the Starbucks.
25 I don't know if you guys know where that is --

1 (Laughter)

2 -- there is a Starbucks, and there's
3 always been kind of double parked cars there.

4 So what we propose to do is install
5 temporary bollards a few feet off of the existing
6 curb, and then that will sort of serve to deter
7 people from parking by narrowing the existing travel
8 way. Right now it is a 26-foot roadway, so if you
9 kind of neck it down, we hope to dissuade people
10 from double parking there.

11 MR. PANTEL: The bollards would be in
12 the right-of-way?

13 THE WITNESS: They would be on the
14 road, yeah.

15 So moving south, sort of where the meat
16 of the changes occur, on Maxwell -- on 11th here,
17 and that is where the proposed bike lanes are going
18 to come in.

19 Right now west of Hudson Street there
20 are bike lanes in existence. They are adjacent to
21 the center island. We propose to continue that
22 through 11th all the way to Sinatra Drive North.
23 There will be a one-way on each side, so, you know,
24 the eastbound side will continue eastbound, and the
25 westbound side will continue westbound.

1 We will have a travel lane that is
2 going to be 16 feet wide, and then there will be
3 parking that is going to be created on the curb
4 side.

5 There is also going to be loading zones
6 in front of the buildings on mid block.

7 Continuing east, we are going to get to
8 the intersection of Maxwell Lane and 11th.

9 Again, the bicycle lanes are going to
10 continue east of there. We are going to have dotted
11 lines to connect the lanes and connect the bike
12 lanes, so it is clear that they continue through the
13 intersection. That intersection is going to be
14 under stop control as it currently is. It is always
15 stop control. The bicycles will be forced to stop
16 there also.

17 The section of 11th east of Maxwell is
18 going to continue that same pattern of bike lanes in
19 the middle, travel lanes, and then parking on the
20 curb.

21 Again, with the loading zone there is
22 going to be an addition of three, I think, three
23 maybe three handicapped lanes in that section --
24 three handicapped parking spots, which is the
25 standard.

1 The intersection of 11th and Frank
2 Sinatra North, it is going to be an all-way stop
3 control. 11th will be under stop control, and
4 Sinatra Drive southbound will be under stop control.

5 You are going to have the bike lanes,
6 which are going to be on Sinatra Drive North. There
7 are going to be bike lanes on the east side of the
8 road. There is going to be a bike lane on the west
9 side of the road, and we are going to put parking
10 along the east side of the road also, again, with
11 broken lines through the intersection to indicate
12 where the bike lanes kind of continue.

13 South of the 11th Street intersection,
14 we are going to propose a pedestrian crossing, a mid
15 block pedestrian crossing. It was brought to our
16 attention that that is sort of a critical area, so
17 we are proposing solar powered blinking pedestrian
18 crossing lights.

19 You may have seen them. You know,
20 there is like LEDs around the perimeter. It is
21 going to be blinking possibly. It's solar powered,
22 and actually there will be a push button there, too,
23 that will activate it.

24 Then I guess continuing south, we get
25 to the intersection of Sinatra Drive North with

1 Sinatra Drive. At that location, we did some
2 studies. We went out there and looked at the site
3 distance, which if you are familiar with the area,
4 there is a fence on this south corner here that kind
5 of approaches a little too close to the intersection
6 and completely obscures your view to the south.

7 In the interest of safety, what we have
8 looked at is creating these bump-outs about eight
9 feet that is going to move the stop bar closer to
10 the intersection and then allow visibility down the
11 street to make it safe to makes turns.

12 MR. PANTEL: Right-hand turns, right?

13 THE WITNESS: Yes.

14 Then we are putting in striping here to
15 restrict the turns to right-hand only turns. That
16 is the current alignment.

17 I think if you guys spend any time out
18 there, you will see that people don't observe that,
19 so we are hoping that by putting in this striping,
20 it will sort of further dissuade people and ensure
21 that they continue, you know, to follow the
22 restrictions.

23 CHAIRMAN HOLTZMAN: Okay.

24 THE WITNESS: At that location that is
25 where we are going to start the bike lanes. There

1 is currently no existing bike lanes on Frank Sinatra
2 Drive. They are proposed. There is a plan that we
3 got from your website.

4 So the plan, which is identified as
5 A-3, which is a bicycle network that we got from the
6 website, the City of Hoboken's website, you can see
7 that this area here is Maxwell Place. There is an
8 existing bicycle lane on 11th, like I said, and you
9 can see that it is proposed to be implemented across
10 11th.

11 Currently there is I guess bike lanes
12 through the park along the waterfront, and there is
13 the proposed bike lane on Frank Sinatra Drive North
14 shown.

15 You can see that they are also
16 proposing something on Frank Sinatra Drive. I have
17 not seen anything to that, but I guess that would
18 then allow the Frank Sinatra section to be tied into
19 the Frank Sinatra Drive North section.

20 That is it for these plans.

21 CHAIRMAN HOLTZMAN: Okay.

22 THE WITNESS: I don't know if you have
23 any questions.

24 CHAIRMAN HOLTZMAN: Mr. Pantel, does
25 that conclude the presentation from the traffic

1 team?

2 MR. PANTEL: Yes.

3 Do you have anything else?

4 THE WITNESS: No.

5 MR. PANTEL: Yes, that does.

6 CHAIRMAN HOLTZMAN: So, Yianni, could
7 you put back sort of the master layout plan, so we
8 can kind of go intersection by intersection and work
9 through some stuff?

10 THE WITNESS: Yes.

11 VICE CHAIR MAGALETTA: Do you want us
12 to go first or the public to ask questions?

13 CHAIRMAN HOLTZMAN: We will ask the
14 questions first.

15 THE WITNESS: That is Exhibit A-2.

16 CHAIRMAN HOLTZMAN: Okay, great.

17 So, Andy, we had a fairly extensive
18 engineer's report from you and your team.

19 Did you want to take us through a
20 couple of the intersections that we and your team
21 saw things a little bit differently on?

22 Let's just pick an easy one to start
23 with. We got the intersection of 12th and -- I kind
24 of want to walk through, if this logic seems right,
25 let me know if you think it makes sense, but kind of

1 go intersection by intersection and kind of just
2 give it a little bit of a recap. We're working
3 through it.

4 I think we have 12th and Sinatra Drive
5 North. I don't think there was any conflict there.
6 The idea was to add two additional stop lights.
7 There didn't seem to be any controversy or debate
8 there.

9 MR. GALVIN: Stop signs.

10 CHAIRMAN HOLTZMAN: Yeah, stop signs.

11 MR. HIPOLIT: The key issue with 12th
12 and Sinatra Drive North is, knowing the
13 intersection, if you know it, it's a very wide-open
14 intersection right now. The idea was to narrow it
15 down, change the radius, so it is a lot less open,
16 and then slow down traffic by adding some stop
17 signs, so you know, it is great. Love it. It
18 works.

19 CHAIRMAN HOLTZMAN: So that one is
20 easy, right?

21 MR. HIPOLIT: Easy.

22 CHAIRMAN HOLTZMAN: So going westbound
23 then, we have the corner of 12th and Maxwell Lane,
24 right?

25 Nothing is changing there?

1 MR. HIPOLIT: It's existing, and
2 nothing changes.

3 CHAIRMAN HOLTZMAN: So that is the same
4 conditions there.

5 MR. HIPOLIT: Correct.

6 CHAIRMAN HOLTZMAN: Great.

7 Okay. So going southbound then, let's
8 go to Sinatra Drive North and Maxwell Lane, right?

9 MR. HIPOLIT: I believe it's south.

10 CHAIRMAN HOLTZMAN: I'm sorry?

11 THE WITNESS: South.

12 MR. HIPOLIT: You are in the middle
13 over here.

14 CHAIRMAN HOLTZMAN: Yes. Maxwell Lane
15 and 11th. I'm sorry.

16 MR. HIPOLIT: Maxwell Lane and 11th.

17 COMMISSIONER BHALLA: Where were you
18 before that?

19 MR. HIPOLIT: So we started here --

20 COMMISSIONER BHALLA: I have a question
21 about that.

22 CHAIRMAN HOLTZMAN: Go ahead. I'm
23 sorry, Councilman.

24 MR. HIPOLIT: That is 12th and Sinatra
25 Drive North.

1 COMMISSIONER BHALLA: 12th and Hudson?

2 CHAIRMAN HOLTZMAN: No. We didn't do
3 that one yet.

4 MR. HIPOLIT: We didn't get there yet.

5 CHAIRMAN HOLTZMAN: I'm saving that
6 one.

7 COMMISSIONER GRAHAM: Is it possible to
8 turn that, so it's the right, so north is up, so it
9 really makes sense?

10 CHAIRMAN HOLTZMAN: Good idea.

11 THE WITNESS: Sure.

12 COMMISSIONER GRAHAM: Thank you.

13 THE WITNESS: All the words are
14 sideways, but --

15 COMMISSIONER GRAHAM: Pardon me?

16 CHAIRMAN HOLTZMAN: We can't read the
17 words from here, Yianni.

18 COMMISSIONER GRAHAM: I can't read it
19 anyway, so I just need to see it the way it is.

20 CHAIRMAN HOLTZMAN: Great, thanks.

21 COMMISSIONER GRAHAM: Thank you.

22 CHAIRMAN HOLTZMAN: So --

23 MR. HIPOLIT: So we were here.

24 CHAIRMAN HOLTZMAN: We were at Maxwell
25 Lane and 11th.

1 MR. HIPOLIT: Maxwell Lane and 11th is,
2 you know, there will be some enhanced pedestrian
3 striping, some stop signs, but it's pretty much what
4 it is today.

5 VICE CHAIR MAGALETTA: Can you hear us
6 in the back?

7 THE AUDIENCE: No.

8 MR. HIPOLIT: I can speak up.

9 So Sinatra -- so 11th and Maxwell is
10 currently a four-way intersection now. It is going
11 to maintain a four-way intersection. There are bike
12 lanes that are not going to go through it, but they
13 are providing adequate striping and signing to
14 enhance that.

15 CHAIRMAN HOLTZMAN: Okay.

16 Any questions or comments on that
17 intersection?

18 Great.

19 Let's go east to 11th and Sinatra Drive
20 North.

21 MR. HIPOLIT: So 11th and Sinatra Drive
22 North is going be a three-way stop intersection.
23 Bike lanes will go in both directions, both north
24 and south and east and west.

25 Obviously, when you go east past

1 Sinatra Drive North, you are in a park, which is
2 good. Your bike lanes end, and you are in a park,
3 which is great.

4 There is adequate striping through the
5 intersection. We talked about carrying the bike
6 lanes through the intersection with striping or
7 dashing, which works fine, so the intersection will
8 be an improved level, plus it pushes pedestrians and
9 the bikes into the park, which is where you want
10 them.

11 CHAIRMAN HOLTZMAN: Okay.

12 Any questions or comments on that
13 intersection?

14 Great.

15 COMMISSIONER WEAVER: Will that
16 intersection be like safer with a light instead of a
17 stop sign?

18 MR. HIPOLIT: That is a bigger
19 discussion.

20 D.O.T. wise, if you meet a warrant for
21 a signal, which they would have to do a warrant
22 analysis, then obviously it would be made safer by a
23 light. I don't believe they have done a warrant
24 analysis.

25 THE WITNESS: You know, I don't think

1 the volumes through that intersection really need a
2 signal --

3 CHAIRMAN HOLTZMAN: The current
4 volumes?

5 MR. HIPOLIT: The current volumes.

6 THE WITNESS: -- in the proposed
7 volumes as they are now.

8 MR. HIPOLIT: I mean, a signal is
9 always safer than a stop control obviously.

10 CHAIRMAN HOLTZMAN: Okay.

11 MR. HIPOLIT: Want to head south?

12 CHAIRMAN HOLTZMAN: Yes. Let's go
13 south to Sinatra Drive North and Sinatra Drive.

14 MR. HIPOLIT: Do we want to stop in the
15 middle and talk about --

16 CHAIRMAN HOLTZMAN: Oh, yeah. We have
17 a crosswalk.

18 MR. HIPOLIT: Okay. So that's one of
19 the interesting ones, and as we head south from
20 Sinatra Drive North at 11th heading south on Sinatra
21 North, we go about a hundred and some odd feet, and
22 there is the existing location where pedestrians
23 cross to get to the park from the building across
24 the street.

25 It is very obvious. There are

1 handicapped ramps there. We wanted to enhance more
2 than just the crosswalk, because now we are going to
3 have not only traffic from vehicles, we are going to
4 have two bike lanes. There is a lot there, so we
5 want it very enhanced.

6 We asked them to put in some LED
7 lighting, so they are adding LED lighting in both
8 locations or in that location to allow cars to know
9 that pedestrians are crossing when they go through
10 that area, which is an enhancement to that area.

11 CHAIRMAN HOLTZMAN: And the LED
12 lighting you are talking about is LED lights that
13 are impregnated into the roadway -- in the crosswalk
14 itself?

15 MR. HIPOLIT: No --

16 THE WITNESS: No, there's signs.

17 MR. HIPOLIT: -- what they are
18 proposing is to use LED signs.

19 If you wanted them to enhance it
20 further, you could enhance it using LED signs on the
21 side, plus you could put the pavement reflectors
22 that are also activated at the same time, and that
23 is something that the Board could discuss.

24 CHAIRMAN HOLTZMAN: Right. That is
25 something that you brought to our attention that you

1 think is an enhancement to that crosswalk --

2 MR. HIPOLIT: Sure. It is major
3 location --

4 CHAIRMAN HOLTZMAN: -- because the key
5 being that it is just a mid block crosswalk as
6 opposed to an intersection.

7 MR. HIPOLIT: Correct.

8 You know, my observations being out
9 there is once cars come past 12th, it is a little
10 bit of a straighter shot than, you know, they do
11 pick up a little bit of speed coming through there.
12 There are a lot of pedestrians that cross that road
13 going from the west side to the east side.

14 If you have a pedestrian crosswalk
15 location that people use, the more you can enhance
16 it, the better. People will get used to it, so...

17 CHAIRMAN HOLTZMAN: Okay.

18 MR. HIPOLIT: As you head south on
19 Sinatra Drive North, as Yianni said, on Sinatra
20 Drive North, there are bike lanes in both directions
21 and parking on the east side.

22 When you get to Sinatra Drive North and
23 Sinatra Drive, what we have observed over a number
24 of months, literally five or six months and being
25 out there literally a few dozen times, is most motor

1 vehicles don't recognize the no left turn across the
2 street.

3 So there were days I stood out there
4 for 20 minutes and seen 13 or 14 cars come by and
5 all make a left in the p.m. especially.

6 What we felt was that if people are
7 going to make lefts there, which it is not a high
8 volume of traffic, but if they are going to make
9 lefts there, it would be better to make those lefts
10 safe lefts.

11 Yianni discussed the bump-outs they
12 proposed. We had looked. There is a fence when you
13 look more towards the south that blocks the vision,
14 and there's the parking spaces. So if you lost a
15 parking space on both sides of the intersection and
16 created an eight-foot bump-out, you could create a
17 safe left turn area. It would be safe, because the
18 signal up at Hudson and Sinatra Drive allow for gaps
19 where traffic is stopped, so there are plenty of
20 gaps for people to make a left turn, and it will be
21 a safe left turn, so we felt that with the traffic
22 heading south not to allow a left was a better
23 option. Sorry.

24 CHAIRMAN HOLTZMAN: Okay.

25 MR. PANTEL: I do note that the plan

1 that is before you that we submitted does not allow
2 that left turn movement. It allows only the
3 right-turn movement.

4 MR. HIPOLIT: Correct.

5 You know, we felt that you should allow
6 a left turn there even though --

7 CHAIRMAN HOLTZMAN: Anything else?

8 We have 12th and Hudson, all the way on
9 the other corner.

10 MR. HIPOLIT: The only intersection we
11 have left is the 12th and Hudson intersection.

12 We really struggled with this
13 intersection because when we went there to look at
14 it, because it is part of the network, the first
15 thing that we observed was people parking illegally
16 and running into Starbucks or running into the
17 residential building.

18 It made us go back more, and we were
19 coming there more, so to look at the intersection of
20 Sinatra Drive North and Sinatra Drive, but we kept
21 going back over there and we wanted to get coffees
22 because people go to Starbucks, and I drink coffee,
23 too, and we found out a lot of people double park
24 there.

25 So what I did, because I'm here enough,

1 I started going there with my vehicle and double
2 parking to see if other people would double park.

3 As soon as one car double parks, it
4 institutes three or four cars double parking. It
5 kind of like starts a chain to that effect.

6 When I tried it on a number of
7 occasions, I found that even when I'm not there,
8 somebody always ends up double parking and running
9 into the residential building and running into
10 Starbucks.

11 So I have seen this situation happen in
12 a number of towns that are cities, like the City of
13 Summit has a problem like this very close to their
14 train station. And really the only way to stop
15 that, other than to have a police officer sit there,
16 and that's just not economically feasible, is to put
17 some positive barrier between the pedestrian coming
18 out of the car and make the car very uncomfortable
19 to park there.

20 The applicant talked with us about
21 using the guidepost, or they call them the posts
22 that extend up. You see them at the Holland Tunnel
23 and Lincoln Tunnel, and we have them in a few places
24 around town. But cars may still -- even though you
25 bump it out a couple of feet, which is what they are

1 showing, cars may still stop there and let a person
2 run in and wait, because the volume of traffic is
3 not that high there, but it's still very dangerous.

4 So what we felt, we could get an
5 enhancement on their side by maybe taking a few feet
6 of the sidewalk, because the sidewalk is ten feet
7 wide there, take a few feet of the roadway, and
8 create along the entire area from Maxwell Lane to
9 Hudson either a rain garden or a natural vegetated
10 barrier, which would look nice.

11 So if a car was to stop there, if a
12 person had to get out of the car, they would have to
13 walk to one of the corners to get to their location.
14 They're not going to do it, and it would just stop
15 them from doing that. It is too far to walk.

16 COMMISSIONER BHALLA: If you did that,
17 because my concern about the bollards was that the
18 original concern about the cars is that it narrows
19 the roadways, but so to do the bollards because you
20 are simply replacing a car with a bollard, so the
21 bollard also creates the problem that the car
22 created itself, so --

23 THE WITNESS: You don't necessarily
24 have it as far out --

25 COMMISSIONER BHALLA: -- then my next

1 question is: How far out are you going to have it?

2 If you don't have it far out enough,
3 are people going to double park anyway, so it is a
4 difficult question to deal with. But you are
5 suggesting something entirely different.

6 MR. HIPOLIT: We --

7 COMMISSIONER BHALLA: Can you clarify
8 that?

9 MR. HIPOLIT: -- yes.

10 We discussed this with the applicant,
11 and obviously for the applicant, you know, I am
12 sensitive to that, that is a cost for them, so
13 they -- and we can talk about it on the record.

14 We are talking about a positive barrier
15 between the travel lane and the sidewalk, so a
16 positive barrier would be something that you can't
17 walk through.

18 COMMISSIONER BHALLA: It would intrude
19 on the sidewalk not on the roadway.

20 MR. HIPOLIT: It would intrude a little
21 bit into the roadway. We would narrow the lanes
22 down to about 11 or 12 feet. We would take a few
23 feet from the road, so you would still have plenty
24 of room for a car to go by in both directions, and
25 it would intrude a little bit onto the sidewalk,

1 which is ten feet wide, so you would take two feet
2 from either side and put plantings there. Plantings
3 will, if you know the area, it is very park-like, so
4 the plantings would actually look good there.

5 You maybe could make it a pseudo rain
6 garden, although it is not very big, but every
7 little bit helps, especially in Hoboken, and you can
8 discharge -- there is an inlet at the corner, isn't
9 there, at the corner right at the southeast corner,
10 there is an inlet there that you could tie your
11 little rain garden to it or your little porous
12 material into, so you kind of get a lot of bang for
13 your buck.

14 You get a rain garden pseudo,
15 plantings, which would look great, and hopefully
16 nobody parking there because if they did park there,
17 it is a very long walk to get to where they want to
18 go.

19 CHAIRMAN HOLTZMAN: Dan?

20 COMMISSIONER WEAVER: I have the
21 opposite question, which is why don't we have laid
22 by lane there instead?

23 If people want to park there, they want
24 to go to Starbucks, you are saying they are going to
25 park there. You know, we have people who are

1 blocking buses on Washington Street, because they
2 want to go to Lisa's and get their mozzarella.

3 So why isn't there a laid by lane
4 there, because people want to park there. They need
5 to park there. They need to have access to the
6 buildings.

7 CHAIRMAN HOLTZMAN: Explain to us what
8 a laid by lane is, please.

9 MR. HIPOLIT: A laid by lane would be
10 like a drop-off lane, so you would actually have an
11 area where you cut out, people could stop, drop off,
12 go in and get their coffee and come back, and they'd
13 stay there literally five minutes or less.

14 We did look at that a little bit
15 internally. We really didn't have a discussion with
16 the applicant on it. We might have talked about it
17 a tiny bit.

18 The issue over there is once we cross
19 the center line, we are now in a different
20 development. Another lane there would actually push
21 into the right-of-way on somebody else's property.

22 A rain garden or some type of positive
23 vegetative area would fall from the right-of-way of
24 the roadway, so technically this applicant could do
25 the work, and the city would just concur with the

1 work that they're going to do.

2 If we were to put in a laid by lane, we
3 would actually be cutting into that about eight to
4 ten feet, and we be actually on the property line of
5 the Shipyards development, and now we're adding
6 another applicant to the project.

7 Believe me, if you have been by there,
8 it is very similar to the left turn down by Sinatra
9 Drive North and Sinatra Drive. It doesn't matter
10 what you do, they're making left turns. There is a
11 sign that says "no left turn," and they are making a
12 left turn.

13 People want to park up here. A dozen
14 times or more I took my vehicle and parked it there,
15 left it there, walked into Starbucks and just like
16 watched to see how long I could stay there before a
17 cop or something come.

18 Nobody came, and what happened was more
19 people parked behind me, so people want to park
20 there.

21 COMMISSIONER WEAVER: I know. But just
22 in the same way as they are going to make a
23 left-hand turn, you know, it is like we are putting
24 Band-Aids on it, and saying, oh, well, we are going
25 to let them make a left-hand turn because they want

1 to do it, but we are not going to let them park
2 there because they want to do it.

3 And, in fact, I mean, what we are
4 suggesting is affecting the Shipyard development. I
5 don't even know if Shipyard was noticed that we are
6 going to be discussing areas which abut them.

7 I mean, it is like the scope of this
8 meeting has now blossomed out into like, you know,
9 12th and Hudson, and it's, you know, it's not just
10 this one street running north-south.

11 MR. HIPOLIT: Well, it also affects
12 them at 12th and Sinatra Drive North, because
13 there's a bump-out happening there, but it is
14 happening in a municipal right-of-way, so I don't
15 know -- I am not sure how the notice was on this
16 project.

17 Did they notice the surrounding area?
18 Was there a notice requirement?

19 MR. GALVIN: I can't help you with
20 that.

21 MR. PANTEL: The base lot for notice
22 was all of the Maxwell Place project. Obviously we
23 did not include any Shipyard property as part of our
24 base lot, because we weren't proposing any
25 improvements on their property --

1 MR. GALVIN: I don't think they would
2 have been required to.

3 MR. PANTEL: -- I think it is also fair
4 to point out in connection with this discussion that
5 what we are proposing here with respect to the flow
6 of traffic on Sinatra Drive North doesn't really in
7 any way exacerbate the issue -- the preexisting
8 issue, if you will, that exists for the Shipyard's
9 Starbucks facility. I don't know that it is
10 appropriate to call upon us to fix, you know, the
11 issue that Shipyard may have with their tenant,
12 and for that matter, we're proposing improvements in
13 the right-of-way. If you want to block that access
14 in the city's right-of-way, the city could put up a
15 cost effective solution, like a rail perhaps
16 along -- parallel to the curb.

17 There are various things the city could
18 do without breaking the bank, but I don't think it
19 is something that should fall within the scope of
20 this application, because it just can't be said that
21 we are contributing to that Shipyard problem.

22 COMMISSIONER BHALLA: Chairman, along
23 the spirit of Commissioner's Weaver's concern, and I
24 think his concern was that people did want to park
25 there, so is there a means to preserve the

1 opportunity to park there without creating a traffic
2 safety hazard?

3 And, Andy Hipolit, you said that in
4 order -- we couldn't do that without intruding upon
5 Shipyard's right-of-way because you would have to go
6 eight to ten feet into -- north into the sidewalk.

7 Well, my question is: Is there a way
8 of just going four feet on the roadway and four feet
9 on the sidewalk, having a narrower sidewalk and
10 basically having a -- basically a curbed-out area,
11 where you don't intrude on the Shipyard property.
12 You create a larger space to both sides being four
13 feet into the roadway and four feet into sidewalk,
14 which is enough for cars to park and also preserve
15 the sidewalk there.

16 MR. HIPOLIT: The easy answer -- great
17 question.

18 The easy answer is yes. But the more
19 difficult answer is you really need to get into a
20 design for a lane like that, so there would be need
21 to be some surveys, some engineering. We'd need to
22 pull writing lines in. There is a lot more detail
23 than anything that they are proposing on these plans
24 in general.

25 It will require Council approval,

1 there's no doubt about it, because you are adding
2 some type of drop-off lane on a city street. It is
3 more detailed. It can be done.

4 COMMISSIONER BHALLA: What's the width
5 of that sidewalk?

6 MR. HIPOLIT: I want to say it's close
7 to ten feet. It's like eight to ten feet.

8 THE WITNESS: I think it was close to
9 ten feet. It is wide.

10 COMMISSIONER BHALLA: But if you built
11 in four feet into it, you would have about a
12 six-foot wide sidewalk?

13 MR. HIPOLIT: You would have plenty of
14 sidewalk.

15 COMMISSIONER BHALLA: So you preserve
16 the sidewalk, and you would add room for parking
17 potentially, but you are saying it is a whole
18 design --

19 MR. HIPOLIT: Yes. Somebody is going
20 to have to look at that. It is a short block. It
21 would probably hold -- I think some of the drop-off
22 lane would hold three cars, which is probably
23 enough --

24 COMMISSIONER BHALLA: Right.

25 MR. HIPOLIT: -- I have never seen more

1 than three cars there. But you are at getting a
2 parking area or a drop-off lane that people are
3 going to now use, so you're networking --

4 COMMISSIONER BHALLA: Well, there is a
5 need for it --

6 CHAIRMAN HOLTZMAN: There is a need for
7 it, and there is a safety issue as well, right.

8 COMMISSIONER BHALLA: There's a demand
9 for it. It's balancing demand and safety.

10 MR. HIPOLIT: Absolutely.

11 CHAIRMAN HOLTZMAN: Okay.

12 VICE CHAIR MAGALETTA: I just have two
13 points --

14 CHAIRMAN HOLTZMAN: Sure. Go ahead,
15 Frank.

16 VICE CHAIR MAGALETTA: -- One: I have
17 some issue with when you say people do it, well,
18 then let's make it so it is easy for them.

19 You know, people making a left-hand
20 turn onto Sinatra Drive coming from Sinatra Drive
21 North, there are ways of creating a corridor, so
22 they cannot make a left-hand turn.

23 I know your report talks about
24 increasing the site lane. I still have an issue
25 with that, but we will get to that when we get to

1 it.

2 Then as far as Council talking about
3 it, it's a preexisting condition by the Starbucks
4 with a different development. The zoning ordinance
5 talks about optimization of traffic flow.

6 This is part of -- I mean, it neighbors
7 on it, and it abuts on your development, so I think
8 how we work our traffic flow here has an impact, and
9 it does factor into it.

10 I don't know if we should making you do
11 anything for another development's property, but my
12 broader point is that, yes, this is part of
13 something we have to work out.

14 That is all I'm trying to say. I mean,
15 whether you do a planter or something, it is part of
16 an issue that is before us I think.

17 That is all I wanted to say.

18 CHAIRMAN HOLTZMAN: Thank you, Frank.

19 COMMISSIONER PINCHEVSKY: I have a
20 question.

21 CHAIRMAN HOLTZMAN: Sure, go ahead,
22 Rami.

23 COMMISSIONER PINCHEVSKY: Thank you.

24 Andrew was saying that putting up the
25 bollards wouldn't necessarily be as effective,

1 its main entrance right there, so it is sort of a
2 loading zone for that building, so taking that away
3 from them really would be problematic, you know,
4 just as an aside.

5 But as far as what would work best, a
6 hard, you know, fence, something that does not allow
7 people to get on that curb there would work best.

8 CHAIRMAN HOLTZMAN: Okay. Let's move
9 on to something else. We will circle back on that
10 one for sure.

11 I wanted to look at the parking that is
12 being added. I wanted to make that part of the
13 testimony as to exactly what parking is being added,
14 so can you just take us through that, Yianni?

15 THE WITNESS: Sure.

16 So we are adding parking spaces on the
17 north and south side of 11th Street. They would be
18 parallel spaces. There would be --

19 CHAIRMAN HOLTZMAN: And please
20 determine -- just be specific for us, what is the
21 existing condition, and what are the new additional
22 parking spaces, so it's very obvious.

23 THE WITNESS: It would be new
24 additional parking spaces. There is currently no
25 parking on 11th.

1 We will be adding -- let me actually
2 count out the number of spaces. There will be a
3 total of 52 spaces that we will be adding throughout
4 the entire development.

5 CHAIRMAN HOLTZMAN: Okay.

6 THE WITNESS: There will be I guess
7 spaces on the north side and the south side of 11th.

8 There will be a handicapped ramp --
9 handicapped parking space that is going to be being
10 culled out on the north side of 11th between Hudson
11 and Maxwell.

12 There will be -- there won't be any
13 handicapped spaces between Maxwell and Frank Sinatra
14 North on 11th.

15 Then we are going to put in parking
16 spaces between Frank Sinatra Drive and 12th Street
17 on the eastbound side or on the east side of Frank
18 Sinatra Drive North.

19 CHAIRMAN HOLTZMAN: And currently there
20 are none there?

21 THE WITNESS: Currently there are none.

22 So then we will also have two
23 handicapped spaces there, one south of 11th Street,
24 and then one north of 11th Street, and one here, and
25 one here.

1 CHAIRMAN HOLTZMAN: Okay. That is the
2 additional parking --

3 THE WITNESS: So that's going to end up
4 being a total of 52 additional parking spots --

5 CHAIRMAN HOLTZMAN: -- a total of 52
6 additional parking spots, right.

7 Andy, your letter called out something,
8 specifically something with regard to the timing of
9 the day that the proposed -- that signing and the
10 usage that the applicant is proposing.

11 Can you take us through that really
12 quickly?

13 MR. HIPOLIT: I can.

14 I'll use the October 3rd letter.

15 CHAIRMAN HOLTZMAN: Mr. Pantel, if you
16 got it on your fingertips, be happy to offer it or
17 somebody.

18 MR. PANTEL: The October 3rd letter,
19 yes, I have a copy here.

20 MR. HIPOLIT: So if you go in the
21 letter -- Mr. Pantel, if you go to our Item No. 22,
22 so in our Item No. 22, we are talking about the
23 signal timing in this area, so we have an issue with
24 respect to 11th, Sinatra Drive and Hudson --

25 CHAIRMAN HOLTZMAN: I'm sorry. Not

1 traffic -- I was interested in and specifically we
2 are doing the parking. I was interested in what
3 time, not the timing. The time that parking is
4 allowed, that there --

5 COMMISSIONER BHALLA: Is it 24-hour
6 parking --

7 MR. HIPOLIT: I guess the question --
8 we have the same question whether the parking is --
9 how long you are allowed to park. Is it two-hour
10 parking, is it 24 hours, can you park indefinitely?

11 What is the proposal for parking?

12 THE WITNESS: We have not gotten into
13 that. I don't know what it is currently in the
14 area. I know Washington Street is two-hour parking.
15 I don't want to speak to that, though.

16 CHAIRMAN HOLTZMAN: Well, we definitely
17 need to speak to that.

18 THE WITNESS: Okay. I guess we can
19 take your lead on it.

20 CHAIRMAN HOLTZMAN: Right.

21 Commissioner Marks, was there
22 something --

23 MR. PANTEL: You know, on that point, I
24 do know that there are a number of residents here
25 who do want to comment on the application. I do

1 know that some of them do have fairly strong views
2 about the hours of parking.

3 CHAIRMAN HOLTZMAN: Great.

4 Is there something that you could
5 suggest that the applicant is suggesting, Mr.
6 Pantel, that you will offer up here?

7 MR. PANTEL: I don't have a specific
8 proposal, and that issue actually came to light
9 earlier this evening when we saw the letter from the
10 mayor, so I am not trying to interject the
11 applicant's view on it, but it is an issue, and I
12 just wanted to let the Board know that there are
13 residents here --

14 CHAIRMAN HOLTZMAN: I am not sure I
15 understand what the issue is, so could you please be
16 specific?

17 You are saying there is an issue that
18 has been brought up earlier today by some of your
19 constituents, the applicant, so what is that issue?

20 Let's get to the heart of it.

21 MR. PANTEL: No. What I am saying is
22 the issue actually came to light as we were getting
23 ready to proceed with the hearing tonight in the
24 mayor's letter --

25 CHAIRMAN HOLTZMAN: Please speak up, if

1 you could.

2 MR. PANTEL: -- in the mayor's letter
3 of November 6th, that we received just before the
4 hearing started, she made a specific recommendation
5 regarding hours of parking, and/or at least with
6 respect to loading zone and parking interaction --

7 CHAIRMAN HOLTZMAN: Commissioner Marks,
8 would you like --

9 MR. PANTEL: -- and I know the
10 residents want to be heard --

11 CHAIRMAN HOLTZMAN: -- we got it,
12 Glenn.

13 Commissioner Marks, would you like to
14 help us out in terms of what the administration is
15 proposing that I believe it is roughly outlined, if
16 you could detail it for me?

17 COMMISSIONER MARKS: Just going back to
18 where this issue comes up, in your plan basically on
19 the cover sheet of your plan, you have no parking
20 signs that say "No parking 7 a.m. to 7 p.m.," and
21 there are other such signs in there.

22 I don't know if those signs are just
23 for demonstration purposes, or if there is an intent
24 on the actual hours that the applicant was
25 suggesting.

1 I mean, were these no parking signs
2 just like concepts of the types of signage that
3 would be found there, or I mean, are the actual
4 hours on the signs what the applicant is proposing?

5 I am not sure what your intent was.

6 THE WITNESS: Sorry, I had forgotten.

7 So the reason that those hours were
8 selected is because there are child care facilities
9 along or proposed in that area, and by not parking
10 there, we figured that that would, you know, would
11 cover the hours of the child care, 7 a.m. to 7 p.m.

12 CHAIRMAN HOLTZMAN: So what area does
13 that cover specifically, Yianni?

14 THE WITNESS: There are the loading
15 zones here --

16 CHAIRMAN HOLTZMAN: We're not talking
17 about -- we're not talking about the signage in the
18 loading zone.

19 THE WITNESS: That is where there is no
20 parking signs, I think.

21 MR. HIPOLIT: Those are --

22 THE WITNESS: There are drop-off
23 loading zones right in front of the building there
24 on 11th and between -- they are on the north side of
25 11th Street on the other side of Maxwell Place.

1 CHAIRMAN HOLTZMAN: Commissioner Marks,
2 the standard loading zone hours are what within the
3 city?

4 COMMISSIONER MARKS: We have Director
5 Morgan here.

6 CHAIRMAN HOLTZMAN: Director Morgan,
7 could you come forward?

8 COMMISSIONER MARKS: -- and I would
9 defer to Director Morgan.

10 He should be sworn, no?

11 MR. GALVIN: Yes.

12 Raise your right hand.

13 Do you swear to tell the truth, the
14 whole truth, and nothing but the truth, so help you
15 God?

16 MR. MORGAN: I do.

17 J O H N M O R G A N, having been duly sworn,
18 testified as follows:

19 MR. GALVIN: State your name for the
20 record and spell your last name.

21 THE WITNESS: John Morgan, M-o-r-g-a-n,
22 Director of Transportation and Parking for the City
23 of Hoboken.

24 MR. GALVIN: You may proceed, sir.

25 CHAIRMAN HOLTZMAN: Director, thank you

1 for joining us tonight.

2 Can you tell us what the standard is
3 for loading zones, hours of parking as a standard in
4 Hoboken, so that we can kind of use that as some
5 kind of a standard in which to lay over this new
6 area?

7 THE WITNESS: The metered hour parking
8 in the City of Hoboken today is 9 a.m. to 9 p.m.
9 with a two-hour limit.

10 CHAIRMAN HOLTZMAN: Okay. That is for
11 metered parking?

12 THE WITNESS: Correct.

13 CHAIRMAN HOLTZMAN: All right.

14 THE WITNESS: Permit parking,
15 residential permit parking obviously is all day.

16 CHAIRMAN HOLTZMAN: 24-hour a day
17 parking is available?

18 THE WITNESS: 24 hours a day, yes.

19 The visitor side of the street
20 currently today is four hours of free parking.

21 CHAIRMAN HOLTZMAN: But parking is
22 available on those sides of the street 24 hours a
23 day?

24 THE WITNESS: Correct.

25 CHAIRMAN HOLTZMAN: Okay.

1 And is there a standard that we have
2 around town for the loading zones?

3 THE WITNESS: Usually it's 7 to 4, 8 to
4 6, depending upon the area.

5 CHAIRMAN HOLTZMAN: So are those
6 standards that you just testified to, is that what
7 you would expect would be the appropriate usage and
8 signage of this area as well?

9 THE WITNESS: Yes.

10 CHAIRMAN HOLTZMAN: Okay.

11 COMMISSIONER PINCHEVSKY: Is that Monday
12 to Friday, or is that six or seven days a week?

13 THE WITNESS: Six days a week, Monday
14 through Saturday.

15 There is no metered parking currently
16 on Sundays.

17 COMMISSIONER BHALLA: Chairman?

18 CHAIRMAN HOLTZMAN: Councilman?

19 COMMISSIONER BHALLA: So just for the
20 record, in Hoboken you can park from -- you have
21 metered parking from 9 a.m. to 9 p.m.,. But in this
22 plan it is the exact opposite. There is no parking
23 from 7 a.m. to 7:30 p.m.

24 Is that correct, Applicant?

25 MR. JOHN MARIS: 7 a.m. to 7 p.m.

1 COMMISSIONER BHALLA: 7 a.m. to 7 p.m.

2 MR. JOHN MARIS: Yes, in those areas.

3 COMMISSIONER BHALLA: So this is the
4 exact opposite of what is the standard everywhere
5 else in the city, correct, Director Morgan?

6 THE WITNESS: Yes.

7 MR. HIPOLIT: They are --

8 COMMISSIONER BHALLA: I just wanted to
9 understand what is being proposed.

10 MR. HIPOLIT: -- they are creating, so
11 the Board understands, they are creating two areas
12 along 11th on the northern curb line, fairly large
13 areas, so the areas would be 60 -- between Hudson
14 and Maxwell on the north side, they are creating a
15 three parking space area from 7 a.m. to 7 p.m. no
16 parking, for what they say is like a drop-off lane
17 similar to what we talked about before, so a lot of
18 people can drop off for whatever they are dropping
19 off for.

20 Then south of Maxwell, between Maxwell
21 and Sinatra Drive North, they are creating another
22 area that is four parking spaces wide with that 7
23 a.m. to 7 p.m. restriction, so people can come drop
24 off for whatever they are dropping. It's like a
25 gigantic drop-off lane is what it is --

1 MR. JOHN MARIS: Those are for the --

2 MR. HIPOLIT: -- so you lose seven
3 spaces of the 52 spaces.

4 CHAIRMAN HOLTZMAN: Commissioner
5 Graham?

6 COMMISSIONER GRAHAM: Could you please
7 elaborate the reasons for this parking there?

8 I heard you briefly mention about a day
9 care center. Could you please explain that?

10 MR. JOHN MARIS: There will be schools
11 or day cares there I think is the proposed plan, so
12 that was the reason for the no parking.

13 COMMISSIONER BHALLA: That's on only
14 one side of the street.

15 MR. HIPOLIT: Only one side.

16 COMMISSIONER BHALLA: What about the
17 south side of the street, where there are similar
18 restrictions?

19 COMMISSIONER GRAHAM: We certainly have
20 other areas of the city where there is parking in
21 front of a day care center, so --

22 MR. HIPOLIT: Yes. They have one other
23 location on the south side of 11th between Maxwell
24 and Sinatra Drive North, there have is another area,
25 which is four parking spaces along for drop-offs

1 also.

2 MR. PANTEL: That --

3 CHAIRMAN HOLTZMAN: So four spaces long
4 is how long of a space?

5 MR. PANTEL: -- there are actually two
6 small facilities, the Montessori School and the day
7 care facility on either side --

8 CHAIRMAN HOLTZMAN: Are those people
9 currently tenants?

10 MR. PANTEL: Yes.

11 COMMISSIONER BHALLA: What are the
12 exact locations?

13 CHAIRMAN HOLTZMAN: Speak up,
14 Councilman.

15 MR. HIPOLIT: So on their plan, if you
16 look at my highlighter, they have a space here, one,
17 two, three spaces here for drop-off, and that is
18 adjacent to a loading zone.

19 On the area between Maxwell -- and
20 there's one here, too?

21 MR. JOHN MARIS: There's these here --

22 MR. HIPOLIT: I'm sorry. My eyes are
23 not good any more.

24 There's three spaces over here, and
25 then on Sinatra Drive -- between Sinatra Drive North

1 and Maxwell, there are four spaces on the northern
2 line.

3 Then consequently on Sinatra Drive,
4 between Sinatra Drive and Maxwell, there are four
5 spaces on the southern curb.

6 COMMISSIONER BHALLA: Where are the
7 schools?

8 CHAIRMAN HOLTZMAN: Hang on.

9 MR. HIPOLIT: I have no idea where the
10 schools are.

11 CHAIRMAN HOLTZMAN: Yes. We have a
12 couple things we need to standardize here.

13 Is there a standard for loading zones,
14 Director?

15 THE WITNESS: Yes, there is. Depending
16 upon the area, whether it's tailored or not, it
17 could be 40 feet, it could be 30 feet.

18 CHAIRMAN HOLTZMAN: That is normally
19 for like a commercial loading zone for a truck?

20 THE WITNESS: Correct.

21 CHAIRMAN HOLTZMAN: Okay.

22 Is there something that is a standard
23 that we worked with in town for a loading zone
24 and/or potential requirement for a school or a day
25 care center?

1 Do we offer such a thing to other day
2 care centers or schools?

3 THE WITNESS: No, we do not.

4 CHAIRMAN HOLTZMAN: Okay.

5 Commissioner Marks, is there some --
6 when you were reviewing the plan with the
7 administration, was there also some concern that --
8 or do we have it figured out to your liking and
9 comfort, as to what areas they are proposing these
10 loading zones and the hours and whatnot, because I
11 thought there was some difficulty with that signage,
12 that maybe there was an interpretation that it was
13 across the board that way.

14 COMMISSIONER MARKS: So I think Mr.
15 Galvin had referenced or maybe Mr. Pantel, the mayor
16 had written a letter to the Planning Board members,
17 as well as to residents of Maxwell Place and Hoboken
18 residents generally.

19 If I am going to reference it, should
20 it be entered into the record, or how do you want to
21 proceed?

22 MR. GALVIN: Sure. We are going to
23 mark this as Board Exhibit 1. We'll make this B-1.

24 (Exhibit B-1 marked.)

25 COMMISSIONER MARKS: So I have two

1 Board exhibits that I want to --

2 MR. GALVIN: We will mark the map that
3 goes along with that, we'll mark that B-2.

4 MS. CARCONE: What did you say, B what?

5 MR. GALVIN: B-1 and B-2 for Board,
6 B-o-a-r-d.

7 (Laughter)

8 (Exhibit B-2 marked.)

9 MS. CARCONE: Thank you for clarifying
10 that.

11 CHAIRMAN HOLTZMAN: Stephen, could you
12 speak up a bit?

13 COMMISSIONER MARKS: Sure.

14 So with regard to the loading zones, so
15 it is kind of hard to kind of launch into where we
16 are at now without recapturing or restating where we
17 were a year to a year and a half ago.

18 So we had been getting complaints, the
19 city, I am talking about the city administration,
20 and the Department of Transportation and Parking had
21 been getting complaints from residents about unsafe
22 conditions at the intersection of 12th Street and
23 Frank Sinatra Drive North.

24 So once we started investigating into
25 the matter, we discovered that both of those streets

1 or that intersection was -- they were private
2 streets, and the whole reason why this application
3 is coming up tonight is that I guess it was Toll
4 Brothers or the developer when they constructed
5 their development and created the streets, did not
6 do it consistent -- did not create those streets
7 consistent with their original Planning Board
8 application and/or the terms and conditions of their
9 approval.

10 So the city, the transportation
11 planners from the Department of Transportation and
12 Planning looked holistically at the greater Toll
13 Brothers' area.

14 The circulation plan that the Planning
15 Board had adopted back in 2001, 2002, we identified
16 a number of deficiencies with the roadway system,
17 and we had requested or recommended to Toll
18 Brothers, who controlled the site and the
19 circulation, that they basically bring their
20 circulation plan up to the city standards.

21 So one of the things that was
22 recommended or requested was loading zones, an
23 examination of the loading zones in the mayor's
24 letter.

25 MR. GALVIN: It is under "Parking."

1 COMMISSIONER MARKS: I'm sorry?

2 MR. GALVIN: It's under "Parking."

3 COMMISSIONER MARKS: Under "Parking."

4 Should I read it into the record?

5 MR. GALVIN: Sure. I think it will

6 eliminate what you want to --

7 COMMISSIONER MARKS: Okay.

8 So reading into the record the mayor's

9 letter from November 6th under the fourth paragraph,

10 "Parking:

11 "Since my administration represents the

12 entire city, not just one area, we are concerned

13 that our parking policies need to be consistent

14 across the city. We support the inclusion of the

15 proposed loading zones, however, we believe they

16 should be in effect 8 a.m. to 6 p.m. Monday through

17 Friday consistent with most other loading zones in

18 Hoboken. We are very concerned about the 'No

19 Parking'from 7 a.m.'" -- and this is another quote,

20 a quote within a quote -- "'No parking from 7 a.m.

21 to 7 p.m.,' unquote, restrictions that are proposed.

22 "In order to be consistent with our

23 policies on other city streets, we recommended that

24 parking should be permitted at all times except

25 during designated street cleaning hours. Along 11th

1 Street, one side should be 'Resident Only' and one
2 side should be 'Permit Only' with parking meters for
3 non permit holders. Along Sinatra Drive, it should
4 be 'Permit Only,' parking with parking meters for
5 non permit holders. The city will fund the cost of
6 the meters, but we hope that this can be included in
7 the final plan for this area."

8 That concludes the paragraph.

9 I defer to Director Morgan in terms of,
10 you know, the city's policies. But we just want to
11 make sure from a city administration perspective and
12 point of view that what is being proposed in one
13 area of town is consistent with the other areas of
14 the city.

15 There is not necessarily a special
16 carve-out or enclave, where there is a different set
17 of rules that people have to comply with than other
18 parts of the city, so that was basically the main
19 point of the mayor's letter.

20 CHAIRMAN HOLTZMAN: Anything else that
21 you would offer, Director Morgan?

22 THE WITNESS: My only question is the
23 Maxwell Lane, I didn't see any parking on Maxwell
24 Lane.

25 MR. JOHN MARIS: There isn't any

1 parking on Maxwell Lane. It is too narrow.

2 CHAIRMAN HOLTZMAN: What's the width of
3 Maxwell Lane?

4 MR. JOHN MARIS: It has a 15-foot
5 travel lane.

6 CHAIRMAN HOLTZMAN: And, Andy, we got
7 15 feet to work with there. I mean, 15 feet is
8 obviously one lane.

9 MR. HIPOLIT: No. It is 30 foot, two,
10 15s.

11 CHAIRMAN HOLTZMAN: One in each
12 direction?

13 MR. HIPOLIT: Yes.

14 Technically a 30 total, even though it
15 would be narrow, you could create parking.

16 You could have two 11-foot lanes and a
17 nine-foot parking area.

18 MR. JOHN MARIS: There are parking
19 garages off of Maxwell. I don't know if that makes
20 a difference or not.

21 CHAIRMAN HOLTZMAN: Okay.

22 That was not -- we never addressed that
23 in any of our reviews or anything else, but what you
24 are saying is we got a 30 foot wide street. You
25 could make a lane of parking and still two travel

1 lanes within that 30 foot wide street?

2 MR. HIPOLIT: Correct.

3 MR. JOHN MARIS: The way we prepared
4 this, we actually received that I guess D-2 a while
5 ago from staff, and in there, there was no parking
6 shown on Maxwell, so we just tried to prepare our
7 plan consistent with B-2.

8 CHAIRMAN HOLTZMAN: Okay.

9 COMMISSIONER BHALLA: I have --

10 CHAIRMAN HOLTZMAN: Councilman, go
11 ahead.

12 COMMISSIONER BHALLA: How about bike
13 lanes?

14 MR. JOHN MARIS: This is a street we
15 thought prevented it, and again, it wasn't shown on
16 B-2, and it wasn't part of the city's overall
17 bicycle plan, so that was the reason there were no
18 bike lanes there.

19 CHAIRMAN HOLTZMAN: Commissioners?

20 COMMISSIONER WEAVER: I have a
21 question.

22 The original --

23 CHAIRMAN HOLTZMAN: Could you speak up
24 a little bit, Dan?

25 COMMISSIONER WEAVER: -- the original

1 design for this development called for Maxwell Lane
2 being a two-way?

3 MR. HIPOLIT: Yes.

4 COMMISSIONER WEAVER: So we never --
5 never envisioned -- we basically allowed them to
6 have larger plots, so there is no trees -- I mean,
7 I've been down that street. There are no trees.
8 There's very small sidewalks. It's a very narrow
9 road.

10 I know in New York, you know, 30 feet
11 is the standard side street, where you have two
12 lanes of parking and one way in one direction, so it
13 could be one-way in one direction.

14 MR. HIPOLIT: Correct.

15 COMMISSIONER WEAVER: I mean, if you
16 want to throw balls up in the air, we can throw the
17 balls up in the air --

18 CHAIRMAN HOLTZMAN: Right.

19 COMMISSIONER WEAVER: -- but, you
20 know, what the best plan is, rather than just what
21 is being divided, you know, I am not criticizing
22 you. I'm just saying in general, it is in like, you
23 know, some of us can't pick issues to talk about,
24 and it's like, well, there's a bigger one --

25 MR. PANTEL: I think it is worth noting

1 that what Mr. Maris noted a moment ago, that we do
2 have extensive structured parking that was built as
3 part of this project.

4 Obviously, it was built when the
5 project was originally conceived and approved that
6 we didn't want to maximize on-street parking and
7 create that kind of very tight feel that you can get
8 on a lot of New York City's side streets and instead
9 have a cleaner, perhaps more pedestrian friendly,
10 more expansive street than you might have with
11 parking on one of those side streets --

12 COMMISSIONER BHALLA: Chairman?

13 CHAIRMAN HOLTZMAN: Councilman?

14 COMMISSIONER BHALLA: While the point
15 is well taken, my concern is that all of those
16 residents have guests, family members, visitors in
17 the neighborhood, so my concern is if there is no
18 accommodation for guests and visitors of the
19 residents of the neighborhood, that that might be an
20 issue that people want to discuss.

21 MR. PANTEL: There are parking
22 garages --

23 THE AUDIENCE: There's public
24 parking --

25 (Audience all talking at once.)

1 (Gavel banging)

2 MR. PANTEL: -- the original plan
3 obviously did take into account guests, et cetera,
4 in coming up with an appropriate quantity of parking
5 for the project, so I don't think that that is a
6 problem.

7 COMMISSIONER BHALLA: Well, my
8 understanding is that there is a single parking
9 garage in that neighborhood, and if we deem that
10 sufficient, then that will be considered.

11 CHAIRMAN HOLTZMAN: Okay.

12 Andy, can you take us through a little
13 bit of the discussion with specifically some of the
14 site visits and the logic behind keeping the stretch
15 of Sinatra Drive North southbound, keeping it
16 southbound, which was not originally the way it was
17 designed, but the way it ended up getting built, and
18 the way that it sort of has been lived with for
19 almost a generation now, and you had some opinions
20 with your team and with your site visits as to why
21 that should specifically stay that way.

22 Can you take us through that a little
23 bit?

24 MR. HIPOLIT: Good or bad, when that
25 was approved, I was actually the engineer then. I

1 was much younger then, but I was the engineer, so I
2 lived that whole two-way, one-way, one-way north,
3 one-way south through a lot of heated arguments
4 through a lot of meetings here in City Hall.

5 What ended up happening then, back when
6 these approvals were done, was there was a real
7 concern that if Sinatra Drive was two-way or one-way
8 northbound because of the backup at Hudson, what
9 would be the new 11th and Sinatra Drive, it would be
10 a short circuit across the waterfront for cars to
11 head north and head out of the city because there is
12 a significant movement coming up Sinatra Drive at
13 night coming toward the signal at Hudson.

14 Ultimately in the wisdom of the city
15 and the Board at the time, we decided to make it
16 one-way southbound, which is where it ended up, with
17 the idea being falling into the whole thing at the
18 time is the waterfront, there's parks, there's
19 waterfront walkways, there's piers, there's a lot of
20 activity, and the idea was not to encourage cars to
21 short circuit the signal, and the idea was to
22 encourage it for pedestrians, knowing that cars have
23 to pass through it, but the worst movement and the
24 worst traffic counts were going at night northbound.

25 When you look at it now years later, it

1 has been there, that is a significant movement.
2 Coming up Sinatra Drive towards Hudson is a
3 significant movement to that intersection, and there
4 are, as we said in our letter, some signaling
5 problems we believe at 11th and Hudson and at 12th
6 and Hudson. It helps back that traffic up, which is
7 a bigger issue. It's a county issue.

8 Based on the original approvals, you
9 know, going back into the late '90s and early 2000s,
10 we believe that you should keep it one-way
11 southbound, because you don't want to encourage, or
12 at least in our opinion, you don't want to encourage
13 car traffic across your waterfront. That was never
14 a goal.

15 When they came back through on-hold
16 developments both for Shipyards and then Maxwell,
17 the idea was not to encourage car traffic through
18 there for the reason there were a lot of jogs and
19 bumps and bump-outs through there with the roads,
20 and they were really very narrow, which was to
21 discourage cars, and it does its job. It does
22 discourage cars.

23 If you turn it northbound, the bigger
24 traffic movement coming near Hudson is going to
25 short circuit -- people are going to start free

1 flowing through that intersection at night, and you
2 will have a lot of cars on your waterfront. I mean,
3 obviously that is your decision as a Board, but, you
4 know, my recommendation would be leave it the way it
5 is now.

6 CHAIRMAN HOLTZMAN: Commissioner Marks?

7 COMMISSIONER MARKS: I am not sure if I
8 just heard something, so if I could hit the
9 rewind --

10 CHAIRMAN HOLTZMAN: He spoke
11 incorrectly.

12 MR. HIPOLIT: I did, I'm sorry.

13 CHAIRMAN HOLTZMAN: Yes.

14 The original proposal for it to be
15 two-way.

16 MR. HIPOLIT: The original proposal was
17 two-way.

18 CHAIRMAN HOLTZMAN: That's what you
19 were --

20 MR. HIPOLIT: -- and then there were a
21 couple of -- back then, there were a number of
22 discussions after the two-way about northbound or
23 southbound. It went around for a long time.

24 COMMISSIONER MARKS: So what was
25 ultimately approved was --

1 MR. HIPOLIT: Southbound --

2 CHAIRMAN HOLTZMAN: Two-way.

3 MR. HIPOLIT: -- well, two-way was the
4 original approval, but it came through a lot of
5 iterations through the original approval to what it
6 is today.

7 MR. PANTEL: The approval that we're
8 seeking to amend did provide for northbound
9 traffic --

10 CHAIRMAN HOLTZMAN: Right --

11 MR. PANTEL: -- and now I think you and
12 I both had a hesitation over the same point, Mr.
13 Marks.

14 COMMISSIONER MARKS: Yes.

15 CHAIRMAN HOLTZMAN: -- the approval was
16 for two-way. The as it exists is the southbound
17 only, and it is your opinion that it should remain
18 southbound.

19 MR. HIPOLIT: That is correct.

20 MR. PANTEL: No. The original approval
21 was actually northbound --

22 MR. HIPOLIT: I thought the original
23 approval was two-way back in -- I could be wrong,
24 but --

25 CHAIRMAN HOLTZMAN: Regardless, your

1 opinion is that it stays -- your opinion is that it
2 should stay the way it currently is?

3 MR. HIPOLIT: It should stay
4 southbound.

5 CHAIRMAN HOLTZMAN: Southbound only,
6 correct.

7 Frank?

8 VICE CHAIR MAGALETTA: Yes.

9 I mean, I understand what you are
10 saying with your recollections, but that is
11 inconsistent with the resolution from March of 2003,
12 which under "Findings and Conclusions," Section
13 4(b)(1)(a) and (c) says: North -- it says: (A):
14 Access to the proposed development will be provided
15 at four separate points. (Site traffic has direct
16 access to and from Sinatra Drive, 11th, 12th Street,
17 and North Sinatra Road)" -- that's what they called
18 it then -- "thus spreading the traffic to and from
19 the site. Each access point has been designed to
20 best accommodate the directional distribution of
21 traffic and to minimize the number of vehicles
22 entering or exiting at any single location."

23 Now, Subsection (c) says: "North
24 Sinatra Road" -- that's what they're calling it
25 here -- "via its connection with the existing

1 Sinatra Drive, will provide the 'missing link' in
2 the waterfront roadway - a bypass route for exiting
3 northbound traffic that will result in congestion
4 relief along northbound Hudson Street and westbound
5 14th Street. This new road will also provide
6 convenient access to on-street parking for the use
7 of visitors to the waterfront amenities."

8 That is inconsistent with what you just
9 said. I'm not -- I mean, I'm saying your
10 recollection may be mistaken, because the resolution
11 says kind of the opposite, that this is a good
12 thing. It gives people access to this amenity,
13 which was fought for many years ago, or ten years
14 ago, and you know, it creates more access points and
15 it relieves congestion.

16 That is what the findings were then,
17 and I think that is what we are addressing today,
18 and I think this is not consistent.

19 That's all.

20 MR. PANTEL: I think that Andy's point
21 is consistent with -- I think Andy's point that he
22 was trying to make is that with that northbound
23 traffic on what is now Sinatra Drive North, you
24 create a kind of a major thoroughfare along the
25 waterfront for people trying to exit the city and

1 get up towards the Lincoln Tunnel, et cetera, so I
2 think --

3 MR. HIPOLIT: Yeah, I mean, there was a
4 lot that happened back then --

5 VICE CHAIR MAGALETTA: No, I understand
6 that. You're saying that --

7 MR. HIPOLIT: -- even before that, with
8 respect to which way it should go on that street --

9 VICE CHAIR MAGALETTA: -- and you are
10 saying that the problem back then is they didn't
11 want to have northbound. They are saying here they
12 want northbound because a lot of people go on that
13 road. That's what the resolution says explicitly.

14 MR. HIPOLIT: I do know that --

15 VICE CHAIR MAGALETTA: Okay.

16 MR. HIPOLIT: -- but there was many
17 more discussions after that, which resulted in the
18 street being turned southbound, specifically because
19 they didn't want to take the park area that was
20 built there, and they spent a lot of money on it and
21 create it into a thoroughfare, where you couldn't
22 cross the street because everybody is cutting it
23 off.

24 VICE CHAIR MAGALETTA: Where is that
25 conclusion or finding?

1 MR. HIPOLIT: I don't have the records.
2 You know, my records are different, and I don't have
3 them any more --

4 (All Commissioners speaking at once.)

5 COMMISSIONER WEAVER: Everybody gets to
6 go south --

7 MR. HIPOLIT: It was --

8 COMMISSIONER WEAVER: -- like why is it
9 south --

10 CHAIRMAN HOLTZMAN: Dennis?

11 MR. GALVIN: The point to that is:
12 Sometimes things happen through osmosis, and what we
13 are going to do is when we finally come to a
14 conclusion tonight, I am going to clarify that.

15 If that is the ultimate, you know, you
16 do have an advantage of being able to stand on the
17 shoulders of the people before you and look back,
18 and you see what works out there.

19 If you like what works out there, then
20 we want to keep -- I think that is what you are
21 suggesting is -- from being able to see what works,
22 that is what we think -- that we know better than
23 the people that were deciding that resolution ten
24 years ago or a younger Andy.

25 (Laughter)

1 VICE CHAIR MAGALETTA: The thinking
2 that went into this plan, I just wanted to make sure
3 that, you know, that we take that into consideration
4 tonight.

5 That is all.

6 MR. GALVIN: But I am saying they
7 had -- at the time they did the best they could with
8 the information that they had based on the current
9 circumstances. We have the advantage of seeing from
10 this perspective, and I think that I don't feel that
11 we should be bound by that. That's one of the
12 things that's happening here. They're asking for an
13 amendment to that plan --

14 VICE CHAIR MAGALETTA: I understand.

15 MR. GALVIN: -- but you may not agree.
16 You may want it to go the other way, and that is
17 okay, too. But if we ultimately decide that this
18 plan works, then I will cover that in the
19 resolution.

20 VICE CHAIR MAGALETTA: Okay.

21 MR. HIPOLIT: I don't have the records
22 any more, because I was with a different firm at the
23 time. That was part of the original thought.

24 Originally it was supposed to be
25 two-way, and then it went to one-way north, and then

1 eventually to one-way south. It was changed and was
2 approved that way. I don't know where the
3 records --

4 MR. GALVIN: But what I am saying is
5 Frank's point is very clear to me. The resolution
6 says one thing. It didn't happen the way the
7 resolution said.

8 One of the things that we have to be
9 sharper about as we move forward is when we say
10 something, we put it in a resolution, and we expect
11 it to happen exactly the way that we put it in the
12 resolution. Okay?

13 I think there are two sides of the
14 coin. I think the point is exceptionally well made,
15 but that we need some latitude based on current
16 circumstances.

17 MR. HIPOLIT: Agree.

18 CHAIRMAN HOLTZMAN: So the applicant is
19 proposing to keep Sinatra Drive South -- wow --
20 Sinatra Drive North southbound.

21 Do any other of the other Commissioners
22 want to offer any opinion about is that a good idea,
23 do people like that proposal?

24 Regardless of what the record may say,
25 we are here today to sort of examine that fact.

1 So, please, Commissioners, I want to
2 hear from you in terms of what your opinions on this
3 specific very key component of their application is.

4 COMMISSIONER FORBES: I do have --

5 CHAIRMAN HOLTZMAN: Director Forbes?

6 COMMISSIONER FORBES: You know, this is
7 now a park that has been turned over to the city.
8 There is a lot of usage of this park, you know, all
9 days, all different times of the day, and I think
10 that keeping that pedestrian safety in line and
11 wanting to encourage people to feel comfortable
12 getting to and from that park, I think that we want
13 to discourage a lot of through traffic that may just
14 be trying to get out of town and not paying
15 attention to that neighborhood.

16 CHAIRMAN HOLTZMAN: Okay.

17 Commissioner Graham?

18 COMMISSIONER GRAHAM: Well, I would
19 just like to have a little bit more understanding of
20 why it's under -- believe that that is a fast way
21 out of town, that small road there, how was that
22 determined?

23 CHAIRMAN HOLTZMAN: I am not sure I
24 understand your question.

25 COMMISSIONER WEAVER: It seems like

1 conjecture that it's a short cut.

2 COMMISSIONER GRAHAM: Yes, a shortcut
3 road to go north and get out of town.

4 They're talking about trying to get to
5 the Lincoln Tunnel, and trying to get away from
6 Hoboken and avoid Hudson Street. That is what they
7 were saying, right?

8 COMMISSIONER WEAVER: I don't want to
9 speak for Andy --

10 MR. HIPOLIT: I can explain the
11 thinking of it. The thinking behind it was, and
12 this is back at the time, was because Sinatra Drive
13 heading northbound backs up --

14 COMMISSIONER GRAHAM: Sinatra Drive
15 North.

16 MR. HIPOLIT: -- no, because Sinatra
17 northbound going to the Hudson light backs up, it
18 also backs up here all the way down past the pier.
19 It backs up at 12th and keeps backing up all the way
20 towards 14th.

21 COMMISSIONER GRAHAM: Right. That
22 people would use --

23 MR. HIPOLIT: -- people would just
24 short circuit. Even though it is a short winding
25 street, they would short circuit and run through

1 Shipyards and then come out to 15th --

2 COMMISSIONER GRAHAM: Where was that
3 assumption? How did that derive?

4 MR. HIPOLIT: It came after the
5 resolution that Frank read.

6 COMMISSIONER GRAHAM: But who made that
7 presumption?

8 Who determined that that was going to
9 happen?

10 That is what I'm trying to find out.

11 MR. GALVIN: Can I stop you for a
12 second?

13 COMMISSIONER GRAHAM: Uh-huh.

14 CHAIRMAN HOLTZMAN: Dennis?

15 MR. GALVIN: I think what we are
16 talking about is traffic dynamics, I think.

17 Can you help us with that?

18 In other words, no, you can't help us?

19 He's got the look like no, I can't
20 help.

21 (Laughter)

22 Listen, what I am saying is that they
23 are saying, what I understand Andy to say, is that
24 there is a backup now on Sinatra, and if you are
25 going to provide this access point, people are going

1 to take advantage, and traffic flows like water
2 flows. If it finds an opening, it is going to take
3 that opening, so then that is going to become an
4 exceptionally busy location in --

5 COMMISSIONER GRAHAM: It already is.

6 MR. GALVIN: -- but it's going to tend
7 to be busy late in the afternoon when people want to
8 go in that direction, and it's going to make it
9 difficult or impossible when people are in that "I'm
10 going home mode" to get across over to the park or
11 come away from the park.

12 MR. HIPOLIT: Right now in the
13 afternoon times when the park is busiest and when
14 people are heading there after school or in the late
15 summer, because it is one way southbound Sinatra
16 North, there is very low traffic on it.

17 COMMISSIONER GRAHAM: There's very
18 what?

19 MR. HIPOLIT: There's very low traffic
20 on it. It is still my belief that as a Board, you
21 have to make a decision, I don't vote, but it is
22 still my belief that if you open it up northbound
23 when the park is at its peak, more peak use, you're
24 going to encourage more traffic to travel on it, and
25 that encourages more pedestrian traffic conflicts,

1 which I don't believe is the right thing to do, but
2 I don't vote. I am not a Board member.

3 COMMISSIONER WEAVER: Chairman?

4 CHAIRMAN HOLTZMAN: Hold on one second.

5 Did you have something else,
6 Commissioner?

7 COMMISSIONER GRAHAM: I am thinking.

8 COMMISSIONER WEAVER: Go ahead, Ravi.

9 COMMISSIONER BHALLA: While I share
10 your sentiment, and I think it should be southbound
11 only, not northbound with -- there's still a bit of
12 a concern about how do you ultimately alleviate the
13 traffic backups on Sinatra Drive?

14 I don't think the right solution is to
15 make Sinatra North northbound. I think Sinatra
16 Drive North should be southbound, but it doesn't
17 solve the problem that is being compounded by
18 building after building being constructed with that
19 backup. Maybe that is not for this forum today.

20 CHAIRMAN HOLTZMAN: Well, Commissioner
21 Marks, the traffic lights on Hudson Street are the
22 jurisdiction of the county?

23 MR. HIPOLIT: Yes.

24 COMMISSIONER MARKS: Yes.

25 CHAIRMAN HOLTZMAN: Thank you,

1 Commissioner Marks.

2 (Laughter)

3 CHAIRMAN HOLTZMAN: So I know this is
4 something that Andy and Yianni worked on, at least
5 preliminarily was to take a look at the problems
6 with those two traffic lights on Hudson Street.
7 This again gets into one of these issues. It is not
8 our jurisdiction to change or to evaluate the
9 traffic lights, but it is something that the
10 administration can have a conversation with the
11 county on.

12 MR. HIPOLIT: Right.

13 We believe when you look at it, again,
14 traffic, and Yianni can speak -- Mr. Maris can
15 obviously speak to it -- not Mr. Maris, this is your
16 Dad -- he can speak to it very well.

17 Traffic is global. When you look at it
18 at one intersection, it's hard to solve the problem.

19 What should happen at a county level as
20 encouraged by the city council would be we want you
21 to look at that area. We want to look Hudson and
22 Sinatra Drive. We want to look at 12th. We want to
23 look at 13th, 14th. You want to go over a block to
24 Washington, perform a traffic model and find out
25 where the timing could be changed to free traffic up

1 at certain times of the day.

2 If the corridor traveling out of
3 Hoboken is up Sinatra Drive to Hudson, well, maybe
4 we need to provide more green time to clear it out.

5 COMMISSIONER MARKS: You know, the city
6 has been working with Kimley Horn on a Frank Sinatra
7 Drive master plan process. That is one of the most
8 challenging intersections in the city. It is a
9 five-legged intersection, and you know, with all due
10 respect to our esteemed engineer, there is just so
11 much you could do. I mean, there is only so much
12 green time you could ring out of a traffic signal,
13 and you are not going to be able to really improve
14 the traffic level of service.

15 They came up with some -- Kimley Horn
16 I'm talking about -- came up with some creative
17 ideas that I don't think were particularly well
18 received by the community, but that was their
19 charge, which was to come up with some creative
20 solutions for improving pedestrian circulation,
21 bicycle circulation, and automobile circulation, so
22 what I think we have here is a pig in a poke. There
23 are only so many things that we could do with this
24 area.

25 What I don't agree with the applicant

1 or the applicant's expert on, I agree that Frank
2 Sinatra Drive North southbound should remain
3 southbound, but I disagree in terms of making the
4 left-hand turn lane on to Frank Sinatra Drive. By
5 creating that kind of circuitous loop, the traffic
6 already backs up during peak hours anyway. The
7 traffic is already backing up significantly probably
8 to Union Dry Dock or south of Union Dry Dock --

9 MR. HIPOLIT: Absolutely.

10 COMMISSIONER MARKS: -- so by
11 continuing to have Frank Sinatra Drive North just
12 discharge into Frank Sinatra Drive, and then the
13 only permissible turning movement is to go back north
14 again, you are just -- it is a feedback loop.

15 You are continuing to add traffic to an
16 already congested intersection by allowing, and I
17 agree with Mr. Hipolit, by allowing the traffic to
18 make a left-turn lane onto Frank Sinatra Drive
19 south, you are going to I think improve mobility in
20 the area, in the region, and you are going to
21 improve traffic circulation in the neighborhood, the
22 direct neighborhood in the region.

23 So I would just -- I agree. I think
24 that is one of the things that we should probably
25 consider.

1 MR. HIPOLIT: I agree. I agree that
2 the improvements on Hudson and Sinatra Drive is --
3 it might never be solved.

4 All I am saying is that sometimes if
5 you look at the really big picture, they're looking
6 at it -- it's tough, and I agree.

7 CHAIRMAN HOLTZMAN: So, Councilman, as
8 our representative to the city council and the
9 administration, can you at least see if there is
10 something to be done with the lights, if there is
11 some examination that may be or conversation that
12 can be had at a county level to see if there are any
13 improvements that can be done?

14 COMMISSIONER MARKS: We had those
15 conversations. We've had those conversations
16 through Kimley Horn. With the county engineer -- we
17 have monthly meetings with the county engineer. It
18 is a regular topic of conversation.

19 You know, there is a point of
20 diminishing returns, and there is just not a whole
21 lot we could do on a five-legged intersection.

22 CHAIRMAN HOLTZMAN: Okay, all right.

23 COMMISSIONER PINCHEVSKY: Has the county
24 engineer ever made an opinion or commented on the
25 direction of Sinatra North?

1 COMMISSIONER MARKS: I am sure he has.
2 I am not in the position, you know, to relay. I
3 don't have a good enough recollection of what he has
4 opined on, so...

5 CHAIRMAN HOLTZMAN: Dan?

6 COMMISSIONER WEAVER: Yeah.

7 I would just say I agree with Mr. Marks
8 on the no left-hand turn, because I have been there
9 a number of times, and regardless of whether there
10 is a bump-out or not, because then if you have a
11 bump-out, you can see you are potentially sitting in
12 the crosswalk, which creates an unsafe condition,
13 and the traffic backs up, as you said, back past the
14 Dry Dock, so it is a traffic nightmare.

15 We still have the, you know, the
16 five-legged intersection. I think, unfortunately,
17 though, what this is doing by keeping it southbound
18 is we are basically taking what is -- I mean, we are
19 all sort of fear mongering about this intersection
20 and the traffic across Frank Sinatra -- what is
21 it -- Lane -- Drive North. It is going to be this
22 Indy car thing with chicane, and people are going to
23 be speeding down here, and it's like, you know, we
24 need to learn how to approach this with cars.

25 I live on Garden Street. If I could

1 stop all of the traffic going southbound on my
2 street, I would, but that is not the answer.

3 You know, as far as planting goes, this
4 is a piece of fabric of the city. It is the city.
5 It is not a private community. They do not have
6 their own, you know, private quiet streets.

7 You are part of Hoboken. You are on
8 the water. And by taking what we were saying, well,
9 the five-legged intersection is a very dangerous
10 condition, and there is a lot of traffic there, so
11 therefore, we should just keep it dangerous, and we
12 can't control it because it is Hudson County, but
13 then we have a way to alleviate that and perhaps a
14 lot safer for the rest of Hoboken, you know, every
15 street west of Hudson to have access to the park and
16 maybe split up the traffic. So there is some
17 traffic on Hudson, yes, but there's some traffic on
18 Frank Sinatra North. Frankly, the more traffic
19 there is, the slower cars move.

20 (Audience all talking at once.)

21 COMMISSIONER WEAVER: No, that's true.
22 You're laughing, but we deal with this every day in
23 New York City.

24 (Audience all talking at once.)

25 COMMISSIONER GRAHAM: Please, come on.

1 COMMISSIONER WEAVER: I mean, in fact,
2 what we are doing is we are creating a private
3 enclave, and you know, the idea behind the original
4 proposal was to provide access and encourage access.
5 And what we're doing by having a southbound street
6 is we are stopping all of South Hoboken, right?
7 They have to go through this bottleneck in order
8 come around the horn to come down to get to this
9 park. I just don't see it.

10 CHAIRMAN HOLTZMAN: Okay.

11 COMMISSIONER PINCHEVSKY: What other
12 peak -- you said Sinatra Drive is backed up pretty
13 far south.

14 Is it really just during the peak
15 hours, you know, workdays between 7 and 9 a.m. or is
16 it all day long seven days a week?

17 COMMISSIONER BHALLA: Rush hour.

18 COMMISSIONER PINCHEVSKY: So the
19 mornings, more so than in the evenings?

20 CHAIRMAN HOLTZMAN: Councilman?

21 COMMISSIONER BHALLA: In my lay person
22 experience, it is mostly towards rush hour on
23 weekdays, but I defer to the residents who are --

24 COMMISSIONER PINCHEVSKY: But, again,
25 morning rush hour or evening or both?

1 COMMISSIONER BHALLA: In my experience,
2 evening rush hour --

3 CHAIRMAN HOLTZMAN: Do our traffic
4 professionals have any specific insight on this?

5 Andy, traffic professionals?

6 MR. HIPOLIT: Mine personally, I have
7 been there both morning and night. The night p.m.
8 peak is the big traffic problem.

9 COMMISSIONER PINCHEVSKY: People going
10 north?

11 MR. HIPOLIT: Yes. North on Sinatra
12 Drive is the problem.

13 COMMISSIONER PINCHEVSKY: More so than
14 in the morning?

15 MR. HIPOLIT: Yes.

16 CHAIRMAN HOLTZMAN: All right. Let's
17 talk about the bike lanes.

18 Any questions or comments on the bike
19 lanes?

20 Commissioner?

21 COMMISSIONER MARKS: So, Mr. Chairman,
22 just referring to B-2, which is the city's plan from
23 April 25th, 2013 and the mayor's letter, B-1, so
24 what the applicant and the applicant's professionals
25 are proposing on Frank Sinatra Drive North is --

1 well, two bike lanes, one bike lane going south on
2 the west side of the road, one bike lane going north
3 on the east side of the road.

4 What the city had proposed was actually
5 the northbound bike lane on the east side of the
6 road to be closest to the curb and the sidewalk.
7 This would actually -- and have parking immediately
8 west of that bike lane. This creates I guess a
9 safer condition for bicyclists who are going
10 northbound.

11 What the applicant is proposing is kind
12 of a flip of that. So the applicant in the drawings
13 and the plans actually has parking against the curb
14 with the northbound bicycle lane immediately west of
15 the parking.

16 What I have experienced and the city
17 has experienced, which Director Morgan could
18 probably attest to and many other people in the
19 room, that bicycle lane basically becomes a double
20 parking lane.

21 So what you think you are creating for
22 bicycles, to be a safe haven for bicyclists, is just
23 a convenient place for automobiles and motorists to
24 double park. If you have the bicycle lane
25 immediately next to the curb line, you are limiting

1 the interaction. There is nothing. There are no
2 automobiles to the east of the bicyclists. There is
3 only automobiles to the west of the bicyclists.

4 Every automobile at one point in time
5 has a motorist opening, the actual driver opening
6 their door. But on the passenger side, I don't know
7 what the frequency is, but say it is 50 percent of
8 the time you have a passenger in the car, so you are
9 limiting the number of interactions between a
10 passenger opening their door and potentially dooring
11 a bicyclist, where the bicycle lane is to the right
12 of the parking lane, it's significantly diminished
13 and reduced.

14 So I would encourage and I would
15 recommend to the Board, I would recommend to the
16 applicant, if the applicant accepts, that if this
17 application gets approved, that we condition it on
18 flipping the parking lane with the bicycle lane.

19 I would also recommend, which is also
20 in the mayor's letter, again B-1, we had originally
21 recommended and requested that the property owner,
22 Toll Brothers at the time, put in the constructive
23 poles or the bollards.

24 I understand that the homeowner's
25 association, the residents weren't particularly

1 thrilled with the esthetics of the bollards.

2 I think if you still want and need a
3 separation, something to physically separate the
4 parking from bicycle lane, so if the bollards are
5 unsightly, what the mayor is suggesting or
6 recommending is that maybe like in New York City,
7 many places where you find bicycle lanes next to
8 parking, they are separated by a planter.

9 So if the applicant doesn't think that
10 the bollards are acceptable between the parking lane
11 and the bicycle lane, I would respectfully request
12 or recommend that they consider planters to
13 physically separate the parking lane from the
14 bicycle lane.

15 CHAIRMAN HOLTZMAN: Great. Thank you,
16 Commissioner.

17 Any other --

18 MR. MICHAEL MARIS: May I comment on
19 that? I need to say something in here.

20 MR. GALVIN: I thought you were going
21 to yes, it's no problem. You would be happy to do
22 it.

23 MR. MICHAEL MARIS: No. The design of
24 bicycle lanes, there's actually ---

25 CHAIRMAN HOLTZMAN: Talk into the

1 microphone.

2 MR. MICHAEL MARIS: -- there is
3 actually a book -- there is actually a book written
4 on that by the AASHO, the American Association of
5 State Highway Officials, et cetera, et cetera. And
6 they -- when you put the bicycle on the right of the
7 parking, they have what is called a boulevard
8 design, which is what Mr. Marks said at the end.
9 You have the parking. Then you have planting or
10 something like that, and then you have the bicycle
11 lane.

12 The problem is we don't have the room.
13 If you don't put the planting, you cannot put a
14 bicycle lane directly to the right of the car simply
15 because what happens is two things:

16 One: When the door opens by the
17 passenger, it blocks completely the bicycle lane,
18 and the bicyclist has no place to go.

19 The other one is people don't park
20 straight. They park half in the bicycle lane and
21 half on the parking lane, and all of a sudden, you
22 got a problem.

23 So the AASHO, when you have a situation
24 such as this, recommends that you have the bicycle
25 lane and then the parking. That is the design.

1 If we had more -- we did look at that,
2 because we saw this plan, and we didn't want to
3 argue against it, but we just don't have the room.

4 Right now, what we have is parking
5 lane, a five-foot bicycle lane, which is minimum
6 width, 12 feet for the roadway, another five-foot
7 bicycle lane, and then the curb.

8 CHAIRMAN HOLTZMAN: Commissioner Marks?

9 COMMISSIONER MARKS: So what Mr. Maris
10 is saying is correct.

11 However, he's referencing AASHO, which
12 is the American Association of Safe Highway
13 Transportation Officials, or Traffic Officials, the
14 City of Hoboken by council resolution actually
15 adopted the NATCO standards, which is the National
16 Association of City Transportation or Traffic
17 Officials.

18 So one of the NATCO standards, and you
19 have the guide right there, so one of the
20 recommendations is basically city transportation
21 official versus state highway transportation
22 officials, in particular urban settings, city
23 settings, having the bicycle lane on the passenger
24 side of parked cars is preferable. It is a
25 preferable treatment over having them on the

1 driver's side of parked cars.

2 CHAIRMAN HOLTZMAN: Commissioner

3 Marks --

4 COMMISSIONER FORBES: Forbes

5 CHAIRMAN HOLTZMAN: -- Forbes?

6 COMMISSIONER FORBES: You know, I am
7 realizing if it is going to remain southbound, and
8 you have the northbound -- they are going to park on
9 that left-hand side. They are not necessarily going
10 to be watching for that bicyclist coming at them
11 versus if the bicyclist is on the other side of that
12 parking.

13 So just recognizing that it's not that
14 they are going along with the parking traffic, it is
15 actually going to, you know, somebody is going to be
16 looking for that parking space to get into it, not
17 necessarily realizing that there is a bicyclist
18 coming the other way.

19 COMMISSIONER PINCHEVSKY: Why wouldn't
20 you flip the parking to the west side of the
21 southbound road?

22 MR. GALVIN: You have a bike lane --

23 COMMISSIONER FORBES: But it's going
24 the same direction.

25 COMMISSIONER PINCHEVSKY: But then the

1 driver's side would be towards the center of the
2 road, so this would solve both problems, correct?

3 MR. GALVIN: We have to think about
4 that.

5 CHAIRMAN HOLTZMAN: We have to think
6 about that, absolutely.

7 CHAIRMAN HOLTZMAN: Any other --
8 (Everyone talking at once.)

9 COMMISSIONER PINCHEVSKY: The parking
10 would be on of the west side --

11 CHAIRMAN HOLTZMAN: Are you okay, or do
12 you need a break?

13 THE REPORTER: Well, they're talking at
14 the same time, and I can't understand what they're
15 saying.

16 CHAIRMAN HOLTZMAN: You have to stop
17 talking at the same time.

18 COMMISSIONER PINCHEVSKY: -- I was
19 asking why not flip the parking lane from the east
20 side of the road to the west side of the road, and
21 this way the driver's side opens not in the bicycle
22 lanes any longer.

23 CHAIRMAN HOLTZMAN: Go ahead,
24 Councilman.

25 COMMISSIONER BHALLA: So then if it is

1 on the west side of the road, would the bike lanes
2 be next to the sidewalk?

3 COMMISSIONER PINCHEVSKY: Between the
4 parking lane and the sidewalk, as Mr. Marks
5 recommended.

6 COMMISSIONER BHALLA: I understand.
7 That makes sense.

8 CHAIRMAN HOLTZMAN: Okay. So at this
9 point, I think we kind of covered all of the
10 intersections and all of the major issues on this.

11 I would like to open the floor up to
12 public comments.

13 (Applause)

14 A VOICE: Is there a process that we
15 sign up?

16 MR. GALVIN: No. Just come on up.

17 CHAIRMAN HOLTZMAN: No. We are going
18 to call on folks, but I have not called on you, have
19 I?

20 A VOICE: No.

21 CHAIRMAN HOLTZMAN: Oh, okay. So have
22 a seat, please.

23 A VOICE: He said, "Come on up," so I
24 did.

25 CHAIRMAN HOLTZMAN: Thanks.

1 MR. GALVIN: Are we doing questions or
2 comments?

3 CHAIRMAN HOLTZMAN: Yes. We're going
4 to do -- sorry?

5 MR. GALVIN: Are we going to do
6 questions or comments?

7 If we are going to just do questions,
8 we don't have to put anyone under oath.

9 If they're going to comment, we will
10 put them under oath.

11 CHAIRMAN HOLTZMAN: We will ask them I
12 guess what they are going to do. All right?

13 MR. GALVIN: I think we will put them
14 under oath. That is what I think. I think it will
15 be easier on all of them.

16 CHAIRMAN HOLTZMAN: Brian Wagner, do
17 you have something for us?

18 MR. WAGNER: I do, I do.

19 MR. GALVIN: Please raise your right
20 hand.

21 Do you swear to tell the truth, the
22 whole truth, and nothing but the truth, so help you
23 God?

24 MR. WAGNER: I do.

25 MR. GALVIN: State your full name for

1 the record and spell your last name.

2 MR. WAGNER: Brian Wagner, W-a-g-n-e-r.

3 MR. GALVIN: All right. Go ahead, Mr.
4 Wagner.

5 MR. WAGNER: So I speak to you guys --

6 MR. GALVIN: I'm sorry. What's your
7 street address?

8 MR. WAGNER: 930 Hudson.

9 MR. GALVIN: Okay. That's the routine.
10 Go ahead.

11 CHAIRMAN HOLTZMAN: Mr. Wagner, thank
12 you for delivering my copy of the Urban Street
13 Design Guide.

14 MR. WAGNER: You're very welcome.

15 Please, everyone do share. It is a
16 wonderful read. I read it today. It certainly
17 educated me to hear what you all are speaking to,
18 and what makes sense, and what could work.

19 What's interesting is I speak to you as
20 a resident, and I speak to you as a leader of Bike
21 Hoboken. I just want people to understand that from
22 a Bike Hoboken point of view, that I look at it as
23 complete streets.

24 This is what the city has put forth to
25 help flow the traffic smoothly throughout the city,

1 to enable folks in multi mobile forms of
2 transportation to get around the city and to enjoy
3 the city equally.

4 So with that said, Sinatra Drive and
5 Sinatra Drive North, what is interesting is there is
6 this piece of land between Point A and Point B being
7 12th Street. They're two-way on both sides of this
8 middle lane piece of land.

9 By connecting Sinatra Drive to Sinatra
10 Drive North both ways -- so, yes, I actually said
11 both directions -- would enable the equal flow to
12 come off of Sinatra Drive and to go the direction
13 that they need to go to, so those who want to go
14 into Maxwell and want to go to Shipyards have that
15 access road to get over there.

16 Now, to your point, I am not sure where
17 the idea came that it became a speedway.

18 The road changes width, and maybe that
19 could be addressed, but also the road does have
20 curves and does narrow around 12th to one lane each
21 way, plus the left lane turn at the end to hit
22 Shipyards, to make a right turn to then make a left
23 onto 15th Street, so that is pretty slow, quite
24 frankly.

25 And, yes, as I've heard your traffic

1 building into that area will want its own slow-down
2 traffic. Plus in the book it speaks to a whole host
3 of tactics of slowing down the flow of speeding
4 traffic.

5 By doing this, it also would help
6 alleviate the backups on Sinatra Drive, will help
7 alleviate the issue at Hudson and 11th at that
8 traffic light, which is a nightmare.

9 Now, in terms of the traffic studies
10 that were done, that the city had received and the
11 public had seen, that is one of the hottest spots
12 for crashes, cars, pedestrians, bicycles, and quite
13 frankly, I fear crossing that area with my family.

14 So the point is that Kimley Horn had
15 done a great job on putting together ideas. Since I
16 am in the marketing field, we always put ideas and
17 solutions in front of our clients for them to then
18 make that decision, but we want to help them make an
19 educated decision, and I think that is what these
20 consultants did. They talked about closing down
21 Sinatra Drive and extending out the park, and that
22 would force all of the traffic to go up Sinatra
23 Drive North.

24 Does that make sense?

25 Maybe it does, and maybe it doesn't. I

1 am not here to say, and I am not equipped to say.

2 The point is, complete streets, if you
3 want to bring people to the waterfront, we need to
4 gain them access to waterfront.

5 Let me just flip to the Bike Hoboken
6 site for a moment. So thank you for sharing this,
7 so we can see at least what everyone else has seen.

8 What's interesting about this is I have
9 a concern. If you are going to leave traffic
10 southbound and put bike lanes north and south on a
11 southbound street, what am I supposed to do as I am
12 biking ahead, and there is a car coming at me?

13 Now, that may be an exaggeration
14 because the bike lanes are going to be off to the
15 side, but the drivers, do the drivers understand
16 that?

17 I have an issue right now even on River
18 Street, which is a shallow road, that I can
19 guarantee you, most people who are just motorists
20 and never been on a saddle or up on handlebars have
21 no clue what sharrows on the roadway is all about.

22 The number of nights that I have had
23 fights with taxi cabs and buses trying to honk me
24 off the roadway. Sharrows by law allows me to be in
25 the middle of the lane, so I am visible to them.

1 This puts me in the headlights of oncoming cars.

2 Now, forget me. Gary knows me, and I
3 know him as well. We put in a lot of miles, so
4 we're not -- let me talk about families with little
5 kids that will go up and down the waterfront and
6 enjoy the beautiful parks that have been put there
7 for us.

8 I want to encourage those families to
9 feel safe coming out and doing Mother Duck or Mother
10 Goose rather with their kids and enjoying the
11 waterfront.

12 We have a bike share program coming to
13 Weehawken and Hoboken. The waterfront is that gold
14 coast, right?

15 Well, let's make this place safe for
16 visitors to come and pick up a bike share and ride
17 up a cycle track to enjoy the waterfront.

18 I think I heard a great scenario now.
19 Why don't we move parking to the west side of the
20 street and put a cycle track, which is northbound
21 and southbound on the east side, which is on the
22 park side, which makes a lot of sense, because as
23 you come up the protected water -- water path -- I'm
24 sorry -- the protected bike lane on the waterfront,
25 which is Newark to Fourth Street, the city's plan is

1 to eventually connect that to Sinatra Drive.

2 If you connect that going north, you
3 give them a logical turn point into Sinatra Drive
4 North behind the Boathouse and bring them up along
5 the waterfront up towards the Tea Building, which
6 eventually will turn and get them behind the Tea,
7 and connect them at Weehawken Cove North and bring
8 them contiguously up towards the GW Bridge.

9 Remember, there is a waterfront path
10 from the clock to the bridge. This section of
11 Hoboken is actually one choke point that doesn't
12 allow continuous movement --

13 CHAIRMAN HOLTZMAN: Hey, Brian --

14 MR. WAGNER: -- from one to the
15 other --

16 CHAIRMAN HOLTZMAN: -- hey, guys,
17 everybody is going to get a chance to talk. You
18 wouldn't want somebody shouting at you.

19 Thank you.

20 MR. WAGNER: So basically, you guys
21 have a very tough job, just like the city council
22 has issues that they have to deal with. And what I
23 ask you to think about here is Maxwell House is not
24 a gated community in some for all suburban place.
25 It is part of a 55,000 plus growing urban

1 environment and should be treated as such.

2 And I heard here tonight when you were
3 asking Director Morgan about parking regulations,
4 yes, it is an enclave, but it's part of the city,
5 and it should be equalized.

6 The same thing with the roadways. They
7 really should be equalized to enable all of us to
8 use them and get in and out of the city safely.

9 THE AUDIENCE: Oh, no.

10 CHAIRMAN HOLTZMAN: Thanks, Brian.

11 COMMISSIONER BHALLA: Chairman,
12 Chairman?

13 CHAIRMAN HOLTZMAN: Councilman, yes.

14 COMMISSIONER BHALLA: Well, I just
15 wanted to clarify, the mayor's -- it's marked as B-2
16 or Board 2, that as described by Mr. Marks is
17 actually safer for bikers than the plan that the
18 applicant has submitted, because in this document
19 the bikers who travel north are insulated by
20 planters and by parking, where as in the Toll
21 Brothers' application, they are actually in the
22 roadway, so they are actually going to be like
23 literally biking north while cars are driving south,
24 and there is going to be no protection for the
25 bikers, so that is what is on the table with the

1 application.

2 What is being suggested by Mr. Marks is
3 that you have the bikers closer to the sidewalk, so
4 that they are protected from the southbound traffic
5 as they bike north, so that is actually a safer plan
6 for bikers.

7 I just wanted to make sure that that is
8 understood.

9 MR. WAGNER: Okay. So I understand
10 what you are explaining in both scenarios. I am
11 asking you to think of a third scenario.

12 COMMISSIONER BHALLA: Okay.

13 MR. WAGNER: The third scenario is a
14 cycle track as we had talked about on Sinatra
15 Drive --

16 MR. GALVIN: Let me stop you for a
17 second --

18 MR. WAGNER: -- and carry that
19 through --

20 MR. GALVIN: -- let me stop you for a
21 second.

22 I am not sure that all of us know what
23 a cycle track is, if you could say it in two
24 sentences.

25 MR. WAGNER: Okay. A cycle track is a

1 north and south bike lane together that is protected
2 from the roadway, so --

3 MR. GALVIN: Got it. Thank you.

4 MR. WAGNER: -- so idea of bollards or
5 the idea of planters would be a phenomenal way of
6 separating it, so riders are away from traffic. And
7 I also like the idea of not opening car doors into
8 it, quite frankly.

9 So, again, a third option to really
10 consider, the roadway is quite wide to work with in
11 that particular area.

12 COMMISSIONER WEAVER: And that's, if I
13 am not mistaken, that is the same model they have in
14 Manhattan along the Hudson River.

15 MR. WAGNER: Yes, and the same model
16 they have on the west side of Prospect Park.

17 CHAIRMAN HOLTZMAN: Good.

18 Thank you, Mr. Wagner.

19 MR. WAGNER: Thank you, guys.

20 CHAIRMAN HOLTZMAN: Mr. Blue Shirt?

21 (Applause)

22 MR. GALVIN: Do you swear to tell the
23 truth, the whole truth, and nothing but the truth,
24 so help you God?

25 MR. BEGLEY: Sure.

1 MR. GALVIN: State your full name for
2 the record and spell your last name.

3 MR. BEGLEY: Mike Mathew Begley, B, as
4 in boy, -e-g-l-e-y.

5 MR. GALVIN: Street address?

6 MR. BEGLEY: 1125 Maxwell Lane.

7 I live in -- this is my front yard. I
8 live in Townhouse 6, so we are talking about five
9 steps from my front yard.

10 With all respect, I have plenty of
11 experience.

12 I've been there almost five years. I
13 have three kids under five years old. My wife is
14 home. She's there every day. She's observed the
15 area. I don't know where exactly where everyone
16 lives, but every day I have as well. I have some
17 great video tapes of some motorcyclists racing on
18 the streets, so we are the ones pushing to get the
19 streets safer.

20 The flow of traffic, I wasn't there
21 when Toll did the initial northbound, southbound.
22 It is what it is. It is how we got to it. It is
23 how almost everybody who bought in Maxwell, who
24 bought in uptown Hoboken as you go north has gotten
25 used to it. It works the traffic flow.

1 Bike lanes, completely separate, as
2 everyone knows, Maxwell -- I am not a huge supporter
3 of the current plan for on both sides. I don't
4 think it connects anything. The bike lanes heading
5 south on the left side of the street, where they
6 connect to on Sinatra or even going north.

7 I think an idea of having it on the
8 east side separated from the cars is an idea. I
9 completely disagree with it being on the west side
10 of the street. The park -- everyone rides on the
11 sidewalk anyway.

12 If you haven't been up there, 97 people
13 don't ride in the street, because cars travel too
14 fast. So people ride on sidewalks. They actually
15 go along the path that goes further away from the
16 street, if you're not familiar with the area onto
17 the park.

18 So if you have done a traffic study
19 that I'm thinking about, bikers --

20 THE REPORTER: Can you please slow
21 down?

22 MR. BEGLEY: -- that's true. I love
23 taking my kids --

24 THE REPORTER: I'm sorry. Can you
25 please slow down? I can't even understand you.

1 (Laughter)

2 CHAIRMAN HOLTZMAN: Yes, just slow
3 down.

4 MR. BEGLEE: I'm just getting -- I
5 didn't have dinner, and it's two hours later, and we
6 are still talking about the bike lanes.

7 So I just think we need to need to look
8 at other ideas for bike lanes, but we are here
9 tonight to do the traffic flow, to do that.

10 Complete streets, redesign Sinatra
11 Drive, which the Mayor of Hoboken has been leading,
12 I think we all know, we tried to push getting ideas.
13 There are some great ideas from you guys, Kimley
14 Horn addressed. I believe that is further out,
15 right? So I don't think we are addressing that
16 tonight.

17 I think you guys are trying to handle
18 too much at one time.

19 The applicant, to my understanding, as
20 a resident, homeowner and taxpayer is worrying about
21 traffic flow. I feel like we are getting off the
22 topic by worrying about Starbucks, which is what it
23 is right now, unless you want to deal with the
24 Hudson Street double parking that we will get due to
25 Starbucks, the 12th Street side there as well.

1 The bollards, that's a whole other
2 issue. The applicant's job mostly is adding safety
3 concerns.

4 Stop signs --

5 CHAIRMAN HOLTZMAN: Let me just stop
6 you for one second.

7 What happens is we are legally
8 required -- an applicant makes an application, and
9 we are required to address all of the issues within
10 that application.

11 So I understand that you may have a
12 very specific focus on it, and rightfully so, but we
13 also have a legal requirement that we need to take
14 the entire application into consideration.

15 MR. BEGLEY: The northbound side of
16 Shipyards I think that we talked about and the
17 traffic flow, it just seems sitting back there a
18 little hypocritical to talk about -- we spent some
19 time on the loading zones, I guess, that has --
20 there's currently three day cares and schools in the
21 1025, 1125 and now 1100 Maxwell, that the current
22 kids are in there. My kids have been, and they are
23 now in different schools. But kids are there all
24 day long. They have their little rope pulling the
25 15 kids. You know, you see that.

1 The loading zones, and I hear from the
2 homeowner association, so it's safer, so you can
3 actually make turns. Loading zones are to encourage
4 people not to double park.

5 So just the same way you are trying to
6 encourage or discourage people from double parking
7 on 12th Street, if you gave them a loading zone to
8 say that's -- on the other way, I think we're making
9 a mistake there.

10 The loading zones time frame,
11 especially the school hours, but the mayor addressed
12 that, that needs to be -- that is part of it. That
13 was overwhelming support from the residents and
14 people who just don't live there and use the day
15 care, so we are getting run over.

16 The big point also, too, I think we got
17 to is 12th Street and Sinatra Drive. I mean, I know
18 myself, right now, that's the other way, and I think
19 if we turn the bump-out of the street, that
20 intersection is just way too wide, so I think that
21 this solves it. Hopefully, you guys agree with that
22 as well.

23 I think the other main point is having
24 that stop sign southbound. If you keep the traffic
25 southbound, keep the stop sign there southbound

1 because I personally got almost bumped into by
2 bicyclists just trying to cross the street getting
3 home from the ferry, because they don't see you.
4 It's not well lit, so that's also there.

5 With regard to the bike lanes and
6 parking, when I bought my place, it was clearly
7 identified that it was northbound traffic. It's
8 part of the plan that you get. We're well aware of
9 the traffic flow.

10 The parking was never going to be on
11 the west side of the street. It was approved, and
12 you guys I think can verify that. I was always on
13 the east side of the street.

14 So we're getting the parking again on
15 the east side of the street back, which hasn't been
16 there as part of the original plan.

17 When I bought my unit, and my neighbors
18 are here as well, it was understood that parking was
19 going to be on the east, that's fine. But to change
20 it now, to change it over to the west, the idea
21 there, I think you would have a major challenge
22 utilized to do that. That's never been in the
23 plans. It was never agreed upon. So I think you
24 can make the bicycle lane safe on the east side of
25 the street and include parking.

1 making a left-hand turn --

2 (Laughter)

3 -- which I think I was one of the 20
4 they got that day, you know, so I think the city has
5 to realize that they would lose some revenue there
6 of the ticket people they give out.

7 They do miss a lot. As you guys know,
8 if you've been up studying the area, but I think it
9 just needs to be better marked, and I think it might
10 open up -- respectfully, though, if you have been in
11 that area, it is a very difficult left-hand turn.

12 Illegal as it is now, because of the
13 Union Dry Dock space and the parking, unless that is
14 fully redesigned on Sinatra, which I don't think we
15 are fully addressing here, you can't make a
16 left-hand turn that safely. You can't see the
17 traffic coming down southbound, so to allow that
18 now, you are going to create another spot of traffic
19 concerns. So I think from a traffic flow, it might
20 make sense, and I think the mayor agrees with that.

21 From a safety concern, I think you are
22 opening yourselves to a very dangerous left-hand
23 turn.

24 CHAIRMAN HOLTZMAN: Okay.

25 Thank you.

1 Anything else?

2 MR. BEGLEY: I think that's it for
3 now.

4 (Appause)

5 COMMISSIONER WEAVER: I have a question
6 for Mr. Begley.

7 CHAIRMAN HOLTZMAN: Sure. Hang on a
8 second.

9 Commissioner Weaver?

10 COMMISSIONER WEAVER: You said there
11 were motorcycles racing on --

12 MR. BEGLEY: Almost every night.

13 COMMISSIONER WEAVER: What time of day
14 is it?

15 MR. BEGLEY: Late. Between nine and
16 midnight almost every night. They love that loop
17 from -- there's no stop sign heading south on 12th
18 Street, heading south from the ferry. I see you
19 take the ferry with me sometimes.

20 So if you're heading south from the
21 ferry, there's no stop sign from 14th Street until
22 Sinatra Drive and Sinatra Drive North right now, so
23 they love that loop. They loop around 11th Street
24 up and around the building most of the times.

25 Cops have been called. I've been there

1 walking the kids, you know. It is what it is.

2 I think most of this plan that we have
3 in place here with stop signs and crosswalks
4 identified will slow traffic.

5 As you say, increasing traffic, there's
6 a lot -- the other thing I identify as well. I
7 mean, you are talking about having two lanes.

8 The award winning downtown waterfront
9 is a one-way Sinatra Drive between -- all in front
10 of those residences, so there is a precedent in the
11 city to having a one-way.

12 I know you're saying -- you live in
13 Maxwell Place?

14 ANOTHER VOICE: There's no room for two
15 lanes --

16 CHAIRMAN HOLTZMAN: Hey, guys.

17 (Mr. Begley and another person talking
18 in the audience.)

19 MR. GALVIN: Keep it up here, guys.

20 CHAIRMAN HOLTZMAN: Guys, guys, just
21 keep it up here.

22 MR. BEGLEY: I'm just saying, you were
23 saying that they're debating about that. They
24 segregated both bikers down there. We could do that
25 as well. We have the room for that.

1 The one-way traffic, though, has
2 created that to be safer, stop signs, identify clear
3 crosswalks, and that's the award winning separated
4 thing, so I think that's an idea that needs to be
5 addressed more than opening it up to two lanes to
6 access. There's plenty of access to the --

7 COMMISSIONER WEAVER: I might also
8 point out, that is a one-way northbound with
9 parking.

10 MR. BEGLEY: And we are adding parking
11 as well.

12 COMMISSIONER WEAVER: I'm just saying I
13 don't really -- I understand -- we have traffic and
14 that I have cars parked four feet outside of my
15 front door, and we have motorcycles running down
16 Garden Street continually.

17 I don't know that keeping Maxwell --

18 MR. BEGLEY: Do you have water -- do
19 you have a park with kids and three day cares on top
20 of that in the community --

21 COMMISSIONER WEAVER: I don't know that
22 having to go north is going to solve your motorcycle
23 problem.

24 MR. BEGLEY: I think with stop signs --

25 COMMISSIONER WEAVER: Keeping the --

1 well, that is a different issue, sir. I mean, it is
2 about, you know, maybe there needs to be a light at
3 11th and Sinatra Drive North, maybe there needs to
4 be a light.

5 I mean, the thing is there is a number
6 of studies done that says, well, you know, we should
7 keep it southbound, because it is okay.

8 MR. BEGLEY: I mean, the city engineer,
9 the mayor -- I don't -- I am not making it up
10 myself.

11 COMMISSIONER WEAVER: But there were
12 no -- and it is a larger system, right?

13 It's like we are looking at this one
14 little area, and we're saying, okay, well, we can
15 just keep it the way it is, and there's a lot
16 conjecture about, well, where traffic will go, and
17 what people will do, but there are no studies that
18 have said that we should change what we decided to
19 do six years ago. There is nothing that said, yes,
20 you should change it. There were no studies. There
21 is a lot of opinions.

22 MR. BEGLEY: Well, you had seven years
23 on the current --

24 CHAIRMAN HOLTZMAN: Wait. We got lots
25 of folks here that want to comment.

1 Thank you very much for your comments

2 MR. GALVIN: Thank you so much. Thank
3 you.

4 (Applause)

5 MR. GALVIN: Raise your right hand.

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

9 MS. HAHN: Yes.

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

12 MS. HAHN: Tina Hahn, H-a-h-n.

13 1025 Maxwell Lane, Apartment 509.

14 MR. GALVIN: Please proceed.

15 MS. HAHN: So a bunch of different
16 issues are being discussed tonight.

17 First and foremost in support of the
18 traffic pattern, I fundamentally disagree with you
19 that the traffic study does state that changing the
20 traffic pattern would make it just absolutely
21 horrendous. It will become a complete speedway and
22 total loop in just pushing everybody northbound,
23 that you'll just have a complete speedway going that
24 way.

25 And I can tell you, because I

1 experienced it, when we have a traffic backup, and
2 the cops have come in, and they opened it up and
3 allowed traffic to go northbound, either they are
4 speeding the minute they can get free, or it is a
5 complete traffic jam.

6 And to Brian's claim, I 100 percent
7 agree. We are one community. And the whole point
8 of the entire redesign is to go to complete streets,
9 which makes it safer for everyone.

10 This is one area where we have an
11 insane amount of children with a playground. You
12 have three schools. You have the Montessori school.
13 You have the two Bright Horizons. They are out
14 every day walking those kids outside. They all play
15 in that playground.

16 Somebody else commented, I believe it
17 was the engineer, on the droves of people going from
18 west to east in order to enjoy the park.

19 Why would we want to put more cars
20 where the people are?

21 That just doesn't make any sense to me.

22 (Applause)

23 So if you think streets really are all
24 about safety, I obviously said that I completely
25 support that we keep the traffic pattern as it is

1 for safety reasons.

2 The second part, the no left turn, also
3 adequately support no left turn. We have a very
4 dangerous corner, as was pointed out. The Union Dry
5 Dock fence not only obscures the view of the person
6 who is driving, it also is on the sidewalk, so
7 because it is on the sidewalk, and again, everybody
8 wants to enjoy the waterfront.

9 At any given time, you have people,
10 four or five strollers, people are in the street
11 there, so you are just putting an even -- it is
12 already a very complicated area, and allowing people
13 to make a left turn, you will make it even more
14 complicated.

15 Our traffic study also showed that by
16 doing that, what you are going to do is create a new
17 problem where the traffic is just going to back up
18 along Sinatra, where you have the school, where you
19 have the Montessori school. So now you are going to
20 be backing up cars -- like right now where it backs
21 up, I agree, it is ideal. It is what it is, where
22 you are in front of Union Drive Dock, but that is a
23 main road. You are now going to put this complete,
24 you know, blockade of traffic going up to the
25 school. It just doesn't make any sense to me.

1 So just because people do it, someone
2 else said that doesn't make it right, doesn't mean
3 that it could be policed better. Signage is pretty
4 bad.

5 If you made a bump-out, so it really
6 forced you to go to the right, you would, and having
7 lived there for eight years, when there is a cop
8 there, they get caught constantly, and it does
9 mitigate the problem. I'm not saying you can keep a
10 cop there 24/7. However, it does stop people from
11 making the turn.

12 On the third part, I also should have
13 said, I am also the secretary on the Board of
14 Trustees for Maxwell, and the mayor did send me her
15 letter at 6:30 tonight, so I got to read it before
16 we came here, and I'm very confused actually that
17 she states that the parking is inconsistent with the
18 rest of Hoboken because there is no metered parking
19 anywhere on the 11th Street, so actually we would be
20 adding metered parking onto 11th Street, where there
21 is no other metered parking.

22 Then, again, I think there was a lot of
23 confusion and discussion. The loading zones are
24 purely because of the schools, and again, that's
25 poorly for safety. Back to the point that was made

1 earlier.

2 The whole problem, which we have, which
3 is not our property near Starbucks, there is no
4 loading zone, so to mitigate that, this isn't
5 someone who is going to get a cup of coffee. This
6 is somebody taking a two-year-old and trying to
7 bring them to school. We need those loading zones.
8 You absolutely can't -- and they should be from 7
9 a.m. because people are dropping their kids off at
10 7:30 in the morning before they go to work.

11 The fourth part --

12 CHAIRMAN HOLTZMAN: Tina, hang on one
13 sec.

14 So the loading zones that it seems like
15 set up for the schools and for the safety of that,
16 right, that is predominantly what that is about, is
17 that correct?

18 MS. HAHN: Yes, 100 percent.

19 CHAIRMAN HOLTZMAN: Okay. So can you
20 explain to me, I mean, we have -- we obviously have
21 loading zones around town. Mostly the loading zones
22 around town are for commercial, for trucks, for
23 loading and unloading out of the stores and things
24 like that.

25 Maybe somebody can shed some light on

1 this, but is there a reason why those loading zones
2 would need to be four spaces large?

3 MR. PANTEL: If I may respond, I think
4 there may be some confusion between loading zones
5 and no parking zones.

6 Maybe when we are done with public
7 comment, we could come back and clarify that for
8 you, but I believe that the loading zones are
9 intended for the retail facilities --

10 A VOICE: The residents.

11 MR. PANTEL: -- the residents to enable
12 them to get, you know, to have delivery spaces for
13 moving goods in and out of their apartments, and
14 moving in and out of their apartments themselves, on
15 the one hand, and that no parking zones are for the
16 day care facilities and the like.

17 MR. HIPOLIT: Why are they so big?

18 Why would you need four parking spaces
19 for a day care?

20 CHAIRMAN HOLTZMAN: Let's not debate
21 this now. Let's keep -- Yianni, just keep that on
22 the list of things that we are going to address,
23 okay?

24 MS. HAHN: And I can tell you, you
25 probably even need more than four.

1 Just the other morning, we were
2 leaving, and there was a woman who parked literally
3 on the turn, and there was a cop who came along on a
4 motorcycle, and it's like what are you doing?

5 And she was parked on the turn because
6 all of the spots wrapped around the school were all
7 taken. So she had to park there, and so it's just
8 not safe.

9 COMMISSIONER WEAVER: I mean, yeah, my
10 son goes to Wallace. There are like 800 students.
11 We have, I want to say, we have a bus stop in front,
12 so they kind of have to block the New Jersey Transit
13 bus stop, so it's probably four spots at least.

14 CHAIRMAN HOLTZMAN: Okay. So there is
15 some precedence for it.

16 Tina, please, go ahead.

17 MS. HAHN: Okay.

18 So just on the discussion about
19 Starbucks and the 12th and Hudson corner, in
20 particular as a member of the Board, as I stated
21 before, my concern with that is obviously it is not
22 our property, which was debated. And if you are
23 going to be asking us to put something in there, it
24 may become our maintenance problem and our liability
25 when it is not on our property. So speaking for the

1 Board, we would be completely against that.

2 The fifth part, just talking about the
3 bike lanes, I actually agree completely with Brian
4 that we should put a two-way bike lane on the side,
5 having spent hours at the Sinatra Drive redesigns,
6 it was fascinating to me that the right hand wasn't
7 going to a left hand --

8 THE REPORTER: Could you please slow
9 down?

10 MS. HAHN: Yes -- to make that --

11 MR. GALVIN: Yes. What did you guys
12 drink tonight?

13 (Laughter)

14 MS. HAHN: We've been sitting here for
15 two hours, and I'm really tired. I go to the
16 council meetings, and they're like this.

17 MR. GALVIN: See, we are not going to
18 stop you. We want to hear what you have to say,
19 just pace it down.

20 MS. HAHN: So just that it did surprise
21 me that we are not thinking about the full path of
22 the Sinatra redesign, and if we are going to do a
23 two-way bike lane, again, it would make perfect
24 sense to connect it to a bike lane on the east side,
25 and again, not have the left-hand turn to make this

1 a complete street that is safer off.

2 At the end of the day, we are one city.
3 We are all about safety, and that is what the
4 Maxwell residents are expressing.

5 I know, Councilman Bhalla, you got
6 countless emails from the residents of Shipyard,
7 Hudson Tea. This is not just about Maxwell.

8 (Applause)

9 COMMISSIONER BHALLA: Mr. Chairman, I
10 had a question for the speaker.

11 CHAIRMAN HOLTZMAN: Oh, sure.

12 COMMISSIONER BHALLA: On the issue of
13 parking on 11th Street, you had said that the
14 mayor's memo isn't fully accurate in the sense that
15 there is no other place on 11th Street where there
16 is metered parking. And when I think about that, I
17 think you are correct. I don't think there is
18 metered parking when you go further west on 11th
19 Street. In fact, I know there is no metered
20 parking.

21 But parking in general, are you against
22 any parking whatsoever on those two blocks at 11th
23 Street, where you have got the Maxwell Place
24 property --

25 MS. HAHN: On Maxwell Lane you're

1 talking about?

2 COMMISSIONER BHALLA: On Maxwell --
3 well, wait --

4 MS. HAHN: Yes, on Maxwell Lane --

5 COMMISSIONER BHALLA: Not Maxwell Lane.
6 On 11th Street.

7 CHAIRMAN HOLTZMAN: On 11th Street.

8 MR. GALVIN: 11th Street.

9 MS. HAHN: 11th Street, there is
10 already parking. It is not on the island, but it's
11 on the building side.

12 COMMISSIONER BHALLA: So you are
13 against metered parking on --

14 MS. HAHN: I just was saying that the
15 mayor was noting that our plan was inconsistent, and
16 I did not agree with that. I believe it is
17 consistent because it is providing parking, just
18 like it's provided on the rest of 11th Street.

19 But you do bring up another issue that
20 I do want to address.

21 COMMISSIONER BHALLA: The applicant for
22 both sides of 11th Street on both blocks, the block
23 closest to the water and the block when you hit
24 Hudson Street basically no parking from 7 a.m. to 7
25 p.m. for the entire street.

1 MS. HAHN: It's not the entire street.

2 COMMISSIONER BHALLA: On the
3 application it is.

4 CHAIRMAN HOLTZMAN: Time out.

5 COMMISSIONER BHALLA: If you read the
6 signs, it says no parking 7 a.m. to 7 p.m. on the
7 north and south side of 11th Street.

8 And then if you go further west, only
9 on the north side, it says no parking 7 a.m. to 7
10 p.m., and the only reason or justification that I
11 have heard is that day care or the Montessori
12 school, and that is a fair point, but there are no
13 Montessori or day care schools on the south side,
14 southeast side of 11th Street, nor are there any day
15 care Montessori schools on the northwest part of
16 11th Street.

17 So I just wonder why there is a need
18 for eliminating all parking during the daytime for
19 those areas where there are no schools.

20 MR. JOHN MARIS: If I may, it's not no
21 parking on that entire section. It is a few spaces
22 that are no parking.

23 MR. GALVIN: It's just a few spaces.

24 MR. JOHN MARIS: It's just a few
25 spaces. It is not the entire length of 11th Street

1 from Hudson.

2 CHAIRMAN HOLTZMAN: Can we get a count
3 on it, Yianni, because Andy is telling me we got 11
4 spaces?

5 MR. JOHN MARIS: Okay. 11 sounds
6 right.

7 COMMISSIONER GRAHAM: It's 11.

8 CHAIRMAN HOLTZMAN: So there is 11
9 spaces --

10 MR. HIPOLIT: 27 spaces total --

11 MR. JOHN MARIS: And we have parking --

12 (Mr. Hipolit and Mr. John Maris talking
13 at the same time.)

14 CHAIRMAN HOLTZMAN: One at a time.

15 One at a time.

16 Andy?

17 MR. HIPOLIT: There's 27 spaces on that
18 stretch, and there is 11 that are in the no parking
19 from 7 a.m. to 7 p.m.

20 COMMISSIONER BHALLA: Per side or --

21 MR. HIPOLIT: Total.

22 CHAIRMAN HOLTZMAN: So there's 27
23 parking spaces in total on --

24 MR. PANTEL: On 11th Street.

25 CHAIRMAN HOLTZMAN: -- on 11th Street,

1 and 11 of them have no parking 7 a.m. to 7 p.m.

2 The Councilman is pointing out that
3 while there may be a fair debate about having some
4 of these zones in front of the day care facilities
5 or the school facilities, that there is a number of
6 other stretches of the roadway that there are no
7 schools in front of.

8 Is that correct?

9 COMMISSIONER BHALLA: Yes.

10 I am wondering for the speaker, is
11 there any other justification to prohibit parking in
12 those areas where there is no safety concern with
13 respect to schools?

14 MR. HAHN: If I am understanding it
15 correctly, I believe the only area you not allowed
16 to park is just a quick loading zone.

17 Is that correct?

18 CHAIRMAN HOLTZMAN: It does not appear
19 to be with the 11 spots, Tina.

20 MS. HAHN: I mean, we are not against
21 parking. It's just the loading zones that are --

22 (People talking at once.)

23 MS. HAHN: -- and representing the
24 residents --

25 CHAIRMAN HOLTZMAN: So we're trying to

1 get through.

2 MS. HAHN: -- and that's for delivery
3 people, because you don't want them double parking
4 and blocking the roadway.

5 (Board members confer.)

6 MR. JOHN MARIS: So in looking at the
7 plan, there are Montessori schools --

8 CHAIRMAN HOLTZMAN: Hey, guys, hold on.

9 MS. JOHN MARIS: -- And for day cares,
10 which correspond with each of those restricted
11 parking areas.

12 The loading zones are specific to the
13 buildings. They are the ones that are hatched out,
14 and then the no parking areas do all correspond with
15 the school.

16 MR. PANTEL: So there's three schools,
17 correct, Two Bright Horizon day care centers --

18 CHAIRMAN HOLTZMAN: So is it fair to
19 say that we got loading zones that are in front of
20 schools, loading zones that are in front of day care
21 centers, and loading zones that are in front of
22 buildings for building access, and that totals up to
23 eleven?

24 Do I have that right?

25 MR. HIPOLIT: Yes.

1 COMMISSIONER BHALLA: Is it Yianni or
2 Mr. Maris?

3 MR. JOHN MARIS: Yes.

4 COMMISSIONER BHALLA: Where is there a
5 school on the southeast part of 11th Street where
6 there is a no parking sign?

7 There's no school there.

8 MR. JOHN MARIS: Right here?

9 COMMISSIONER BHALLA: I'm talking about
10 the southeast part of 11th Street, you have no
11 parking, and then if you go further, there is four
12 spaces there.

13 MR. JOHN MARIS: Four spaces there.

14 COMMISSIONER BHALLA: Right.

15 MS. HAHN: That's Montessori.

16 MR. JOHN MARIS: And across the street
17 there is a school.

18 Then on the corner of Maxwell and 11th,
19 there is a school there also. Two schools.

20 COMMISSIONER WEAVER: Are these schools
21 or day care centers?

22 MS. HAHN: They are preschool, so it is
23 a day care.

24 COMMISSIONER BHALLA: Thank you.

25 CHAIRMAN HOLTZMAN: Do you have

1 anything else for us, Tina?

2 MS. HAHN: Well, Ravi did bring up one
3 other point, that I just wanted to address because
4 someone did bring up Maxwell Lane, which is in
5 between the two buildings, and it's absolutely not
6 wide enough in order to put parking in there. It
7 would be disastrous.

8 It's a winding road. There's already
9 blind curves. And when people do park in order to
10 drop off their children, we had many near accidents,
11 and residents have already been talking about that.
12 We try and find ways as a residential community in
13 order to better police that, in order to keep
14 delivery vehicles and other things from double
15 parking there to keep the road as it is right now.

16 COMMISSIONER PINCHEVSKY: Chairman, I
17 have a question.

18 CHAIRMAN HOLTZMAN: Thank you.

19 Hang on just one moment, please.

20 Thank you.

21 You're good?

22 MS. HAHN: Yes.

23 CHAIRMAN HOLTZMAN: Do you have
24 something for Tina?

25 COMMISSIONER PINCHEVSKY: Is that okay?

1 CHAIRMAN HOLTZMAN: Sure, Rami.

2 COMMISSIONER PINCHEVSKY: Thanks for
3 your comments.

4 I think I overheard somebody mention
5 before that the association was against the bollards
6 on Sinatra Drive North separating the parked cars
7 from the bicycle lanes, because of traffic -- is
8 that correct -- I don't know -- I thought I
9 overheard that. I could be mistaken --

10 MS. HAHN: I think the other big issue
11 that you run into when you're doing something like
12 that, and Anthony has been very involved in this
13 project and is also a resident and also a biker, as
14 you can see, that we talked about, that completely
15 prohibits you from cleaning --

16 CHAIRMAN HOLTZMAN: From what?

17 MS. HAHN: -- from cleaning it.

18 Yes. I know what you're saying.

19 Yes, for residents that we're concerned
20 about, what that would look like, but that there's
21 other obstacles when you do something like that.
22 You have to be able to clean the bike lane because
23 you are isolating it, and it's a small piece of
24 property.

25 COMMISSIONER PINCHEVSKY: Okay.

1 But the bollards themselves, people
2 were against as well --

3 MS. HAHN: Yes. I mean, if you look at
4 that waterfront, again, which is the gold coast of
5 our waterfront, and to put bollards making it look
6 like a construction site --

7 MR. GALVIN: I want to help you for a
8 second.

9 COMMISSONER PINCHEVSKY: What?

10 MR. GALVIN: I want to help you for a
11 second.

12 COMMISSIONER PINCHEVSKY: Okay.

13 MR. GALVIN: If the bollards could be
14 the kind that could be removed that would allow for
15 cleaning of that area, would that change your
16 opinion?

17 MS. HAHN: Yes.

18 MR. GALVIN: So you don't like the
19 bollards?

20 MS. HAHN: We don't like the bollards,
21 and I think it is a cleaning issue.

22 MR. GALVIN: No, no, no. I am
23 saying -- look, if we can solve an issue that you
24 have, we would do it.

25 But when you really "drill down," to

1 use Gary's term, and you don't like it, tell us you
2 don't like it --

3 MS. HAHN: Yes. I mean, it would make
4 it like a construction site --

5 MR. GALVIN: -- we're trying to make it
6 something that's attractive --

7 MS. HAHN: -- why would we want to do
8 that --

9 MR. GALVIN: Okay. I got it.

10 COMMISSIONER PINCHEVSKY: I understand.
11 I understand.

12 Let me say quickly, the bollards by
13 my -- I mean, they are better than nothing, but I
14 hear you.

15 MS. HAHN: I think there's other
16 things --

17 COMMISSIONER PINCHEVSKY: -- my question
18 is, though, the application -- the application,
19 which the condo association supports calls for the
20 bollards in front of the Starbucks, which I know was
21 discussed briefly.

22 So the -- I understand the association
23 supports or doesn't support some ugly bollards, you
24 know, in one location, but they support ugly
25 bollards -- and I am using "ugly," but it's not, but

1 just in my opinion, but unappealing bollards, you
2 know, a block away from some other property --

3 MR. PANTEL: Well, it is not something
4 that we had proposed at all, the applicant.

5 In discussions with the city's
6 engineer, our initial application did not impose any
7 modification or installation of bollards near the
8 Starbucks.

9 In on-site discussions with your
10 engineer, that whole Starbucks issue came to light,
11 and as a compromise we were willing to do what was
12 proposed, which was to install those bollards, but
13 it is not something that the association, in
14 fairness to Ms. Hahn, was advocating that we do.

15 COMMISSIONER PINCHEVSKY: Okay.

16 So the association then clearly doesn't
17 like them.

18 MR. PANTEL: And, too, also, it's
19 probably a matter of maybe two or three or four
20 bollards, I don't know exactly how many, but it
21 wasn't as if you were lining, you know, the entire
22 bike lane of Sinatra Drive North with bollards.

23 COMMISSIONER PINCHEVSKY: Sure. It's
24 only a few and most likely ineffective and
25 unappealing, but I -- okay. So we will continue

1 that conversation.

2 I just wanted to see if the condo
3 association supported that remedy, and it sounds
4 like not really.

5 MR. PANTEL: No.

6 MS. HAHN: And it's not really our
7 property. I was wondering why it was being
8 discussed.

9 COMMISSONER PINCHEVSKY: Okay. Thank
10 you. That's it.

11 COMMISSIONER WEAVER: I have a very
12 quick question.

13 CHAIRMAN HOLTZMAN: Okay.

14 COMMISSIONER WEAVER: Very, very --
15 Maxwell Lane --

16 CHAIRMAN HOLTZMAN: I doubt it, but
17 okay.

18 COMMISSIONER WEAVER: -- no, no, no.
19 It is.

20 Maxwell Lane and the PUD, was that one
21 way or two ways?

22 VICE CHAIR MAGALETTA: Two on
23 completion.

24 COMMISSIONER WEAVER: No -- yeah
25 Maxwell Lane.

1 COMMISSIONER MAGALETAT: Two.

2 (Everyone talking at once.)

3 CHAIRMAN HOLTZMAN: Okay. That was
4 quick. Thank you.

5 I am not going to try to drive
6 everybody crazy here, but our excellent court
7 reporter does need to take a quick break, so please
8 bear with us just for a little bit.

9 We are going to take a five or
10 ten-minute break here for Phyllis.

11 Thank you.

12 (Recess taken)

13 CHAIRMAN HOLTZMAN: Okay. Guys, we are
14 going to get started.

15 All right. We are back on the clock.

16 Phyllis, are you ready for us?

17 THE REPORTER: Yes.

18 CHAIRMAN HOLTZMAN:

19 MR. GALVIN: Raise your right hand.

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

23 MS. VIEHLAND: I do.

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

1 MS. VIEHLAND: Yasamine Viehland.

2 THE REPORTER: Wait a second. Please
3 spell that for me.

4 (Laughter)

5 MR. GALVIN: Wow.

6 (Laughter)

7 MS. VIEHLAND: Y-a-s-a-m-i-n-e, and
8 I'll spell my last name, V-i-e-h-l-a-n-d.

9 THE AUDIENCE: Just the way it sounds.

10 MR. GALVIN: Exactly.

11 (Laughter)

12 And your street address?

13 MS. VIEHLAND: 1025 Maxwell Lane.

14 MR. GALVIN: Now, you can tell us what
15 you have to tell us, but just pace yourself.

16 Go ahead.

17 MS. VIEHLAND: So the reason why I have
18 been furiously waving my hand to speak next is that
19 I have a four-month-old at home, who doesn't believe
20 in adjusting to the time change, so I will be up at
21 five a.m. with her, and that is why I came here to
22 speak to you.

23 My story: My husband and I moved to
24 Hoboken in early 2013, right after getting married,
25 and we wanted to start a family here. We were so

1 impressed with the uptown community in particular.
2 Hoboken is altogether the gem, but we really felt
3 after we looked at Battery Park City, dumbo,
4 Brooklyn Heights, that here was this with a pristine
5 waterfront without the West Side Highway right in
6 front of it, and that really has come to be one of
7 the reasons why we really enjoy where we have live
8 now.

9 We feel very comfortable crossing the
10 street. We meet neighbors who come from Garden
11 Street, for example, as described earlier, other
12 parts of Hoboken to the west, and they also feel
13 comfortable crossing the street with their children
14 to get to this area of the community.

15 Our daughter is actually enrolled in
16 Apple Montessori. She will be starting in a few
17 weeks. And when I look at the other children, who
18 are already students, who are walking along with
19 their little rope on or sitting in their little push
20 carts, I feel comfortable that my child will soon be
21 amongst them, won't have to deal with a large
22 thoroughfare to get to the park to play.

23 I think a lot has been discussed about,
24 you know, will this become a major thoroughfare,
25 will there be cars speeding along.

1 I think it is undeniable that you are
2 going to see a very large increase in traffic, and
3 this community, not just Maxwell, not just what was
4 described as an enclave, really depends on the area
5 not being behind a major thoroughfare.

6 It is really not just the Maxwell
7 community that benefits from having Sinatra Drive
8 North flow southbound and from not having a left
9 turn. It is the entire, I would say, upper portion
10 of Hoboken that makes use of the parklands along the
11 waterfront that benefits.

12 I wanted to keep it brief. Really I
13 think a lot of good points were made, but I think we
14 need to stop looking at this as a Maxwell Place
15 versus the rest of Hoboken issue and think about it
16 as a waterfront neighborhood that is frequented by
17 many residents, many of whom live outside of the
18 Maxwell community.

19 MR. GALVIN: Thank you.

20 CHAIRMAN HOLTZMAN: Thank you.

21 (Applause)

22 MR. GALVIN: Pull the microphone down.

23 There you go.

24 CHAIRMAN HOLTZMAN: Whoops. Jim, give
25 her a hand.

1 Good job, Jim.

2 Whoops. Excellent job, Jim.

3 (Laughter)

4 Thanks very much.

5 Is that about right?

6 MS. POLLACK: Yeah, that's fine.

7 MR. GALVIN: Raise your right hand.

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

11 MS. POLLACK: Yes.

12 MR. GALVIN: State your full name for
13 the record and spell your last name.

14 MS. POLLACK: Shirael, S-h-i-r-a-e-l,
15 Pollack, P-o-l-l-a-c-k.

16 MR. GALVIN: You may proceed -- oh,
17 your street address.

18 MS. POLLACK: 1025 Maxwell Lane
19 Apartments 714 and 715.

20 CHAIRMAN HOLTZMAN: Thank you.

21 MS. POLLACK: So thank you for allowing
22 me to speak. I am going to read this, so I can kind
23 of get all of my points across.

24 CHAIRMAN HOLTZMAN: Go ahead.

25 MS. POLLACK: I was one of the first

1 residents to live in 1025 Maxwell Lane. I live
2 there with my husband and two children, ages five
3 and two.

4 Also professionally, I own and operate
5 children's therapy centers in Manhattan, so today I
6 speak to you not only as a resident and a parent,
7 but as a child advocate, because that is basically
8 who I am and what I am about.

9 As residents, where I live, out my
10 window I see -- I actually face Frank Sinatra Drive
11 North, so I am very well aware of the traffic
12 patterns. I am not only aware of the car traffic
13 that we spoke so much about tonight, but I am also
14 aware of the foot traffic and kind of giving that
15 landscape.

16 I also know how many young families now
17 live in Hoboken, and how that population is growing,
18 and how happy I am personally to see so many people
19 join me in raising a family here in Hoboken, a town
20 where we can walk and we can enjoy a community and
21 especially the waterfront community.

22 While we mentioned earlier, you know, a
23 lot of things about there's traffic on Garden
24 Street. There's traffic on other areas. I
25 understand that.

1 I think what is important to note is
2 that this is a unique situation within Hoboken
3 because of how many apartments are actually in this
4 one block. We are talking about over 830 apartments
5 on 11th Street with, as we mentioned earlier, a
6 Montessori school, two Bright Horizon Schools, a
7 frozen yogurt place and other businesses and more to
8 come as leases are signed.

9 Given that perspective, there is a lot
10 of foot traffic, a lot of children that we really
11 need to consider, you know, what are we doing, what
12 is the best way we can accomplish what our goal is.

13 I know my personal goal and the
14 families that want to raise their children here is
15 safety. It is the number one concern. Okay?

16 I already lose friends to the suburbs
17 for schools, and they don't have enough space. But
18 when you look around the neighborhood, and you see
19 the parks and all of the outdoor space and knowing
20 that you can walk along the streets and be in a safe
21 community, you know that families will stay.

22 And having said that, I know that the
23 current traffic pattern is working. Frank Sinatra
24 Drive North in that area needs to stay southbound.

25 We all know the traffic that exists on

1 11th and Hudson, that traffic light, which is really
2 pumping a lot of this discussion here, because of
3 all that traffic light and all of the cars there,
4 and people wanting to get home, if we open it up
5 northbound, we all know that there will be careless
6 drivers because you want to beat the light, and they
7 will be turning carelessly. They won't pay any mind
8 to any speed limit or any stop sign. They are just
9 going to turn, and on a block where there is a
10 school, the yogurt place, children at the park and
11 playground.

12 I personally don't want to just see
13 what is going to happen. I think that we see how
14 the traffic pattern is working in our favor now. I
15 think it is important to keep it safe and not to
16 take a guess and see what happens.

17 My only other point is the stop sign --
18 I'm sorry, not the stop sign -- having a left turn
19 from the Union Dry Dock, which is on the corner of
20 11th -- I'm sorry -- Frank Sinatra Drive North and
21 Frank Sinatra.

22 And the reason why I do not want to
23 have a left turn is simply because, again, when we
24 are talking about the traffic flow and preventing it
25 from becoming a main thoroughfare, it works the

1 other way, too.

2 So if we allow the left-hand turn,
3 people will turn into Maxwell Lane, you know, they
4 will go until 11th Street, which is between the
5 Maxwell Place buildings. They will go to 11th
6 Street and then go and basically try to beat that
7 light to make the left-hand turn, which we all know
8 is, you know, I don't even know how -- you can't
9 safely make a left-hand turn now. Even if you make
10 all of these recommendations, I am still not sure it
11 is a safe left-hand turn.

12 So I just think that the population is
13 increasing, the number of families and kids is
14 increasing. There are businesses there. There are
15 more children there than we expected in the past.
16 We need to consider those options, and we need to
17 keep it a safe place where families can continue to
18 raise their children there, so I will leave it at
19 that.

20 (Applause)

21 CHAIRMAN HOLTZMAN: Thank you.

22 MR. GALVIN: Raise your right hand.

23 Do you swear to tell the truth, the
24 whole truth, and nothing but the truth, so help you
25 God?

1 MR. DE SANTIS: Yes, I do.

2 MR. GALVIN: State your full name for
3 the record and spell your last name.

4 MR. DE SANTIS: Anthony DeSantis,
5 D-e-S-a-n-t-i-s.

6 MR. GALVIN: And your street address?

7 MR. DE SANTIS: 1125 Maxwell Lane,
8 Apartment 546.

9 MR. GALVIN: You may proceed.

10 MR. DE SANTIS: So I guess I was a
11 former resident board member at Maxwell Place, and I
12 was one of the first people to come up with some of
13 these plans and bring them to the city.

14 So I just wanted to vouch for the plan.
15 I think it is the safest plan. There are also some
16 things that I wanted to clear up about why we did
17 things and some other decisions that were made
18 because I think there was some confusion.

19 As to the parking spots that were no
20 parking from 7 a.m. to 7 p.m., that was specifically
21 based out there I think it's the Wallace School you
22 said, in front of there where there was no parking
23 during school hours, so we were trying to avoid
24 double parking in front of the school, so we took
25 those spots away in front of the two schools, which

1 are the Bright Horizons in these two locations, and
2 then Apple Montessori right there, and that was
3 again to avoid double parking --

4 MR. GALVIN: Time out for a second.

5 First question: The 7 a.m., 7 p.m.
6 time period, you were relating it to the Wallace
7 School, but the time has to do when this school is
8 open, right?

9 MR. DE SANTIS: Yes, right.

10 Because the preschool, that is when the
11 school was opening and closing, so we thought for
12 the pick-up and drop-off, we would make those spots
13 available for the parents to drop off their kids and
14 not have to double park, because the previous
15 drop-off points were along Maxwell Lane, and we saw
16 people, you know, with their car parked there,
17 somebody else was having to drive into the other
18 lane to go around them because of the narrowness and
19 the curb and in the street right in front of the
20 Bright Horizon School.

21 COMMISSIONER BHALLA: Chairman?

22 What are the hours of the schools then,
23 just for clarification?

24 MR. DE SANTIS: I think they start at
25 seven to six, or seven to seven.

1 COMMISSIONER WEAVER: It is really day
2 care. That is why it is open at seven, so you can
3 drop off before --

4 MR. DE SANTI: Parents going on their
5 way to work, drop the kids off, and then park
6 somewhere --

7 MR. GALVIN: Now we got it.

8 COMMISSIONER BHALLA: Are there other
9 pick-ups before six o'clock?

10 MR. DE SANTI: I think throughout the
11 day between -- depending on the age of child --

12 COMMISSIONER BHALLA: So there might
13 be --

14 MR. DE SANTIS: -- I don't have kids,
15 so I can't help you in that area.

16 COMMISSIONER BHALLA: Okay.

17 MR. GALVIN: I'm sorry. I didn't mean
18 to interrupt. I apologize.

19 MR. DE SANTIS: The other thing was the
20 bicycle lanes -- so, oh, I should start with the
21 bollards.

22 So as a cyclist myself, when I heard
23 the proposition of the bollards, one from an
24 esthetics, I thought they would be ugly, as given
25 one season of snow, rain and salt. Go in front

1 right here on Observer Highway in front of the Fire
2 Department and see those bollards that are all hit
3 and crossed and checkered.

4 Second: Closing off that little area,
5 as a cyclist, I wouldn't want to ride through a
6 gravel path. As you know, it is very dangerous to
7 ride through a gravel path.

8 Putting the bicycle lanes on the inside
9 of the road, one, this follows what the city has
10 done, and I do have a picture. I probably can't put
11 that in the record. But along River Street, the
12 city has just recently in the last two or three
13 years put bicycle lanes on the inside, as we propose
14 in this, on the inside of the parking, not on the
15 curb side street.

16 I will say the only two times I have
17 fallen off my bike this year was when I was hemmed
18 in between a car and a curb, and I hit a pothole,
19 and I had nowhere to go.

20 I feel personally, and everybody has
21 their own opinions, if I am on the outside of the
22 road, and I have more places to go should a rock,
23 should glass or something else be in the way, I have
24 the freedom to move away from that and make a
25 decision, either I am going to hit that or swerve

1 around it.

2 Now, if there is a car coming at me or
3 there's a car right there, I am going to make a
4 decision, do I go over the pothole or swerve into
5 the car.

6 I would most likely hit the pothole,
7 but being hemmed in, in a four-foot scenario between
8 a car and a curb, I don't have that choice. So if
9 some person just moves in a little because they have
10 a car, and they don't know how to park it, it
11 happens in Hoboken, now I am trapped and I have
12 nowhere to go, so that is what I would like to say
13 about the parking.

14 COMMISSIONER MARKS: I didn't follow
15 with the gravel path.

16 CHAIRMAN HOLTZMAN: It is not a gravel
17 path.

18 What he is indicating is that if there
19 is a row of bollards, the space for the bike lane
20 and then the curb, that it's not going to be a nice
21 clean area.

22 MR. DE SANTIS: It's not cleaned by the
23 street cleaners, so the gravel will pitch to that
24 side of the road and sit by the curb. Instead of
25 riding through a clean path, and believe there's

1 enough of River Road, as you know, that's dangerous
2 with gravel.

3 CHAIRMAN HOLTZMAN: So let's throw this
4 out since you are very knowledgeable about the
5 details of the plan.

6 So I am assuming the next part of it is
7 that you're liking the idea that Sinatra Drive North
8 remains southbound.

9 So we have a northbound bike path on
10 Sinatra Drive North, and there is parking on the
11 east side, right?

12 MR. DE SANTIS: Yes.

13 CHAIRMAN HOLTZMAN: So I am on my bike
14 traveling northbound, and there are cars to the
15 right of me, and now there's cars coming at me.

16 Are you comfortable with that
17 situation?

18 MR. DE SANTIS: Yes, because it is wide
19 enough that I would be comfortable in that space.
20 I'm not hemmed in.

21 CHAIRMAN HOLTZMAN: So I know there is
22 some debate. Somebody is then traveling northbound
23 on that bike lane. Somebody is either double parked
24 or maybe attempting to park and jockeying to get in,
25 and now we need to, as traveling northbound, right,

1 we need to pull out into the southbound travel lane
2 to get around the double parked car or the person
3 legitimately parking.

4 You are still comfortable with that?

5 MR. DE SANTIS: I mean, as a cyclist, I
6 think that is part of riding through city and urban
7 streets. I mean, I do it four times a week. This
8 is not the only place where people will double park
9 when I'm cycling. I mean, River Road, coming in and
10 out --

11 CHAIRMAN HOLTZMAN: Right.

12 But the other part is that you are also
13 an experienced cyclist, right?

14 MR. DE SANTIS: Yes.

15 CHAIRMAN HOLTZMAN: So we all got to
16 put our novice cyclist hats on also.

17 MR. DE SANTIS: To me, which is one of
18 the suggestions, which the city didn't like in the
19 beginning was: Why are we putting the bicycle lanes
20 in the street, where in other communities I've lived
21 in, Boulder Colorado, cycling mecca being one of
22 them, they have taken bicycle lanes off, and
23 traditionally tried to put it up on the sidewalk,
24 which there is a ten-foot sidewalk there, which was
25 proposed, which the city, they weren't favorable to.

1 So for me, that would be the safest
2 because we could have a four-lane in each direction
3 isolated from the cars on the sidewalk and yet we
4 still have, after a little grass path, another
5 sidewalk where people walk.

6 So to me, that was the best proposal,
7 because it kept the cyclists off the road, off
8 parking, off anything like that. You are avoiding
9 that situation.

10 And what I would suggest that if you
11 have seen families, moms, dads, and kids are not
12 going to use that bike path in the road. They are
13 going to use the sidewalk anyway, so for us cyclists
14 we are going to use the road. Our bikes are meant
15 for a road. We are comfortable.

16 For families and kids, they are going
17 to be on the sidewalk anyway, whether we paint a
18 bike on the road or not. I mean, that to me was
19 where like it just didn't make sense.

20 Parking on 11th Street, I think there
21 was some confusion. My point from the first meeting
22 was I thought parking on 11th should stay consistent
23 with the rest of the city, which is one side permit
24 parking, the other side resident only parking, and I
25 think our plan stays consistent with that. I know

1 in the letter today it talked about meters, and that
2 was the first I heard about meters with permit
3 parking and resident parking.

4 The traffic flow --

5 CHAIRMAN HOLTZMAN: Do you want to give
6 us an opinion on that meter issue?

7 MR. DE SANTIS: I think we should stay
8 consistent with 11th Street, which is no meters on
9 11th Street. Stay consistent with permit parking on
10 one side and resident parking on the other.

11 We don't expect to be treated any
12 differently, but we shouldn't be treated differently
13 in that moment either.

14 My next point: The light at 11th
15 Street.

16 Since this issue came up, we have asked
17 the city, and I think they have tried to work with
18 the county on the timing of the lights. I believe a
19 lot of the traffic is related to the timing of the
20 lights.

21 It is hard to stand here as a community
22 of residents to try to fight traffic patterns when
23 the city and county can't agree to fixing the light
24 timings that might alleviate some of that traffic,
25 because I think some of the back-flow is when they

1 added the light at 13th Street, that is when you
2 started seeing a lot of the backup coming southbound
3 into 15th Street, and then northbound coming into
4 Sinatra Drive because there was an additional light
5 that was added there on 13th Street and the timing
6 from 11th, 12th, and 13th all were not coordinated.

7 From living in that community and
8 driving up that road at the time, that is when I saw
9 the biggest bump in the traffic, and I drove that
10 road every day for several years.

11 CHAIRMAN HOLTZMAN: Does anybody know
12 when that light was added at 13th?

13 A VOICE: Less than two years, in the
14 last 18 months.

15 CHAIRMAN HOLTZMAN: Thank you.

16 Put that on the list, please.

17 MR. DE SANTIS: I think from the
18 left-hand turn, again, somebody mentioned it, water
19 will seek the least resistance. You know, if we
20 have lights coming down Sinatra Drive, and then on
21 North Sinatra Drive there is no lights and only two
22 stop signs, I think you will see then just the
23 overflow of traffic go that way, so they can make
24 that left turn.

25 Again, if we hope to add cycling lanes

1 on Sinatra Drive going this way and continuing and
2 wanting to go this way and turn here, the last thing
3 you want is somebody making a left turn into a
4 cycling lane.

5 Again, with bump-outs and security,
6 hopefully we can improve that, but I just don't see
7 the reason of moving the thoroughfare to the
8 waterfront where there is a lot of children and kids
9 and people running and cycling in front of that.

10 So I don't know if there are any
11 questions.

12 Again, I have been kind of involved in
13 this from the beginning as a resident board member,
14 and it all started with us asking to add one stop
15 sign right there --

16 (Laughter and applause)

17 -- so that we can just find a way -- a
18 traffic way, because as it is now, people come
19 through and they break the law, because it is not
20 striped, and they are crossing a double yellow line.
21 But we just asked for a stop sign to be put on that
22 corner, so that people would know to stop here and
23 look before they cross.

24 CHAIRMAN HOLTZMAN: So would that be
25 under the "be careful what you wish for"?

1 MR. DE SANTIS: Yes.

2 (Laughter)

3 Actually when the letter went out, I
4 was like, oh, I am going to get involved in this, I
5 guess.

6 COMMISSONER HOLTZMAN: Thank you,
7 Anthony.

8 MR. DE SANTIS: Thank you very much.

9 (Applause)

10 COMMISSIONER BHALLA: Chairman?

11 COMMISSONER HOLTZMAN: Yes, Councilman?

12 COMMISSIONER BHALLA: Just one
13 question.

14 You know, I live right across the
15 street from Grant School, where there is no parking
16 in front of the school during school hours, and the
17 timing at the public school there is eight to three,
18 even though there is like after care hours after
19 three o'clock, I think it is until six o'clock or
20 so. But what the signage is, there's no parking
21 from eight to three during school hours.

22 What you have here is a bit more of an
23 expanded time period from 7 to 7, but it is not
24 applicable in the public schools during the summer,
25 so it is specifically, you know, during when school

1 is in session.

2 In this plan maybe it is more
3 appropriate for the applicant, that that level of
4 specificity in this parking restriction, is it year
5 round or is it just --

6 A VOICE: It's year round. I am not
7 sure if it's --

8 COMMISSIONER BHALLA: Is there a
9 rationale for it to be year round when the schools
10 are closed during three or four months of the year?

11 MR. DE SANTIS: I am not sure if the
12 day care is closed the during summer.

13 COMMISSIONER BHALLA: So the day cares
14 are year round?

15 MR. DE SANTIS: Yes.

16 COMMISSIONER BHALLA: And the
17 Montessori?

18 MR. DE SANTIS: Year round.

19 And, again, we were trying to
20 facilitate avoiding double parking, and again, the
21 decision we made as our counsel, so I guess I'm kind
22 of defending that, too.

23 COMMISSIONER BHALLA: Thank you.

24 CHAIRMAN HOLTZMAN: Thank you, Anthony.

25 Commissioner Marks?

1 COMMISSIOENR MARKS: Coming back to one
2 point, maybe this is for Mr. Maris and not you, Mr.
3 DeSantis. But on the plans it says "No parking 7
4 a.m. to 7 p.m." It doesn't specify Monday through
5 Friday, or is it --

6 MR. JOHN MARIS: We went cheap on the
7 signs. No -- that's --

8 (Laughter)

9 COMMISSIONER MARKS: So I mean, would
10 you support --

11 MR. JOHN MARIS: I mean, yeah. I think
12 those --

13 COMMISSIONER MARKS: -- no parking 7
14 a.m. to 7 p.m. Saturday and Sunday, too, or --

15 MR. PANTEL: No. The intention there I
16 think would be Monday through Friday.

17 COMMISSIONER MARKS: Okay.

18 MR. DE SANTIS: I mean, the whole idea
19 was not to have double parking on Maxwell Lane and
20 to give parents who are going to that school an
21 opportunity to drop their kids off and have a
22 ten-minute in and out parking, so we just wanted to
23 remove people from leaving their cars, but didn't
24 want to take away from the city when those spots
25 would be empty overnight.

1 So we said, all right. 7 p.m. school
2 closes, and then people will be allowed to park
3 there.

4 COMMISSIONER PINCHEVSKY: Just
5 continuing on that topic.

6 I am very sympathetic to having a space
7 for parents to drop off kids, although I would say
8 that my guess is a lot of folks that live in the
9 building drop their kids off, so they don't
10 necessarily need a spot, but for folks who travel
11 you would want it.

12 So we have a spot right across -- we
13 have a day care -- these are -- aren't really day
14 cares, right? They're not -- like the Montessori
15 School --

16 (Everyone talking at once.)

17 A VOICE: It's a preschool.

18 COMMISSIONER PINCHEVSKY: It's a
19 preschool -- when do they start going there?

20 A VOICE: One and a half -- two and a
21 half --

22 ANOTHER VOICE: It's only --

23 COMMISSIONER PINCHEVSKY: When do they
24 start --

25 (Everyone talking at once.)

1 CHAIRMAN HOLTZMAN: One at a time,
2 guys.

3 A VOICE: I have three kids, so my kids
4 have gone to the school, so that's why --

5 (Everyone talking at once.)

6 THE REPORTER: Wait a second. You
7 can't all talk at once.

8 CHAIRMAN HOLTZMAN: Wait a second.

9 A VOICE: Slow down, slow down.

10 CHAIRMAN HOLTZMAN: Mr. Pantel, did you
11 want to answer that question?

12 MR. PANTEL: My understanding is that
13 Montessori is from age two and a half to four.

14 COMISSIONER PINCHEVSKY: Okay.

15 CHAIRMAN HOLTZMAN: Is that correct?

16 A VOICE: No, no.

17 (Everyone talking at once.)

18 MR. GALVIN: No. Mr. Pantel was
19 overruled.

20 (Laughter)

21 MR. GALVIN: Come here for a second.

22 CHAIRMAN HOLTZMAN: Just give us your
23 name real quick again, so we know who is talking.

24 MR. BEGLEY: Matt Begley. I live at
25 1125, Townhouse 6.

1 CHAIRMAN HOLTZMAN: One more time.

2 MR. BEGLEY: Matt Begley, B-e-g-l-e-y.

3 I live at 1125, Townhouse 6.

4 MR. GALVIN: Please help us with the
5 answer to the question.

6 MR. BEGLEY: There is two Bright
7 Horizon locations, one at 1100 and one at 1125.

8 There is an Apple Montessori on the
9 corner of Sinatra Drive and 1025 --

10 MR. GALVIN: And the ages of the
11 children?

12 MR. BEGLEY: My -- my -- my children?

13 MR. GALVIN: No, the kids that are in
14 the school.

15 MR. BEGLEY: My children are five,
16 three and one.

17 (Laughter)

18 CHAIRMAN HOLTZMAN: You can't make it
19 up.

20 MR. BEGLEY: The Apple Montessori is a
21 preschool, but also takes in kids less than one year
22 old.

23 The Bright Horizon is a day care and
24 has preschool. It starts at three months old, three
25 months and goes to -- and my kid just left Bright

1 Horizon to go to -- and did preschool there, but
2 they're three years old -- so it's mostly younger
3 kids --

4 MR. GALVIN: Are you satisfied?

5 COMMISSIONER BHALLA: What's the oldest
6 they can stay --

7 MR. BEGLEY: I think at Bright Horizon
8 they can stay up to six, so it's more of a day care.
9 It has schools.

10 I guess the big question if I can just
11 point it out to you exactly, if you live in Maxwell,
12 you are not driving to drop off your kids. This is
13 mostly people who take advantage because they are
14 dropping their kids off and then parking and going
15 to work and wherever else, so this isn't for a
16 community benefit.

17 We know this as a community that most
18 people are double parking because there wasn't an
19 option for them, so it is not for Maxwell, but
20 mostly for the community who drives and drops off --
21 there's three day cares --

22 CHAIRMAN HOLTZMAN: Wait.

23 So just confirm for us, to answer the
24 Commissioner's question, I think the ages that we
25 are talking about are three months to six years --

1 MR. BEGLEY: Under one year --

2 CHAIRMAN HOLTZMAN: -- is that our
3 ballpark -- is that our time frame?

4 MR. BEGLEY: Yeah.

5 COMMISSIONER PINCHEVSKY: Thank you very
6 much.

7 So we have a day care right across the
8 street from us and I still am struggling. One's a
9 day care and one's a school. I have a one-year-old.
10 I'm from the day care. The parents drop them off at
11 seven in the morning and pick them up at five or six
12 in the evening.

13 So my question is: Similar to the day
14 care right across the street from us, and we
15 actually have one across the other street that
16 doesn't have any special parking, but the one on
17 First and Harrison, they do have a spot with a time
18 no parking, but it is for two hours in the morning
19 and two hours in the evening from I think maybe 7 to
20 9, or 6 to 8, I don't remember, and then again,
21 certain hours in the evening.

22 My question is not necessarily, you
23 know, trying to take a proper opinion, but is that
24 something that folks would also be okay with or is
25 there like a 12-hour setback, because at one p.m. if

1 somebody is trying to park there for a few hours, I
2 don't feel like that's an issue and why wouldn't
3 they park --

4 MR. DE SANTIS: I believe, and I'm not
5 a hundred percent sure on this, it's because
6 depending on the age, parents come throughout the
7 day and pick up their children, so it's a -- you
8 know, you are not there -- it is not high school.
9 You're not there from --

10 A VOICE: Exactly.

11 (Everyone talking at once.)

12 COMMISSIONER PINCHEVSKY: I don't think
13 we are designating a spot for one person only. It's
14 really for the peak times, and so my question is I
15 understand that there are some staggering pickup
16 times and drop-off times, but is the peak --

17 CHAIRMAN HOLTZMAN: Just give me one
18 second.

19 Frank, can you shed any light on what
20 the standard is in front of any schools in terms of
21 loading zones?

22 VICE CHAIR MAGALETTA: Well, for
23 schools 8 a.m. to 3 p.m., as Ravi said, and also --

24 CHAIRMAN HOLTZMAN: But that's all
25 throughout the entire day, that's designated?

1 VICE CHAIR MAGALETTA: That is correct.

2 And there is the route ramp, which means they drop
3 the kids off at four -- pre-K starts at 8:30, which
4 is the drop-off. Kids can go before that for
5 lunches and breakfasts, like that.

6 There is also after care, which to 6 p.m.

7 So public schools have classes from
8 seven, basically 7:30 until about 6. The kids are
9 present, but still no parking is 8 to 3. You get
10 three minutes to drop off in a certain time period.

11 CHAIRMAN HOLTZMAN: Is there somebody
12 that's kind of policing that there's three minutes
13 for drop-off, or how does that work?

14 VICE CHAIR MAGALETTA: Well, sometimes
15 there is a cop, and sometimes there isn't, and if
16 there is a cop, people get tickets.

17 COMMISSIONER PINCHEVSKY: Are these the
18 official Hoboken public schools or charter schools
19 or are these day cares as well?

20 VICE CHAIR MAGALETTA: The charter
21 school is one school --

22 COMMISSIONER PINCHEVSKY: Isn't there
23 a -- I'm sorry --

24 (Everyone talking at once.)

25 CHAIRMAN HOLTZMAN: One voice at a

1 time.

2 COMISSIONER PINCHEVSKY: But to
3 continue on my point, though, for day care, so let's
4 not go with what the schools use. Just for day
5 cares, aren't there schools in town that have a
6 two-hour drop-off, no parking allowed dropping off,
7 and two hours later in the day, and as a courtesy I
8 think that the town gives, but I think it's a nice
9 courtesy, but I think after 12 hours seem to be
10 perhaps asking for a lot.

11 And my question is: Is that something
12 that would be heavily objected to or not?

13 CHAIRMAN HOLTZMAN: I think we need to
14 do a little bit more homework on this also and get a
15 standard across the board in terms of what it is in
16 town, because there are a lot of moving parts here
17 for different standards. We have public schools.
18 We have charter schools. We got day cares, and we
19 got all kinds of other things.

20 COMISSIONER PINCHEVSKY: I just want to
21 get a feel for what other folks are thinking.

22 CHAIRMAN HOLTZMAN: Okay.

23 COMMISSIONER PINCHEVSKY: So based on
24 that, Mr. DeSantis and some folks that are -- it
25 seems like the 12 hours is their request --

1 (People talking at once.)

2 MR. DE SANTIS: I think it was based on
3 the sign that's in front of the Wallace school,
4 because I used to get my coffee at Dunkin' Donuts
5 driving to work, and I saw that sign, and it was
6 from 8 to 3, so we made it from 8 to 7, just because
7 that was when their school was opened, and we
8 assumed that it was 8 to 3 based on the New Jersey
9 law for that school's opening hours, so that is what
10 it was.

11 COMMISSIONER PINCHEVSKY: I understand.

12 MR. DE SANTIS: That's what it was.

13 COMMISSIONER PINCHEFSKY: Thank you.

14 CHAIRMAN HOLTZMAN: Thank you, Anthony.

15 MR. DE SANTIS: Thank you.

16 Sure, come on up.

17 MR. FEDERGREEN: Good evening.

18 MR. GALVIN: Raise your right hand.

19 MR. FEDERGREEN: I'm Sheperd

20 Federgreen.

21 MR. GALVIN: That's terrific.

22 Raise your right hand.

23 (Laughter)

24 Do you swear to tell the truth, the
25 whole truth, and nothing but the truth, so help you

1 God?

2 MR. FEDERGREEN: Yes.

3 MR. GALVIN: State your full name for
4 the record and spell your last name.

5 MR. FEDERGREEN: My name is Sheperd
6 Federgreen, F-e-d-e-r-g-r-e-e-n, and I live at 1125
7 Maxwell, Apartment 1027.

8 And I, too, have three adorable
9 children. They are 31, 21 and 27.

10 (Laughter)

11 MR. HIPOLIT: And they still live home?

12 COMMISSIONER WEAVER: And they no
13 longer live with you.

14 ANOTHER VOICE: Yes, they do. That's
15 the problem.

16 MR. FEDERGREEN: They have been
17 crossing the streets for years.

18 (Laughter)

19 But I do want to address kind of
20 piecemeal, there were obviously many points made
21 across the evening and many very interesting points,
22 I just want to hit on some of the things that
23 occurred to me.

24 In terms of Starbucks, I assure you,
25 hedges, fences, machine guns, none of those things

1 are going to help the double parking because it is a
2 matter of people pulling out of their garages,
3 stopping before they go to work, stopping before
4 they run to the store or whatever.

5 I would suggest a much better way to
6 implement a new parking policy is in fact to station
7 a policemen there, give them the tickets, which by
8 the way, they would be ticketing me more often.

9 (Laughter)

10 You know, make us pay the fine, and I
11 mean, it is not empirical evidence. It's just my
12 gut, but I am quite sure that would be much more
13 effective than anything else you discussed.

14 In terms of how the original resolution
15 was passed, I don't know if you are really relying
16 on that as a basis of setting a standard that now
17 has to be rebutted.

18 But somewhere along the lines,
19 somewhere in the methodology based on experience,
20 fear, testimony, something, that in fact got
21 reversed, and now we have years of actual evidence
22 of traffic patterns and people living there versus
23 theoretical projections.

24 So, again, my personal opinion, I don't
25 think that looking back to the resolution, which

1 apparently formally or informally was superseded is
2 a basis on which to make a decision today when you
3 have a roomful of people dealing with reality who
4 are sharing their reality with you, my opinion.

5 Additionally, in terms of -- one thing
6 I have not heard discussed this evening, which I
7 think is a fair factor for consideration is market
8 value.

9 The woman who spelled her name, you
10 know, and everybody kind of laughed when she first
11 said her name, she mentioned all of the
12 neighborhoods that she looked at, and Barbara and I
13 looked at pretty much those same neighborhoods, and
14 I am sure many people did. And when we saw the
15 northern end of Hoboken, I described it as Disney
16 World clean.

17 It is mind boggling to me how beautiful
18 the public areas are maintained, and that park is a
19 jewel, which is shared -- I don't know if it's
20 shared by the entire city, although I think it is.
21 Certainly when the fireworks are there, it is. But
22 it is shared by many people who don't happen to live
23 at 1125 or 1025 Maxwell Lane.

24 Again, remembering how old my kids are,
25 although it is wonderful for parents and children,

1 it is also wonderful for older adults. It's
2 wonderful for people walking their dogs. It is one
3 of the things about this city, which one of the
4 great things about this city is that it is a
5 walkable city. And as we all know, everything is
6 west of the major road works, which makes us kind of
7 unique up and down the Hudson shore line, and here
8 you have something that the residents of the city at
9 large enjoys.

10 It does pull up the value of
11 residences, that does trickle through the entire
12 community, and that is a legitimate benefit that we
13 all share, and I think it is a legitimate
14 consideration for this Board.

15 So other than again emphasizing how
16 cute my children are, I think that is about all I
17 have.

18 CHAIRMAN HOLTZMAN: Thank you.

19 (Applause)

20 MR. GALVIN: Is this the last speaker,
21 or is there anybody else who wants to be heard?

22 CHAIRMAN HOLTZMAN: One or two more.

23 Sure, go ahead.

24 MR. GALVIN: Raise your right hand

25 Do you swear to tell the truth, the

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

3 MR. HARKINS: Yes, I do.

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

6 MR. HARKINS: Tom Harkins,
7 H-a-r-k-i-n-s, 1025 Maxwell Lane, Unit No. 207.

8 MR. GALVIN: You may proceed.

9 MR. HARKINS: I will be very brief, I
10 promise.

11 In listening to everything else,
12 there's a couple of main points I just jotted down.

13 The safety issue keeps coming up, and I
14 think that is imperative. That is pretty much why
15 we are here. Again, we're getting tied up in a lot
16 of details, which I know we have to, because in
17 buying houses, we have to do that.

18 But a couple of the main points that I
19 picked up: The corner of 12th and Sinatra Drive
20 North, I am afraid to walk across it, bicycle cross
21 it, or drive through it, so I think it is great that
22 that is being addressed. That is very important
23 that get done.

24 COMMISSIONER WEAVER: I'm sorry. What
25 was it again, which intersection?

1 MR. GALVIN: 12th and Sinatra Drive
2 North.

3 CHAIRMAN HOLTZMAN: The addition of the
4 stop signs.

5 MR. HARKINS: Yeah, the stop signs, and
6 in fact, it is shaped very oddly, so the fact they
7 are building it out, I think that definitely has to
8 be done. I am surprised that there wasn't a tragedy
9 there so far actually.

10 As far as the left-hand turn, I also
11 agree that we should keep that as a no left-hand
12 turn for a couple reasons. The safety reason
13 obviously, but also we're talking about traffic
14 shooting through the neighborhoods, and what is
15 going to happen there. I know if I figured out that
16 I could beat the light, I would be coming right down
17 in front of the Tea Building at 15th, and I'd be
18 shooting all along the water, and that is where I
19 would be going out, and that is exactly what is
20 going to happen. And when people figure out that
21 they are allowed to do that, that still doesn't
22 alleviate the danger of that turn.

23 I think one of the reasons that people
24 make the turn now, some people may know they can't
25 is because where the signage is, it is across the

1 street.

2 I've asked people, why they make the
3 turns, and they didn't see the sign, and that's
4 because it's across the street, but who does that?

5 It is usually on the corner, not across
6 the street. So in the street, if you had the arrows
7 pointing, I think that would make a safer turn, and
8 people wouldn't make the left-hand turn.

9 As far as the bike lanes go, I am a
10 bicyclist myself. I think it's great. It was just
11 pointed out here, why would you put them in the
12 street, when you have a sidewalk?

13 That sidewalk is tremendously wide.
14 There is plenty of room for it. So going back and
15 forth, with traffic going north and traffic going
16 south, morning traffic, I have never been clipped by
17 a car coming at me. I have been clipped several
18 times by cars I didn't know were coming up behind
19 me. So if I had the choice, I would rather be going
20 at the traffic, not having the traffic come up
21 behind me.

22 I don't have to make that choice here
23 because I am on the sidewalk, but I know that
24 conventional wisdom is -- I understand that. I'm
25 just saying I never was hit that way.

1 The last thing I guess from a
2 philosophical standpoint, I have been in Hoboken a
3 long time, and when the coffee factory was there and
4 the Maxwell was all there, and everything that kept
5 coming up from the city's point of view was that if
6 you want this development in place, this is what we
7 need to have and that it was a safe environment, an
8 open space with a park that families and children
9 can enjoy without having to worry about the dangers
10 of the motor vehicles and congestion.

11 Now, there's a big sticky point saying
12 you got us -- and I wasn't involved in it, but I
13 just read about it the paper all of the time. And
14 if you guys want to build this, you have to provide
15 this, and kudos to the city, you have. You have
16 done it. It is there, and now we have a safe
17 environment, and we have the parks for families and
18 the children can be there safely, and the thought
19 when I read that anomaly, we can run cars through
20 there.

21 That is the complete antithesis of what
22 that development was supposed to be in the first
23 place from the city's point of view, so it doesn't
24 make any sense to me why you would talk about, let's
25 send the bicycles up there, and you talk about

1 putting in a crosswalk, which is great. It's mid
2 block, and that's great.

3 You're going to do all of that to
4 facilitate all of this pedestrian traffic, and then
5 think about running cars up the same street. That
6 just doesn't seem to make sense to me.

7 But I think the 12th -- Sinatra Drive
8 North and 12th, I think that is great, and I think
9 you should consider keeping that to just right-hand
10 turns, no left-hand turn, and try to keep in mind
11 what the city said. This development is going to be
12 for the community, not just for Maxwell Place, but
13 for the entire city to go and have the open space
14 safely for everybody.

15 And if you have to choose between
16 congestion on the road, which is the main
17 thoroughfare, which is where the cars are supposed
18 to be, or compromising the safety of the children on
19 the street, then if that is your only choice -- I
20 don't think it is -- but if that is your only
21 choice, I would think you would pick the congestion
22 and not to compromise the city.

23 That is my points.

24 MR. GALVIN: Thank you.

25 CHAIRMAN HOLTZMAN: Thank you, Tom.

1 (Applause)

2 COMMISSIONER BHALLA: There was an
3 issue that Mr. Harkins -- it's Mr. Harkins, right --
4 raised that I would like the traffic engineer to
5 address, if you don't mind.

6 You mentioned safety as being the main
7 priority and, you know, a resident raised this
8 point -- issue, and I would like the traffic
9 engineer to offer an opinion.

10 I am not sure there has been sufficient
11 evidence in the record to establish that having the
12 cars traveling southbound is safer than northbound,
13 or number two, having it a two-way street the way it
14 is when you go further north near the Shipyard area.

15 So if the traffic engineer could tell
16 me based on his professional opinion what evidence
17 he can offer into the record, if there was a study
18 to establish that southbound is actually safer than
19 the two-way or the northbound.

20 I understand the community wants it to
21 be southbound, because they don't want people
22 cutting on Sinatra North and avoiding the traffic
23 jam, but explain to me why from a traffic expert's
24 perspective, it is safer to be south as opposed to
25 north, a two-way.

1 MR. MICHAEL MARIS: Well, basically I
2 spent a few hours out there, nowhere as much as the
3 residents.

4 The projections we have made indicate
5 that if you make it northbound, you will have many
6 more diversions away from Hudson Street than if you
7 have your traffic.

8 If you make it southbound and permit
9 left turns, you are going to have diversions away
10 from Hudson Street and have heavier traffic.

11 If you want to keep the traffic low,
12 you can't permit left turns at Sinatra Drive,
13 because the minute you permit those left turns, you
14 are going to have cars diverting away from Hudson.

15 COMMISSIONER BHALLA: But your
16 application permits left turns, correct?

17 MR. PANTEL: No. The current plan does
18 not propose the left turns. It does not.

19 Now, just to follow up, though, on the
20 question that was asked, the question that was asked
21 is: Is southbound safer than northbound.

22 Inferring from what you said, is it
23 fair to say that since -- if you have southbound
24 traffic without the left turn, which reduces the
25 diversions that you just alluded to, that you would

1 have a safer condition than if you had northbound
2 traffic?

3 MR. MICHAEL MARIS: It goes beyond
4 that.

5 If you make it northbound, you cannot
6 keep cars from diverting. Just think about the
7 geometry. Cars will divert. There's no way you
8 could keep it from diverting.

9 If you make it southbound and you
10 prohibit the left turns, they won't -- there's no
11 reason to --

12 MR. PANTEL: Therefore, would you have
13 the safer --

14 MR. MICHAEL MARIS: Safer site.

15 MR. PANTEL: -- condition than you
16 would with northbound traffic?

17 MR. MICHAEL MARIS: Correct.

18 MR. PANTEL: Thank you.

19 COMMISSIONER BHALLA: What if there was
20 a two-way, would that make a difference?

21 Because, you know, I am a lay person,
22 but from what I heard having wider streets, one way
23 or another, gives way to --

24 MR. MICHAEL MARIS: But if you have
25 narrower --

1 COMMISSIONER BHALLA: -- if you have
2 narrower streets or two-way streets, which makes the
3 lanes narrower, that is safer -- safer, I mean,
4 would a two-way street be safer than a one way south
5 street?

6 MR. MICHAEL MARIS: Well, first of all,
7 if you could make it a two-way, you are going to
8 have twice the diversions both ways, number one.

9 Number two: I heard people suggest
10 that by making -- creating traffic congestion, you
11 are making it safer.

12 This road is 30 feet wide. If you make
13 it two ways, you are going to have 15 feet per
14 direction. You cannot have the bicycle lanes that,
15 you know, we were asked to have over there.

16 Every time I went out there, I saw lot
17 of children crossing Sinatra Drive North.

18 I watched it on Sundays, and I watched
19 it on Saturdays.

20 If you make it two ways, you are going
21 to have twice as much traffic on that road. You are
22 going to have the northbound and the southbound
23 diversions.

24 So would that make it safer?

25 I don't think so. I don't see how

1 creating more traffic makes it safer.

2 COMMISSIONER BHALLA: And just for the
3 record, the problem time is the evening weekdays
4 during rush hour traffic about 6 to 8 o'clock,
5 correct?

6 MR. MICHAEL MARIS: We had done an
7 analysis of that intersection by proper planning.
8 You're talking about 11th, Hudson and Sinatra Drive.

9 Is that the intersection you are
10 talking about?

11 COMMISSIONER BHALLA: Where Sinatra,
12 you take a right into Sinatra North, the backup from
13 Sinatra --

14 MR. MICHAEL MARIS: The backup --

15 COMMISSIONER BHALLA: -- the backup
16 only occurs ten hours a week basically two hours --

17 MR. MICHAEL MARIS: During peak hours.

18 COMMISSIONER BHALLA: Okay.

19 COMMISSIONER WEAVER: Can I ask a
20 question of the traffic engineer?

21 So does traffic move faster or slower
22 when there's higher volumes?

23 MR. MICHAEL MARIS: I'm sorry. What?

24 COMMISSIONER WEAVER: Does traffic move
25 faster or slower when there's higher volumes?

1 MR. MICHAEL MARIS: It moves slower.

2 COMMISSIONER WEAVER: Okay.

3 And Mr. Begley's testimony was that
4 when the motorcycles were racing in the southbound
5 direction, it was late at night when there was no
6 traffic on the road presumably.

7 MR. MICHAEL MARIS: Well, they weren't
8 supposed to be going southbound, you know that.

9 COMMISSIONER WEAVER: The motorcycles.

10 MR. MICHAEL MARIS: Right now you are
11 supposed to make a right turn on 12th Street.
12 You're not permitted to go south.

13 COMMISSIONER WEAVER: They are racing
14 in front of his house. I don't know if any of us
15 know if they are making a left or right turn there.

16 Thank you.

17 CHAIRMAN HOLTZMAN: Thank you, sir.

18 VICE CHAIR MAGALETTA: Just also, not
19 for Mr. Maris, to Commissioner -- to Ravi's point,
20 the application does ask for a left turn from
21 Sinatra Drive North onto Sinatra Drive. It does
22 state that. I know that the testimony to be that
23 the applicant is not to --

24 (People talking at once.)

25 VICE CHAIR MAGALETTA: -- but the

1 record says -- I just want to be -- I mean, just so
2 we are clear, that is all.

3 MR. PANTEL: The original application
4 as submitted did do that --

5 VICE CHAIR MAGALETTA: Okay.

6 MR. PANTEL: -- did include that, but
7 the application as evolved now to the plan that was
8 submitted in October, this past October, now
9 proposes the no left. So the current application --
10 the application in its current form does not propose
11 a left turn onto Sinatra Drive.

12 COMMISSIONER BHALLA: The original
13 presentation said left turn.

14 MR. PANTEL: Okay.

15 COMMISSIONER BHALLA: So there was an
16 evolution.

17 MR. PANTEL: The application when
18 originally submitted in April --

19 COMMISSIONER BHALLA: -- I understand.

20 MR. PANTEL: -- to where it now stands
21 today.

22 COMMISSIONER BHALLA: Got it.

23 CHAIRMAN HOLTZMAN: Got it.

24 Ms. Healey?

25 MR. GALVIN: Hi.

1 Could you raise your right hand?

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

5 MS. HEALEY: Yes, I do.

6 MR. GALVIN: Thank you.

7 CHAIRMAN HOLTZMAN: Grab the handle
8 thing. There you go. You got it. There you go.

9 MS. HEALEY: Thank you.

10 I have actually been waiting all night
11 to hear that testimony, because I read all of these
12 reports, and I have heard a lot of comments about
13 safety, but I have not heard the expert, and it is
14 not contained in his report, this information about
15 what is safer or what is not safer.

16 I think it is incumbent upon you to
17 take a little time to examine this, because while I
18 can appreciate Maxwell Place's interest in keeping
19 their area safe, I can tell you that I sat through
20 all of the hearings for the Shipyard project and all
21 of the hearings for the Maxwell project, and that is
22 when the public at large was fully engaged.

23 What become very clear, and I am a
24 little surprised at Mr. Hipolit's testimony tonight,
25 because what was very clear from the very beginning

1 from the citizens of Hoboken was it was very
2 important for them to have access to their
3 waterfront, and access that came from the south of
4 Sinatra Drive, because that is where the continuous
5 walkway, continuous biking, continuous public access
6 point really was a concern when Maxwell was putting
7 its application in, because there were many
8 different permutations of the Maxwell Place
9 application.

10 In the early days of that application,
11 they actually were building on the peninsula, and if
12 any of you remember the southern waterfront, what
13 the public demanded on the southern waterfront and
14 we achieved on the northern waterfront was a very
15 publicly accessible waterfront, and the way we
16 achieved that was by the street grid.

17 So we demanded at the time that the
18 Maxwell project was being proposed, that we get a
19 street grid, not just the north running Maxwell --
20 Frank Sinatra Drive, but all of the perpendicular
21 street grid that is there now.

22 The reason we were demanding that is
23 we felt that this was going to be another amazing
24 piece of waterfront that we wanted the entire town
25 and even people from outside of town to access.

1 And that turn from Sinatra Drive to the
2 northbound that is reflected in this Planning Board
3 resolution was something we really wanted. We
4 wanted to be able to enter that development and not
5 be forced to go around it to get into it.

6 One of the reasons why that became
7 increasingly important is because when the buildings
8 moved off of the peninsula, back across the road, we
9 gained the Boathouse and the beach, and those are
10 two amenities that I think we felt at the time
11 warranted an entrance.

12 And then what happened is the road
13 turned southbound, and we thought it was a temporary
14 condition. When it turned southbound, we lost the
15 one thing that we were fighting for back then, which
16 was a direct access from Sinatra Drive.

17 Now, the question now being raised is:
18 Does having the traffic northbound make it unsafe.

19 Well, we have no experience with that
20 because we never got a fully implemented Planning
21 Board approved plan. The street never went
22 northbound.

23 So now we have to extrapolate whether
24 or not is unsafe for all of the residents, including
25 Maxwell, to go northbound, and I would say to you

1 tonight, you may have not heard the testimony
2 sufficient to make that determination.

3 Now, the other thing that the Planning
4 Board resolution was very clear on, and we all
5 understood this, was: If you are riding north from
6 Fourth Street on Sinatra Drive, you have very
7 limited ability to go to the waterfront. You can't
8 go an all along Stevens, because there is no road
9 that runs west, so your very first opportunity to go
10 east is on this road that was supposed to go in and
11 become Frank Sinatra Drive North.

12 So what you are basically doing when
13 you take out that northbound road is cause all the
14 traffic from Fourth Street to make a decision that
15 they have to go inland. They have to go west. They
16 have to get on Washington Street, so we are forcing,
17 by not having that right turn, a choke south of
18 here.

19 I have not heard any testimony about
20 the impact of that, that we are effectively saying
21 anybody who wants to go to the waterfront, go west
22 first and then come back east to that section.

23 I heard a lot about the safety of
24 children, and I must tell you from my personal
25 experience, when I first proposed a park at 1600

1 Park, I cannot tell you how many people told me
2 their children were going to be killed, that that's
3 a bad place for a park.

4 We really struggled, and I know this
5 Board struggled, and the mayor struggled because we
6 had to make it safe. But I will tell you something:
7 That park opened up, and suddenly everybody who
8 thought it was the most unsafe place to go is there.
9 Thousands of children somehow get to 1600 Park
10 without getting killed, and I would say there is
11 even a worse traffic problem up there than there
12 will ever be down here, because you got that Viaduct
13 traffic. You have the Lincoln Tunnel traffic. You
14 have an enormous amount of traffic.

15 So if you want to make a place safe,
16 you can do it, and I don't think you should just
17 take for granted that because a road goes one way or
18 it goes two ways, or it goes north or south, that no
19 matter what you do, you can't make a road safe.

20 There absolutely are plenty of traffic
21 common things that you can do both to Sinatra Drive
22 and to Frank Sinatra Drive North that will make it
23 safe. And until you have full a explanation of
24 whether or not you implement those things, and then
25 decide it still is not going to be safe, I suggest

1 you are not making a decision based upon enough
2 information.

3 I was at the site this morning at 8:35,
4 and I am there on my bike almost every day. I used
5 to practice yoga up on 14th Street and Fourth, so I
6 frequently was biking on the area. And one of the
7 things you could say, it was just mass confusion,
8 and one of the reasons it is mass confusion is that
9 the way those streets were laid out by the Planning
10 Board, they never got implemented, so everybody is
11 confused.

12 Of course, somebody coming southbound
13 on 12th and seeing that road is going to want to go
14 straight. If the road had been running north, there
15 would never have been any confusion because nobody
16 is going to drive into ongoing traffic. They are
17 going to go right at 12th. So the confusion arose
18 because you didn't have a fully implemented plan.

19 But one of the things I want to say
20 about 8:35 this morning was two things occurred. I
21 parked my car right near 11th, illegally, and just
22 thought I would watch what happened. And between
23 11th and Sinatra Drive, there is a Montessori
24 school. There were three cars parked on the west
25 side of Sinatra Drive North to drop their kids off.

1 As you looked in the distance, all you
2 could see was traffic backed up on Sinatra Drive
3 from 11th Street. I walked all the way over to the
4 skate board park this morning at 8:35, so what did
5 the Montessori mother do?

6 She got back into her car, took one
7 look at the traffic, did a U-turn and came up the
8 wrong way on Sinatra Drive North because she didn't
9 want to go into that traffic.

10 The other thing that happened was
11 within another three minutes, I see a car coming at
12 me on Frank Sinatra Drive North going north,
13 flashing lights all over the place.

14 Guess who it was?

15 A cop.

16 Now, that cop wasn't going to an
17 emergency within Maxwell Place. He was simply
18 trying to get out of the traffic jam on 11th -- on
19 Sinatra Drive. And as soon as he got to a place
20 where he could take a left on 11th Street, the
21 lights went off. He made his way, and he got all
22 the way to Hudson Street, and he stopped at the
23 light.

24 So you got your own police force not
25 liking the way you got this thing laid out, and I

1 don't know whether you talk to them or not, about
2 whether they like it the way this thing is laid out.

3 But here is my final point: I don't
4 think you have enough information, and I don't think
5 you should compromise what we all relied upon when
6 this development was made and what is reflected in
7 those approvals and suddenly change course without
8 further study.

9 I understand this could be anecdotal,
10 but if we are going to make a decision about a
11 public street, I expect there to be more objective
12 evidence about safety, and I have not heard it.

13 I appreciate your time.

14 CHAIRMAN HOLTZMAN: Thank you

15 MR. PANTEL: Did the court reporter get
16 the name and address of this witness?

17 CHAIRMAN HOLTZMAN: Yes. We got it.

18 Thanks.

19 Are there other speakers this evening?

20 Sure.

21 MR. GALVIN: Raise your right hand,
22 please.

23 Do you swear to tell the truth, the
24 whole truth, and nothing but the truth, so help you
25 God?

1 MS. STEINER: Yes, sir.

2 MR. GALVIN: State your full name for
3 the record and spell your last name.

4 MS. STEINER: My name is Cindy Steiner,
5 S-t-e-i-n-e-r.

6 MR. GALVIN: And your street address?

7 MS. STEINER: I live at 6 Jerome Place,
8 Unit 1 in Montclair, New Jersey.

9 I am the Executive Director of the New
10 Jersey Bike and Walk Coalition. We run the state
11 advocacy organization --

12 MR. GALVIN: All right. Well, I think
13 you're the last witness for tonight, so we will give
14 you a little latitude, but --

15 MS. STEINER: That is why I waited
16 until the end.

17 CHAIRMAN HOLTZMAN: Please, go ahead.

18 MS. STEINER: We give testimony in
19 front of Planning Boards like this all over the
20 state. We work with communities to implement and
21 police street policies all over the state, and so I
22 have some experience with these policies and how
23 they work.

24 And I can tell you that there isn't a
25 single feature of complete streets policies that

1 favors single direction lanes versus two lanes. You
2 can have a very dangerous one-lane road and a very
3 safe two-lane road. There is nothing about a
4 one-lane road that inherently makes it safer.

5 What matters are the complete street
6 features that you build into the design of the
7 roadway, whether or not it is a one lane or two.

8 Now, we happen to know who the
9 engineering firms are around the state who are
10 masters, experts at complete streets and work with
11 them, and we have seen their work.

12 A situation like what we have seen
13 here, it's very possible to create a two-lane road
14 that has traffic flowing, has reduced speeds and is
15 incredibly pedestrian friendly.

16 We talk about designing cities that
17 accommodate eight-year-olds and 80-year-olds. If
18 you can build it so some eight-year-old is safe and
19 an 80-year-old is safe, you have covered your entire
20 population.

21 So, sir, your point before about more
22 cars on the roadway actually lowering the speed and
23 making it safer is actually very true. It is pretty
24 obvious. The more cars on the road, the slower they
25 go.

1 Complete streets is about reducing
2 speeds, and that could be done whether it's one or
3 two.

4 I also question the reasoning of the
5 applicant in choosing an engineering firm that did
6 not even know that NACTO was Hoboken's street
7 guideline, and that was adopted almost a year ago.
8 It's something to think about for this Board.

9 Another point I would like to make is
10 that five-point intersection out there, we looked at
11 the crash data for that intersection. Something
12 like that is what would trigger me to show up at a
13 Planning Board Meeting, because New Jersey has the
14 nation's second highest pedestrian fatality rate,
15 and it is because of little communities like this,
16 that have pedestrian fatalities at intersections
17 because they haven't done what it takes to make them
18 safer.

19 So what I would recommend that you do
20 is look at this in a much more holistic community
21 based procedure rather than just one road, and that
22 intersection definitely needs attention, and your
23 Sinatra Drive North has a great opportunity to
24 actually reduce fatalities at that intersection.

25 I also agree with what Leah had said,

1 that your 20 -- 2004 resolution favored a northbound
2 direction, and yet, you are sitting here saying,
3 well, the southbound works better.

4 We have nothing to compare it to.
5 There is no data to compare it to.

6 So a lot of what we heard tonight is
7 anecdotal. It's based on fear of complete streets.
8 It takes away that fear by actually building in
9 features. Based on experience, these projects are
10 implemented all over the country, and they work.

11 There is actually a very, very
12 heightened development in complete streets in
13 Montclair, South Park, two lanes. It is a
14 phenomenal development. People are walking out
15 enjoying it or driving through, and nobody is
16 getting hurt.

17 Thank you for your time.

18 MR. GALVIN: Thank you.

19 CHAIRMAN HOLTZMAN: Thank you.

20 COUNCILMAN DOYLE: I would like to
21 speak.

22 MR. GALVIN: Just so you know, I am
23 generally against council people speaking at
24 meetings. I think it is a bad practice, and I mean
25 it in your best interest as well.

1 COUNCILMAN DOYLE: Well, I think the --

2 THE REPORTER: I can't hear you.

3 CHAIRMAN HOLTZMAN: Councilman, come
4 forward.

5 (Sirens in the background.)

6 MR. GALVIN: You know, it's awfully
7 noisy out tonight. I don't know what's going on out
8 there.

9 THE REPORTER: Please state your name.

10 COUNCILMAN DOYLE: Jim Doyle, 806 Park
11 Avenue.

12 MR. GALVIN: You know, I can't in this
13 instance because unlike other situations, where I
14 told Council people not to come before the Zoning
15 Board, you know, there are two factors. One is the
16 way -- well, one factor would be at the Zoning
17 Board, which would be that an appeal could
18 potentially wind up before the Council. That's
19 problematic

20 The second thing is that my feeling for
21 like the Zoning Board would be that the Council
22 people --

23 COUNCILMAN DOYLE: It's not the Zoning
24 Board I represent --

25 MR. GALVIN: I know. I represent both,

1 okay, not just here, but throughout the state, and I
2 think that in the wrong case, this may not be the
3 wrong case, but the fact that you participate could
4 suggest that you are trying to influence the Board,
5 and therefore, somebody who gets an unsuccessful
6 result would try to use that in a future case. I am
7 not saying that I have a case on point, but it
8 concerns me, and I would like to avoid that, if
9 possible.

10 Part of the theory in this instance is
11 we have the Mayor's representative and a
12 Councilperson already on the Planning Board. That
13 is the way the system has been designed to
14 contribute.

15 Again, please proceed. I am telling
16 you that I think there is --

17 COUNCILMAN DOYLE: I may not very well
18 be advocating anything, other than asking a couple
19 questions.

20 CHAIRMAN HOLTZMAN: We are here to take
21 comments, please.

22 MR. GALVIN: I'm sorry.

23 CHAIRMAN HOLTZMAN: Venture into the
24 deep end at your own risk, Mr. Doyle.

25 COUNCILMAN DOYLE: Thank you.

1 The testimony from the --

2 MR. GALVIN: Raise your right hand.

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

6 COUNCILMAN DOYLE: Yes, I do.

7 MR. GALVIN: All right.

8 COUNCILMAN DOYLE: The traffic expert,
9 what I am -- what I heard was that any increase in
10 the flow of traffic is more dangerous, which seems
11 to be somewhat simplistic testimony with regard to
12 the safety issue, which has been raised.

13 I am questioning, as Commissioner
14 Weaver pointed out, more traffic can actually cause
15 the traffic to be slow, so I sort of question
16 whether that having more traffic going more slowly
17 might be in fact more safe.

18 But the other testimony that you
19 provided with regard to the number of diversions, he
20 said that by changing the direction will increase
21 diversions, and by changing the left turn, it will
22 increase diversions as if the traffic being
23 dissipated over more streets in the City of Hoboken
24 is a bad thing, I don't know that that holds water.

25 If Hudson Street is a problem, and we

1 just heard that Hudson and 11th is a very dangerous
2 intersection, I don't understand why diverting
3 traffic from that intersection would not actually be
4 safer, because there would be fewer accidents at
5 that intersection, so I just -- that's all I wanted
6 to say.

7 Thank you.

8 CHAIRMAN HOLTZMAN: Thank you,
9 Councilman.

10 CHAIRMAN HOLTZMAN: Okay. Any other
11 speakers?

12 Thank you.

13 Okay. Well, given that we got this
14 late hour here, Mr. Pantel, and there seems to be
15 quite a number of issues that need to be ironed out,
16 some additional information, some additional
17 research, some additional perhaps options for laying
18 out bike lanes, et cetera, I think we will need to
19 table this and all the relevant parties need to get
20 together to have some additional work done.

21 MR. PANTEL: Agreed.

22 So when is our next meeting then?

23 CHAIRMAN HOLTZMAN: Pat?

24 MS. CARCONE: Our next meeting date is
25 December 2nd.

1 CHAIRMAN HOLTZMAN: December 2nd. That
2 is a Tuesday night.

3 MR. PANTEL: It would be at 7 p.m.?

4 CHAIRMAN HOLTZMAN: 7 p.m., correct.

5 MR. PANTEL: In City Hall?

6 CHAIRMAN HOLTZMAN: It will be in City
7 Hall.

8 MS. CARCONE: We potentially might have
9 a big agenda for that Tuesday.

10 CHAIRMAN HOLTZMAN: What is that?

11 MS. CARCONE: We have two applications
12 before the SSP on November 12th.

13 CHAIRMAN HOLTZMAN: We are going to
14 have to move some other things around on that
15 agenda. That's correct.

16 MS. CARCONE: So depending on how the
17 SSP goes, if those two applications are complete, we
18 could potentially have two applications on December
19 2nd also, so...

20 CHAIRMAN HOLTZMAN: Do you want to
21 chime in on that?

22 (Mr. Galvin and the Chairman confer.)

23 CHAIRMAN HOLTZMAN: Go ahead.

24 So if we move this application to
25 December 2nd, we carry over --

1 MS. CARCONE: We have two applications
2 on November 12th, that if they are deemed complete,
3 we are going to hear them on December 2nd, so then
4 with this application we are talking about three
5 applications.

6 CHAIRMAN HOLTZMAN: What are our
7 options?

8 VICE CHAIR MAGALETTA: And the Rail
9 Yards also.

10 MR. GALVIN: Well, we might need
11 another meeting, that is all. That is what you are
12 looking at, yes, at a bad time of the year.

13 COMMISSIONER WEAVER: A Hanukkah
14 meeting.

15 (Laughter)

16 MR. GALVIN: For some people, yes.
17 Well, I will be here.

18 CHAIRMAN HOLTZMAN: Their application
19 is to carry it to the next available meeting.

20 Is that correct?

21 MR. GALVIN: It depends on Mr. Pantel.

22 MR. PANTEL: December 2nd works for us.

23 MR. GALVIN: I mean, if we were to say
24 to you, if we were to carry it to the January
25 meeting, what would that be?

1 CHAIRMAN HOLTZMAN: Well, you know, I
2 want to just interject here.

3 We got -- this meeting is a little
4 later in the week than our normal meeting. We have
5 had a abundance of input from the public, which is
6 nice to get on occasion, so we are good with that --

7 MR. PANTEL: Right.

8 CHAIRMAN HOLTZMAN: -- and it sounds
9 like the engineers have an awful lot to work out,
10 and given that we have the week of Thanksgiving in
11 there in the middle of it, I am not sure that we are
12 going to get it all done.

13 MR. PANTEL: Well, actually --

14 CHAIRMAN HOLTZMAN: Certainly, if we
15 are going to do this, everybody is telling us on
16 both sides of the story, let's get it right.

17 MR. PANTEL: If you could just give a
18 half a minute.

19 CHAIRMAN HOLTZMAN: Yes.

20 COMMISSIONER PINCHEVSKY: Mr. Chairman?

21 CHAIRMAN HOLTZMAN: Yes, sir.

22 COMMISSIONER PINCHEVSKY: Should we get
23 the transcript expedited, so if we do, in fact,
24 carry this forward a month, and we do have some
25 absent Board members, and they can review the

1 transcript?

2 (Everyone talking at once.)

3 CHAIRMAN HOLTZMAN: That's a very good
4 point.

5 CHAIRMAN HOLTZMAN: Hey, Pat, what's
6 our normal turn-around time on the transcript and
7 stuff, so that we've got Gill and Sasha who are out,
8 in case they are going to be back here hopefully for
9 the next meeting --

10 MS. CARCONE: The transcript, a couple
11 of days.

12 CHAIRMAN HOLTZMAN: A couple days.

13 (Laughter)

14 MS. CARCONE: Yes.

15 CHAIRMAN HOLTZMAN: So we can get it
16 out to the other Commissioners very easily.

17 COMMISSIONER GRAHAM: But can we all
18 get it?

19 CHAIRMAN HOLTZMAN: Sure.

20 COMMISSIONER PINCHEVSKY: And then the
21 question I had was before we adjourn --

22 CHAIRMAN HOLTZMAN: Yes.

23 COMMISSIONER PINCHEVSKY: -- should we
24 try to summarize, you know, some of our areas of
25 concern or areas that we have, so that to help some

1 of the professionals?

2 MR. GALVIN: Normally I would say that
3 is a good idea, but I have a feeling that's going to
4 take an hour.

5 CHAIRMAN HOLTZMAN: And we have both
6 Dave and Andy who have been taking notes all evening
7 long for us.

8 MR. PANETEL: So January. January is
9 fine.

10 CHAIRMAN HOLTZMAN: The January date is
11 what?

12 MS. CARCONE: January 6th.

13 CHAIRMAN HOLTZMAN: January 6th.

14 MR. GALVIN: This way we will knock out
15 what we are doing.

16 The December meeting is planned, and if
17 we try to put this on there, we won't do anything
18 justice. Then if we need an extra meeting for what
19 happens or transpires at the December meeting, we
20 will work that out.

21 MR. PANTEL: That is Tuesday, January
22 6th. I think it is important that we let the public
23 know that this is being carried to that date,
24 Tuesday, January 6th, in City Hall.

25 Do we know what room that will be in or

1 just City Hall?

2 CHAIRMAN HOLTZMAN: Well, we are going
3 to say City Hall.

4 I mean, do we anticipate, you know, a
5 good sized crowd again?

6 If so, maybe we'll try to get the
7 council chambers, but it will certainly be in City
8 Hall, so it's going to either be downstairs in the
9 conference room or it's going to be here.

10 MR. PANTEL: Okay. So it's no further
11 notice to the public, other than the announcement
12 that you just made.

13 CHAIRMAN HOLTZMAN: You didn't notice
14 anybody anyway, Glenn.

15 (Laughter)

16 MR. PANTEL: Yes, I did actually.

17 (Laughter)

18 MR. PANTEL: But, in any event, January
19 6th. We will have this carried to January 6th,
20 Tuesday, at 7 p.m.

21 CHAIRMAN HOLTZMAN: Thank you.

22 MR. GALVIN: And you waive the time in
23 will the Board has to act?

24 MR. PANTEL: We will extend the time
25 for the Board to act through that date.

1 CHAIRMAN HOLTZMAN: Great.

2 There is no other business.

3 MR. GALVIN: I'm sorry. We need a
4 motion to carry this matter --

5 VICE CHAIR MAGALETTA: Not yet, not
6 yet. Because of the testimony that was raised --

7 CHAIRMAN HOLTZMAN: I'm sorry. We
8 can't hear you with the --

9 MR. GALVIN: Come on, guys.

10 VICE CHAIR MAGALETTA: -- because of
11 the testimony that was raised towards the end of the
12 hearing, might it make sense for us to get our own
13 traffic expert to do a study?

14 (Applause)

15 COMMISSIONER BHALLA: Well, we have our
16 traffic engineer, Mr. Hipolit. Maybe he can do an
17 analysis --

18 CHAIRMAN HOLTZMAN: Mr. Hipolit has
19 traffic engineers on staff.

20 COMMISSIONER BHALLA: -- we could
21 request a further analysis of the issues that were
22 raised at the end of the meeting.

23 VICE CHAIR MAGALETTA: If he can do
24 that, that's fine.

25 MR. HIPOLIT: I can do that. I just

1 want you to be careful of what you are asking for,
2 so --

3 VICE CHAIR MAGALETTA: What are we
4 asking for?

5 MR. HIPOLIT: In the world of traffic
6 right now, we are looking at a very small area, and
7 everybody is honing in on this one area.

8 What I had said earlier was it is part
9 of a very large area, so the right traffic study is
10 a very gigantic traffic study, which is in the
11 six-figure number, and I don't think the applicant
12 is going to agree to pay for that.

13 So I could have my traffic guy, who
14 looked at this once before, look at it again and try
15 to look at the specific issues that were raised, but
16 it's not going to answer I think some of the bigger
17 global issues, which is if you start changing bike
18 lanes and changing signals and changing timing, what
19 to do to affect the next area and the next area and
20 the next right-of-way, so --

21 VICE CHAIR MAGALETTA: The whole
22 approach we talked about.

23 MR. HIPOLIT: -- I could have him look
24 at what we talked about tonight --

25 CHAIRMAN HOLTZMAN: Would the focus,

1 Frank, of your concern be specifically the Frank
2 Sinatra Drive southbound, northbound, both way
3 bound?

4 MR. HIPOLIT: I could have that
5 specifically looked at.

6 CHAIRMAN HOLTZMAN: Is that the focus
7 of what you're specifically talking about, because
8 we talked about traffic lights and all kinds of
9 other stuff that is for another day.

10 COMMISSIONER WEAVER: Then it needs to
11 take into consideration the intersection, the
12 five-way intersection.

13 VICE CHAIR MAGALETTA: Yes.

14 MR. HIPOLIT: So I could have my
15 traffic guy specifically give the Board a memo on
16 Sinatra North versus South or two-way with respect
17 to the surrounding intersection, which would be the
18 five intersection, really go up to 12th, look at
19 11th, and then look at Sinatra Drive North and 12th
20 also, and just tell you what he finds.

21 CHAIRMAN HOLTZMAN: Go ahead, Director.

22 COMMISSIONER FORBES: Can he also like
23 address that left turn, if it is going to be either
24 southbound or two-way?

25 MR. HIPOLIT: Yes. That would be part

1 of it.

2 COMMISSIONER FORBES: Thank you.

3 CHAIRMAN HOLTZMAN: Now, one of the
4 other than things that got brought up that certainly
5 has a great effect on those traffic lights is the
6 third traffic light, which is only new within the
7 last two years, right?

8 MR. HIPOLIT: It's less than two years,
9 right. We are going to look at that.

10 CHAIRMAN HOLTZMAN: So we are going to
11 take a look at that because I know, Commissioner
12 Marks, there had been conversations, numerous
13 conversations, about how to deal with the other two
14 lights, and I would just ask you to please make sure
15 that we've had the conversation that also takes into
16 consideration that third traffic light, and please
17 do not reply right now. I am just asking you to
18 consider it.

19 COMMISSIONER WEAVER: Can you say that
20 one more time?

21 CHAIRMAN HOLTZMAN: Yes.

22 There are two traffic lights on Hudson
23 Street that were there historically. You had the
24 five-way change-up, the 12th Street Starbucks, and
25 now there is one at 13th and Hudson --

1 COMMISSIONER WEAVER: The pedestrian
2 one --

3 CHAIRMAN HOLTZMAN: -- which is --

4 COMMISSIONER WEAVER: -- it's primarily
5 put in for pedestrian safety.

6 CHAIRMAN HOLTZMAN: -- right, but it
7 stops traffic obviously, right?

8 COMMISSIONER WEAVER: Yes.

9 CHAIRMAN HOLTZMAN: So the 13th and
10 Hudson is new within the last two years, so my
11 question is to the director to please make sure that
12 the conversations that they had with the county take
13 into consideration the 13th and Hudson light having
14 been installed in the last 18 months or whatever it
15 was. Maybe those conversations took place two years
16 ago, and nobody took that into consideration, that
17 additional traffic light, so I am asking them to
18 please let's make sure we revisit it, and that those
19 county conversations took that third light into
20 account when they did their looking at it.

21 COMMISSIONER WEAVER: Can we look at
22 the light at Frank Sinatra Drive North and 11th
23 Street?

24 VICE CHAIR MAGALETTA: That is part of
25 it.

1 COMMISSIONER GRAHAM: There is no light
2 there.

3 COMMISSIONER WEAVER: But maybe there
4 should be one --

5 CHAIRMAN HOLTZMAN: There is no light.

6 COMMISSOINER WEAVER: -- but maybe
7 there should be one.

8 MR. HIPOLIT: Right. The only way to
9 determine --

10 COMMISSIONER WEAVER: If we're going to
11 safety, we said that was a safer -- we said that, I
12 heard it. It's always safer to have a light.

13 MR. HIPOLIT: I said that.

14 All I want to make the Board aware of,
15 to put this in a box for you, as we start adding
16 stuff to it, the traffic study and the data required
17 to support it becomes much greater.

18 So when we look at 11th and Sinatra
19 Drive North, what you are asking for is called a
20 warrant analysis. Somebody goes out there and
21 performs counts and looks at the 14 point warrant
22 and sees if any of them are met, including
23 accidents, pedestrians, number of pedestrian counts,
24 it becomes a -- it takes a three or \$4,000 look at
25 the traffic for the Board to kind of get some

1 questions in, it makes it now be like 8 or \$9,000
2 just for that intersection.

3 COMMISSIONER WEAVER: Why do you need a
4 warrant analysis for --

5 MR. HIPOLIT: When you --

6 CHAIRMAN HOLTZMAN: Time out.
7 Dennis?

8 MR. GALVIN: Dan, the puck just kicked
9 a different way.

10 The question is, one of the questions
11 in my mind is why is it.

12 However, in my experience with public
13 roadways, you cannot -- it is very difficult to get
14 a traffic light even when we all know we need one in
15 a certain place, and you have to be able to
16 successfully show this through a warrant study, that
17 it is qualified.

18 Sometimes one of the standards I think
19 I recollect were actually pedestrian -- not
20 pedestrian -- but that's at the intersection --

21 MR. HIPOLIT: And accidents --

22 MR. GALVIN: -- which, God forbid, I
23 hope there haven't been any there --

24 MR. HIPOLIT: No --

25 COMMISSIONER WEAVER: And you are not

1 volunteering.

2 MR. GALVIN: What's that?

3 COMMISSIONER WEAVER: And you're not
4 volunteering?

5 MR. GALVIN: No, not at the moment.

6 COMMISSIONER WEAVER: But I'm saying if
7 we did want a light, if it was going to make it
8 safer for all of the kids and Montessori and
9 everything else, wouldn't it be easier to get it
10 when it's a private road before it becomes a public
11 road, or will it ever become a public road?

12 MR. GALVIN: That's a good question.

13 CHAIRMAN HOLTZMAN: That's for another
14 day.

15 MR. HIPOLIT: If you are going to put
16 up a signal, whether you're public or private, you
17 need a warrant analysis. The State governs signals
18 generally. It's important because it's guidelines
19 that tell you whether you can or can't have one.
20 Pedestrian conflicts involves our warrant for a
21 light. So to answer your question --

22 COMMISSIONER WEAVER: Even if it's a
23 private road --

24 MR. HIPOLIT: Technically, yes. You
25 can't just put lights anywhere you want.

1 MR. PANTEL: Especially where there is
2 public access --

3 MR. HIPOLIT: Right.

4 CHAIRMAN HOLTZMAN: Maybe there is a
5 simple, without the 14 point full warrant, full
6 court press analysis here, okay, is there some
7 minimum basic count between you and these guys that
8 we can say there is only 200 cars that go through
9 this thing a day or there's 2,000 cars --

10 MR. HIPOLIT: Yes.

11 CHAIRMAN HOLTZMAN: -- or there are
12 20,000 cars that go through it a day, and it is
13 going to trigger some cascade of opening up the
14 other questions?

15 Is there some minimum basic count we
16 can get on that?

17 MR. HIPOLIT: There is.

18 We are going to take the counts that
19 they have now and in any previous applications that
20 they had, and we will coordinate with them.

21 I am going to have to send some guys
22 out to kind of verify some current day stuff. We'll
23 make, based on the limited data we'll have because
24 it's somewhat limited, it's not new, some
25 recommendations back to the Board about northbound,

1 southbound, two-way, or if there is not enough data,
2 it is going to have to be studied more in-depth.

3 CHAIRMAN HOLTZMAN: But in terms of the
4 light things, shouldn't you guys be able to at least
5 address Dan's question, which is, at some point,
6 yes --

7 MR. HIPOLIT: Yes, we're going to --

8 CHAIRMAN HOLTZMAN: -- you made your
9 point that the light is safer than a stop signal,
10 right, a stop sign, but at some point it becomes an
11 overburden as well, right?

12 MR. HIPOLIT: Correct.

13 We can -- my guys can look at it and
14 say, you know what? It looks like a light should be
15 here. But to confirm that, we need a warrant
16 analysis. They can give you that, you know, it
17 probably should be here or no, it shouldn't.

18 MR. PANTEL: I also think it would be
19 important to have our traffic consultant confer with
20 the Maser traffic consultant upfront, so that we
21 don't end up in a disagreement over the scope and
22 for that matter, you know, cost of undertaking
23 this --

24 MR. HIPOLIT: It saves you money.

25 MR. PANTEL: -- yes.

1 CHAIRMAN HOLTZMAN: Perhaps they got
2 some analysis already in place from some counts that
3 we could use.

4 MR. PANTEL: Absolutely.

5 MR. HIPOLIT: Which would be great.

6 VICE CHAIR MAGALETTA: At the same time
7 I understand the cost consideration, but this
8 decision could be far reaching, so I understand
9 watching our costs, but let's not go too cheap on
10 this.

11 CHAIRMAN HOLTZMAN: Andy is going to
12 give us a real answer. You know that, right?

13 VICE CHAIR MAGALETTA: Okay, good.

14 CHAIRMAN HOLTZ: Are you comfortable
15 with that?

16 VICE CHAIR MAGALETTA: I am not worried
17 about that. I just want to make sure our dollars
18 don't get in the way of making a --

19 CHAIRMAN HOLTZMAN: Andy is also going
20 to tell us if he is not getting the right answer
21 from the people that he is working with.

22 VICE CHAIR MAGALETTA: Thank you.

23 CHAIRMAN HOLTZMAN: That being said, do
24 we need to make motion?

25 MR. GALVIN: Yes.

1 Even though there was no notice
2 involved, we should still make a motion to carry it
3 to that night.

4 CHAIRMAN HOLTZMAN: Okay.

5 So there is a motion on the floor to
6 carry this hearing to Tuesday, January 6th --

7 MR. PANTEL: At 7 p.m. --

8 CHAIRMAN HOLTZMAN: Is there a motion?

9 MR. PANTEL: -- at City Hall.

10 COMMISSIONER GRAHAM: So moved.

11 CHAIRMAN HOLTZMAN: Ann Graham moves
12 that.

13 Is there a second on that motion?

14 COMMISSIONER WEAVER: Second.

15 CHAIRMAN HOLTZMAN: All in favor?

16 (All Board members answered in the
17 affirmative.)

18 CHAIRMAN HOLTZMAN: Thank you,
19 everybody. We are concluded.

20 COMMISSIONER FORBES: I move to
21 adjourn.

22 COMMISSIONER MARKS: Second.

23 CHAIRMAN HOLTZMAN: Bye-bye.

24 (The meeting concluded at 11:10 p.m.)

25

C E R T I F I C A T E

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I, PHYLLIS T. LEWIS, a Certified Court Reporter, Certified Realtime Court Reporter, and Notary Public of the State of New Jersey, do hereby certify that the foregoing is a true and accurate transcript of the proceedings as taken stenographically by and before me at the time, place and date hereinbefore set forth.

I DO FURTHER CERTIFY that I am neither a relative nor employee nor attorney nor counsel to any of the parties to this action, and that I am neither a relative nor employee of such attorney or counsel, and that I am not financially interested in the action.

s/Phyllis T. Lewis, CSR, CRR

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PHYLLIS T. LEWIS, C.S.R. XI01333 C.R.R. 30XR15300

Notary Public of the State of New Jersey

My commission expires 11/5/2015.

Dated: 11/11/14

This transcript was prepared in accordance with NJ ADC 13:43-5.9.